

# *Appendix B*

---

**Response to Comments**

## APPENDIX B. RESPONSE TO COMMENTS

### B1 Introduction

The SH-75 Timmerman to Ketchum Draft Environmental Impact Statement (DEIS) was issued in December 2005. The general public, resource and regulatory agencies were offered the opportunity to review and comment on the DEIS during the Federal Highway Administration's (FHWA) public review process, pursuant to the National Environmental Policy Act (NEPA). This process included a public hearing held in the project area, a public and governmental comment period, and continuation of the agency coordination and public coordination programs.

Comments were received on the DEIS in the form of written and oral testimony at the public hearing, as well as letters, faxes, and emails. This appendix provides responses to comments received from Federal and State of Idaho agencies, the six affected local governments, and local organizations. Excerpts from the written comments received from these sources are provided in the subsections that follow. Each comment is followed by a response.

Responses to the comments of individuals, neighborhoods, businesses, and other non-agency commenters are also presented, beginning in Section B7 of this appendix.

### B2 Federal Agencies

Two federal agencies submitted comments on the DEIS: the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. Additional coordination was conducted with both Federal agencies in response to the comments submitted, and the results of that coordination is reflected in these comment and responses.

#### ***B2.1 U.S. Army Corps of Engineers***

A comment letter dated February 24, 2006 from the Walla Walla District of the U.S. Army Corps of Engineers was received, signed by A. Bradley Daly, Chief Regulatory Division.

**Comment 1:** Based on our review of the information provided with your December 16, 2005 letter, the project will have no effect on navigation, flood control, or any Federal projects administered by the Corps of Engineers.

**Response:** *Comment so noted.*

**Comment:** Regarding our regulatory responsibilities, Section 404 of the Clean Water Act (33 U.S.C. 1344) requires a Department of the Army permit be obtained for the discharge of dredged or fill material into waters of the United States. Based on the information provided, it appears the proposed project will involve work in areas subject to our jurisdiction and a Department of the Army permit will be required. On January 7, 2005, we provided a copy of our approved jurisdictional determination for the proposed project indicating that the project area contains waters of the United States regulated under Section 404 of the Clean Water Act. We reviewed the October 6, 2004 wetland delineation map entitled "Timmerman" prepared by Shapiro & Associates and determined the map accurately delineates the extent of waters of the United States, including wetlands for the project corridor. The jurisdictional areas indicated on the map include 2.48 acres of wetlands, creeks, and irrigation canals which are hydraulically connect to the Big Wood River. However, the delineation for the proposed Boulder Flats mitigation site has yet to be verified.

**Response:** *ITD conducted a wetlands delineation for the Boulder Flats wetlands mitigation site that was submitted to and approved by the U.S. Corps of Engineers during this FEIS process. Additional coordination with the COE will be conducted during preparation of the Section 404 permit for the SH-75 project.*

**Comment 2:** With regard to the proposed impacts to waters of the U.S., including wetlands, we have reviewed the seven phases of the project and concur with your analysis of impacts. Over all we believe impacts to waters of the U.S. are minimal. However, if and when a permit application is submitted for Phase 7, "South Bellevue to US-20 Timmerman Junction," we may require more detailed information to make a more thorough analysis of alternative alignments for Phase 7 related to impacts to waters of U.S. We have reviewed the proposed compensatory wetland mitigation plan at Boulder Flats and believe it could potentially compensate unavoidable wetland losses. This also may need to be evaluated more thoroughly when a permit application is submitted for the project.

**Response:** *The phasing of construction of the SH-75 project as described in Section 2.3.4 of this FEIS, page 2-17, will depend upon the programming and funding as described in Section 1.2 of this FEIS. ITD will continue to coordinate with the COE through completion of this NEPA project and prepare a Section 404 permit application when the funding and phasing of the project is known. As requested, ITD will work with the COE to provide additional information as required at that time.*

## **B2.2 U.S. Environmental Protection Agency (EPA)**

A comment letter dated February 24, 2006 from Region 10 of the U.S. Environmental Protection Agency was received, signed by Christine B. Reichgott, Manager, NEPA Review Unit.

FHWA and ITD met with representatives of the Environmental Protection Agency, the U.S. Army Corps of Engineers, and the SH-75 consultant on April 5, 2006 to discuss the EPA comments on the DEIS. A representative from the Sawtooth National Recreation Area (SNRA) participated by telephone concerning the Boulder Flats wetlands mitigation concept plan. The responses to the following EPA comments reflect this additional coordination.

**Comment 3:** Purpose and need, range of alternatives. The purpose of the proposed project is to increase capacity and improve safety. The proposed capacity increases are based primarily on future projections of continued increases in peak hour travel. With respect to safety, there are no identified high accident locations (HALs), although statewide accident averages are exceeded in three locations. Overall, the corridor-wide improvements as described in Alternative 2 would result in a peak hour travel time savings of approximately 11 minutes (the morning and evening peaks are each defined as one hour in duration). No level of service deficiencies were identified for non-peak hours.

Alternatives 2 and 3, which are equal in terms of the constructed facility, provide many improvements for pedestrian, bicycle, and transit movement, and would improve stream crossing locations for wildlife movement. The Alternative refinements are responsive to the needs of individual communities along SH-75 and the project would be built in seven phases, subject to funding and the need to minimize traffic disruptions. These are all desirable aspects. We would recommend consideration of an additional alternative that includes high priority components but is less than the full 27-mile corridor widening. Such an alternative could still supply the most desired improvements. For example, an alternative that addresses pedestrian, bicycle, transit movements, improves safety at the three specified locations that exceed statewide accident averages, provides site specific turning and passing lanes, and accommodates safe wildlife movement across the roadway corridor could be constructed in phases as needed. We recommend developing and including such an alternative if practicable.

**Response:** *Development of a purpose and need for the SH-75 corridor included a detailed analysis of existing safety, capacity, congestion, geometric deficiency, and crash statistics to identify current problems*

*with the SH-75 corridor. As part of this process, the public scoping conducted for the project identified community frustration with a long history of demonstrated need for highway capacity improvements and public support for additional highway capacity. The most recent of these include a previous study that had identified the need ("SH-75 Location Study Report" in 2000), and the results of a 1996 advisory vote on the Blaine County ballot on November 5, 1996. Based on information provided by the Blaine County Assessor's Office, this advisory vote indicated that 52% of respondents supported upgrading SH-75 between US-20 and Bellevue to four lanes with a center turn lane; 32% support upgrading to three lanes. Almost 64% of respondents supported upgrading the highway to four lanes with a center turn lane from Bellevue to Ketchum; 24% supported upgrade to 3 lanes.*

*Based on future land use, population and employment for Year 2025, the No Build Alternative was developed. The No Build includes an increase in transit service as well as 20% of trips made on transit, carpools, or other alternative modes. The analysis of the No Build contained in Chapter 1 Purpose and Need of the DEIS shows that severe levels of future congestion for both the mainline condition and at intersections (Level of Service E and F for the majority of the corridor) would result and that safety issues would continue.*

*The existing SH-75 corridor has numerous intersections and private driveways (over 100 in the most congested segment between McKercher Boulevard and Elkhorn Road). To provide turn lanes to accommodate the large volume of turning movements at these intersections and reduce the accident potential would require major reconstruction of the roadway, and additional right-of-way but would not address the existing and future highway capacity needs documented in Chapter 1 of the DEIS.*

*Based on a full discussion of the project background and alternatives development at the April 5, 2006 coordination meeting, EPA agreed that no additional alternatives need to be considered in the FEIS.*

**Comment 4:** Secondary and cumulative impacts. The draft EIS indicates that secondary effects would likely occur as a result of the proposed project, particularly with respect to travel time savings and ultimately land use. For example, the document states:

- p. 5-3: The rate of growth in population for any geographic area within the Wood River Valley may be affected by travel times from homes to work locations.
- p. 5-4: The distribution of growth could be changed by Alternative 2.
- p. 5-166: There will be no impact to land use plans, but the project may influence the rate of development.
- p. 5-167: Alternatives 2 and 3 in combination with a strong regional economy and high real estate values may have the secondary impact of increased pressure to convert farmland to other uses.

These statements indicate that the project is expected to induce travel demand. We understand induced travel demand to be any increase in travel resulting from improved travel conditions (Hunt, 2002). In most contexts, "improved travel conditions" refers to reduced travel times or improved reliability of travel times. There are both short term effects (more trips, longer trips), and long term effects (land use change) from induced travel demand.

Land in the Wood River Valley is primarily in private ownership, subject to local land use ordinances and policies such as city and county land use plans. This proposed project has potential for inducing development and land use change. Consequently, we believe that the EIS would benefit from a more systematic, in-depth, and specific analysis of secondary and cumulative impacts with respect to induced travel demand and land use change, and the resulting effects of land use changes on key resources. Tools available for analysis include such things as traffic models to calculate induced travel effects, combined with a Delphi/expert panel process to evaluate existing land use plans, the trends in growth and changes to the land use plans, the land available for development, and so on. There are other methodologies as well, many of which are listed on the FHWA website.



**Response:** *ITD and FHWA enlisted the assistance of local planners to determine how their current land use plans and zoning would evolve by the year 2025 and where growth would likely be distributed geographically within the Wood River Valley. The Year 2025 population and employment information used in the EMME/2 travel demand forecasting model used to generate future travel demand for SH-75 was developed in full consultation with local planners. In addition to reviewing previous work done in the Wood River Valley on land capacity analysis, economic projections, and housing, two workshops were held with the area planners from the Cities of Carey, Bellevue, Hailey, Ketchum and Sun Valley and Blaine County to develop likely scenarios for both the amount of future population and employment growth as well as its distribution throughout the valley. These workshops were held on January 22, 2002 and February 6, 2002 in the Blaine County offices in Hailey and facilitated by a known industry land use specialist. Comments were also received at the February 19, 2002 Work Group meeting and subsequent to that meeting.*

*Through these discussions, the planners and the consultant team developed a "base case" population and employment scenario for the year 2025. It reflects both the amount of growth and where it would be distributed. This base case reflects area comprehensive plans and zoning in place in 2002 when the workshops were held. In addition to this base case, two different land use scenarios were developed to test the impacts that these might have on the number of and distribution of travel trips on SH-75. These were developed at the planner work shops.*

*The resultant March 2002 report was reviewed by the planner participants and subsequently revised and posted on the project website as "Revised Year 2025 Population and Employment Forecasts".*

*Since this work was conducted in 2002, Blaine County has experienced unprecedented growth and development, without any improvements to SH-75. The County temporarily instituted a moratorium in 2005 on new development proposals, pending a review of existing land use and zoning controls. Blaine County undertook a new initiative Blaine County 2025 to develop new and amended zoning districts and strengthen resource protection standards (see [www.blainecounty2025.org/](http://www.blainecounty2025.org/) for a full description). This initiative was intended to assist them in managing the level and distribution of growth.*

*Based on a full discussion with EPA at the April 5, 2006 coordination meeting of how future land use scenarios were developed for the SH-75 DEIS, EPA concurred with the assessment of the secondary and cumulative impacts for land use in the DEIS.*

**Comment 5:** Section 3.13, Wetlands. We recommend that this section include valuable, relevant information available in the Conservation Data Center report (Jankovsky-Jones, M. 1997. *Conservation Strategy for Big Wood River Basin Wetlands*. Conservation Data Center, Idaho Department of Fish and Game. 33 pp and appendices) concerning relative abundance of wetland communities within the watershed and relative scarcity of specific wetland plant communities. Specific plant community descriptions per the above referenced document and hydrologic regimes for the natural wetlands should be included.

**Response:** *The Jankovsky-Jones reference was researched to identify the additional information. It is contained in Section 3.1.4.1 Abundance of Wetlands of this FEIS.*

**Comment 6:** Section 3.13.2, SH-75 Corridor Wetlands. The identification system for the "irrigation-dependent" wetlands uses both "I-D" and "NJ" interchangeably in site identification. The identification prefix should be consistent in the text and tables, preferable using "I-D".

**Response:** *The comment is agreed with. The revised text and graphic are contained in Section 3.1.4.2 of this FEIS.*

**Comment 7:** Section 5.9.2.1, Hydrology (Drainage). We support the project proponent's plan to replace the 36 inch pipe culverts at both Willow Creek and the unnamed tributary with much larger natural bottom metal-plate arch culverts. These new arch culverts will allow better connectivity between the upstream and downstream aquatic communities.

We also support the plan to replace the box culvert at the Trail Creek crossing with a bridge. This bridge will allow better connectivity through this stream reach.

We are concerned about the specific design that is described for the Big Wood River Bridge north of St. Luke's Hospital. The bridge is described to be wider and longer than the existing bridge. Pier locations in the channel are also described. However, there is not sufficient information at this time to determine that the specific bridge design is an alternative that complies with the Section 404(b)(1) Guidelines, a requirement of any Section 404 permit. Additional information will need to be provided at the time of a Section 404 permit application to evaluate specific impacts of the proposed bridge design and alternatives to minimize these impacts. Alternative designs might include an even longer bridge, longer spans, and/or a narrower bridge.

***Response:** Based on an April 5, 2006 coordination meeting with EPA and the COE, the FEIS commits ITD to additional coordination with EPA and the COE regarding the Big Wood River Bridge design during the design phase of the project. This will be part of the development of a Section 404 individual permit. This commitment is included in Section 7.3 Commitments of this FEIS. This coordination may result in minor changes to the bridge design that will further avoid and minimize impacts to the riparian environment, including impacts to riparian wetlands.*

**Comment 8:** Section 5.9.2.5, Floodplains, Big Wood River Floodplain. As described above, additional information is needed regarding the specific bridge design at this river crossing to evaluate the impact to all floodplain functions, including connectivity.

***Response:** See response to Comment 7.*

**Comment 9:** Section 5.9.3, Mitigation of Water Resource Impacts. NPDES permits in Idaho are issued by EPA, not IDEQ (line 12).

For clarification, the permitting process under Section 404 of the Clean Water Act does not ensure that federal and state agencies "would have the opportunity to comment on the permits and provide recommendations (lines 14-16). The notification process used by the Corps of Engineers is dependent on the type of permit that is necessary for the project. If the activity requires a Section 404 individual permit, then the Corps provides the opportunity for public comment as well as comment from resource agencies. If the activity would be authorized by a Section 404 general permit, the Corps might or might not seek agencies' comments.

***Response:** The agency responsible for issuance of the NPDES permits has been changed from IDEQ to EPA. This correction is shown in Section 5.9 Water Resources of this FEIS.*

*The SH-75 project will require a Section 404 individual permit such that additional coordination with resource agencies is required. This commitment is included in Section 7.3 Commitments of this FEIS.*

**Comment 10:** The project needs to comply with the requirements established in the approved Total Maximum Daily Load (TMDL) for the Big Wood Subbasin. Pollutant loads from point sources permitted through NPDES permits must be accounted in the TMDL. The statement that "any degradation in surface water or groundwater quality from

project construction or operation is not expected to impair existing beneficial uses or result in any additional water quality standard violations" (lines 36-38) needs to be supported by demonstration that the project will comply with the TMDL.

**Response:** *A coordination meeting was held with the Idaho Department of Environmental Quality on May 16, 2006 to obtain their input to this issue.*

*The Big Wood River TMDL is an approved TMDL and the Idaho Department of Environmental Quality (DEQ) is officially in the implementation phase of the TMDL in the Big Wood River Sub-basin. Therefore, all activities (including construction activities on roads) shall be developed in accordance with TMDL implementation compliance. In the Big Wood TMDL, under Non-point Sources section, "reasonable assurance for non-point sources means that non-enforceable actions will result in load allocations for non-point sources [including "minor" sources] required by the Big Wood River TMDL." The non-enforceable actions will be designed or applied according to the authorized best management practices that ITD prescribes on such projects, and which have been used to protect the beneficial uses of receiving water bodies (Big Wood River) for attainment of water quality standards.*

*ITD will provide DEQ with a sediment/erosion control plan. Upon approval, ITD will take that plan and utilize it in their NPDES permit as part of their SWPPP. It will also be reflected in their construction plans and specifications to provide the necessary BMPs that will qualify the project with reasonable assurance that discharges will be protective of the Big Wood River, particularly where the road crosses the Big Wood River.*

**Comment 11:** Section 5.11.2.4, Wetlands, McKercher Boulevard to Elkhorn Road. As discussed in previous comments regarding the specific design that is described for the Big Wood River Bridge north of St. Luke's Hospital, additional information is needed to evaluate alternative bridge designs that could minimize impacts to palustrine forested wetlands. As documented in this draft EIS, this wetland community supports highly rated wetland functions and values. More information about the extent of this wetland community along the Big Wood River, the past losses of this habitat, and the reasonably foreseeable future losses are needed in order to support the statement that the loss of 0.18 acres of this important wetland community is not considered substantial. Most forested wetlands in rapidly developing parts of Idaho are at substantial risk as floodplain development and restrictions to channel movement limit the dynamic nature of these rivers. Dynamic processes in alluvial rivers that modify the stream channel, that create new overflow channels, that deposit bedload in new locations on the floodplain, and that erode vegetation while creating new substrate for new vegetation are fundamental to the health of the aquatic ecosystem. Because the location and design of the new bridge will continue to limit river processes at this location, a careful evaluation of the forested wetland impacts will be needed.

**Response:** *Based on an April 5, 2006 coordination meeting with EPA and the COE, the FEIS commits ITD to additional coordination with EPA and the COE regarding the Big Wood River Bridge design during the design phase of the project. This will be part of the development of a Section 404 individual permit. This coordination may result in minor changes to the bridge design that will further avoid and minimize impacts to the riparian environment, including impacts to riparian wetlands. This commitment is included in Section 7.3 Commitments of this FEIS.*

**Comment 12:** Section 5.11.3, Wetlands, Executive Order 11990. We support the efforts the project proponent has made to reduce impacts to natural wetlands on this project, especially in the southern portion between the project's terminus near Timmerman Junction and Baseline Road. Narrowing the width of the highway substantially reduced the wetland impacts in this area.

**Response:** *Comment noted.*

**Comment 13:** Section 5.11.5, Wetlands, Wetland Mitigation Concept Plan. As we indicated at an interagency meeting regarding wetland mitigation for this project on March 10, 2004, we believe that the proposed wetland mitigation site provides an excellent opportunity for restoring wetlands and floodplain connectivity and functionality. This is exactly the type of wetland mitigation effort that we believe provides the best chance of success and functional gains. However, we believe this section of the document needs to be strengthened to document that there would be no net loss of wetland functions and values and that the wetland mitigation effort would also compensate for riparian and aquatic habitat losses (Section 5.11.4). The assertion that there will be no net loss of wetland functions and values seems to be based on meeting the described mitigation ratios. However, there is no documentation about the rationale for using these mitigation ratios, nor is there evidence presented that such mitigation ratios in fact result in no net loss of wetland functions and values. Fortunately, information was developed using a wetland functional assessment for both the impact areas and the mitigation site. This tool should be used to determine the adequacy of the proposed mitigation instead of relying on fixed and arbitrary mitigation ratios. Using this methodology would account for differences in wetland functions and values and would also provide credit for restoring floodplain connectivity to existing wetlands as well as removing the existing road fill to restore wetlands.

**Response:** *The rationale for the mitigation is contained in Section 5.11 Wetlands of this FEIS. It includes an expanded discussion of the functions and values to show additional benefits from the Boulder Flats Mitigation site. It also clarifies the full benefits of the site and describes other benefits, including increased functions and values on floodplain wetlands adjacent to the mitigation site. With the addition of this information and analyses, the conclusion of "no net loss" is fully supported.*

**Comment 14:** Lines 17-19 are repeated but with different acreage in lines 20-21.

**Response:** *This section has been replaced in the FEIS with updated acreages based on surveyed topography that was not available at the time the DEIS was published. Section 5.11 on page 5-13 of this FEIS contains this update.*

**Comment 15:** At a concept level, the wetland mitigation plan seems appropriate provided the wetland functional assessment described above demonstrates that there are no net loss of wetland functions and values. Additional details will need to be provided to complete an acceptable final wetland mitigation plan. These additional details would include:

- Timing of the mitigation work (should be concurrent or earlier than any authorized impacts).
- Description of removal of artificial stream bank structures, such as bank riprap and berms or levees, to remove stream and floodplain restrictions.
- Development of performance standards for the wetland mitigation site, including specific wetland vegetation, soils, and hydrology criteria. Monitoring would need to occur for at least five years or until the performance standards are met.
- Description of the legal means to ensure permanent protection of the mitigation site.

**Response:** *During preparation and consideration of the individual Section 404 permit for the SH-75 project, additional coordination between ITD, EPA and COE will occur and is reflected in Section 7.2.4 Wetlands Mitigation Concept Plan FEIS. The requested additional detail will be included in the final wetlands mitigation plan.*

*During the April 5, 2006 coordination meeting with FHWA, EPA and COE, a representative of the Sawtooth National Recreation Area (SNRA) participated by telephone and provided information on the existing legal*

*means to ensure permanent protection of the mitigation site. The SNRA stated that there is little use of the lands adjacent to the wetlands mitigation site other than by fishermen and a sheep grazing permit. The permit would be modified to restrict the sheep herder from using the mitigation site area. The SNRA has protective abilities included in their enabling legislation. Both stream protection and visual amenities are high priorities for the SNRA, both of which serve to help protect the mitigation site. A final letter from the SNRA describing their enabling legislation and how it satisfies the perpetual management requirement is contained in Appendix A Agency Coordination of this FEIS.*

**Comment 16:** Section 5.22.2.10, Secondary and Cumulative Impacts, Wetlands. While Section 404 of the Clean Water Act has slowed the loss of wetlands, there continue to be direct wetland losses as a result of activities and/or wetlands that are not regulated by Section 404, as well as unauthorized losses. Indirect effects also cause losses of wetland functions and values. Policies are in place to provide wetland mitigation, but at this point they are not requirements. Furthermore, there is no information in Idaho to demonstrate that such mitigation efforts are resulting in no net loss of wetland functions and values. Reliance on the federal regulatory program under Section 404 is not adequate to ascertain cumulative wetland impacts. Analyses of municipal and county development plans should be made to determine the likely extent of wetland impacts from the induced development of this project.

**Response:** *Based on the response to EPA's comment on secondary and cumulative impacts on pages B-3 and B-4 of this appendix, the proposed project will not induce development nor will it have secondary impacts on wetlands. The wetlands impacts of this project will be fully mitigated by the proposed wetlands mitigation concept plan. The DEIS acknowledges that the historic and continuing rapid development of lands within the Wood River Valley has and is likely to continue to impact wetlands. Blaine County's current "Blaine County 2025" initiative is seeking to strengthen resource protection at the local level. If approved, additional local controls may be in place to reduce the loss of wetlands in the project area.*

**Comment 17:** Habitat permeability/wildlife road kill. The barrier effect and wildlife mortality caused by the existing roadway would be exacerbated with the proposed widening. We highly commend the project proponents for addressing these impacts to wildlife habitat permeability, and for proposing means to mitigate these impacts. We urge project proponents and resource agencies to continue their efforts to find workable solutions.

The maps of wildlife road kill "hotspots" and forage opportunities are helpful (Figures 3.14-1 through 3.14-4). We ask that the final EIS add to these figures the available wildlife crossing sites being proposed, i.e., the pedestrian underpasses and the four stream crossings, in order to illustrate where these potential crossings coincide and where opportunities for providing connectivity are still needed. To increase permeability along the 27-mile corridor for low mobility species, small and medium mammals, we ask that you consider installing appropriately sized culverts or other suitable structures under the roadway, spaced at appropriate intervals/locations, such as approximately every 800 to 900 feet.

**Response:** *Section 7.2.6 Wildlife Mitigation and Section 7.2.7 Wildlife Habitat Permeability of this FEIS contains the list of commitments and mitigation that must be incorporated in the design phases of the SH-75 project to address wildlife crossings and to reduce wildlife kill.*

*At the time of publication of the DEIS, Blaine County had applied for enhancement funding to gather empirical data on wildlife crossing incidents along SH-75. Subsequent to obtaining that funding, Blaine County, in cooperation with Idaho Transportation Department, hired the Western Transportation Institute at Montana State University (WTI-MSU) to gather more information about the wildlife-vehicle collisions and the potential installation of an animal detection system along SH-75 between the US-20 Timmerman Junction and Ketchum. The ultimate goal is to reduce animal-vehicle collisions, especially with mule deer and elk. The data collection program is referred to as "Ketchum on the Road: Wildlife Sightings". The public is being*

*asked to participate in this effort through submitting wildlife sightings (dead or alive) along this road section. Instructions for, and the reporting is done through a website ([www.blainecounty.org](http://www.blainecounty.org)) that has been up since March 2007. The data is being collected through March 2008. The analysis of the data and recommendations for any additional wildlife crossing mitigation are scheduled for completion by fall of 2008.*

*The results of this research will determine which additional methods, if any, will be incorporated into the final design of SH-75 to supplement the wildlife mitigation measures described in Sections 7.2.6 and 7.2.7 of this FEIS.*

*In the interim, since the publication of the DEIS, ITD has placed 48-inch high intensity reflector signage with additional upper and lower diamonds and orange flags at the high vehicle/wildlife collision areas of SH-75 in the Wood River Valley.*

*Figures 3.14-1 through 3.14-4 in the DEIS (appended in CD ROM to this FEIS) have not been revised as the results of the research described above will better determine potential locations and feasibility for wildlife crossings to reduce the ungulate wildlife kill that is documented in the DEIS.*

*Approximately twenty-one culverts will be replaced as a result of the reconstruction of SH-75 with the Preferred Alternative. These culverts will be designed to facilitate small animal crossings of SH-75, incorporating design features that are attractive to small mammals and amphibians. This will improve the existing habitat permeability for smaller animals.*

*The existing heavily developed nature of the corridor and the quality of wildlife habitat adjacent to SH-75 does not support the inclusion of culverts for wildlife crossing purposes every 800 to 900 feet as suggested by the commenter.*

**Comment 18:** As stated in the draft EIS, some pedestrian underpasses are located within road kill hotspots. Some wildlife may use the human pedestrian underpasses and, if so, this is most likely to occur during the night or early morning hours. However, human presence and activities can be a deterrent to wildlife. In spite of flat topography, pedestrian underpasses have been installed and more would be constructed as part of the proposed project. Thus, it seems that dedicated wildlife underpasses could also be constructed. We understand that the fencing limitations due to numerous access points to SH-75 may discourage installation of wildlife underpasses. However, we suggest fencing to the extent possible, even if it is discontinuous, might be tried together with planting/revegetating to establish native vegetation corridors (as is proposed in the draft EIS for the stream crossing sites) in desired locations to attract and guide wildlife to new crossing structures.

**Response:** *The most southerly identified wildlife kill hotspot lies between the City of Bellevue and just south of the Friedman Memorial Airport. Lands to the west are in agricultural use while lands to the east are undergoing extensive urban development. This may be an area where some form of wildlife crossing could be feasible, subject to the detailed analysis that will take place through the enhancement fund research described above. See response to Comment 17.*

*The second wildlife kill hotspot lies north of the City of Hailey and extends to Buttercup Road. This area is heavily developed and has numerous driveways and County roadways that intersect SH-75. This local access and heavy development precludes consideration of any fencing to direct wildlife to crossings. As the adjacent lands are in private ownership, use of vegetation or other means to channel wildlife is not feasible.*

*The third hotspot also lies in an area that is very constrained by both private development, steep terrain, and frequent driveway and road access points. Fencing to direct wildlife is therefore not feasible.*

*It should be noted that neither the Federal Highway Administration nor the Idaho Transportation Department have control over the surrounding land use and development that may change migration and foraging patterns of wildlife.*

**Comment 19:** We also recommend that the openness (a function of crossing height, width, and depth from entrance to exit) of the potential wildlife crossings, and particularly those in the riparian corridor bridge locations, be evaluated with respect to the species that would be using them. The openness evaluation should include an assessment of average snow depths to ensure that adequate height is available for the largest species using the crossing structure. For more information about this and other aspects of providing/re-establishing ecological connectivity, we recommend the *Interstate 90 Snoqualmie Pass East Mitigation Development Team Recommendation Package*, November 2005. This report provides a helpful summary and application of the current best available science.

**Response:** *Should the results of the independent Blaine County wildlife county research confirm locations for wildlife crossings and crossing type and feasibility, considerations of crossing height, width, and depth from crossing entrance to exit will be incorporated into the design of such crossings.*

**Comment 20:** Air quality/air toxics. The secondary and cumulative effects of induced travel demand and growth need to be factored into air quality analyses (see Secondary and cumulative effects section below). It is unclear whether the travel demand and air quality modeling did this, since a qualitative discussion, but no quantitative analysis, of secondary effects was presented in the draft EIS.

**Response:** *As described on page 3 and 4 of this appendix, the SH-75 project does not induce either travel demand or growth. Blaine County and its cities have experienced high levels of growth in the last 30 years, as documented in Table 3.1-1 of Chapter 3 of the DEIS, with an annual population increase of over 4%. Improvements to SH-75 have lagged well behind the level of growth and trip making in the Wood River Valley such that the proposed project is growth accommodating.*

*The air quality analysis for the DEIS was prepared following the then current ITD and FHWA guidance for project level air quality screening for Idaho projects. (The Wood River Valley is in an attainment area.) Since publication of the DEIS, FHWA issued guidance on addressing air toxics in NEPA documents for highway projects. Guidance was issued by FHWA on February 3, 2006 entitled "Interim Guidance on Air Toxic Analysis in NEPA Documents".*

*In December 2007, FHWA and ITD issued revisions to Section 600.00 Air Quality of the ITD Environmental Process Manual. This revised guidance confirms that Blaine County is not a federally-designated air quality non-attainment/maintenance area for carbon monoxide and particulate matter (both PM<sub>10</sub> and PM<sub>2.5</sub>).*

*This FEIS has been updated to include a discussion of air toxics in accordance with this FHWA interim guidance and the 2007 Section 600.00 of the ITD Environmental Design Manual. Section 3.1.2 Air Quality and Section 5.8 Air Quality Environmental Impacts of this FEIS contains that discussion.*

**Comment 21:** Air toxics. We note the FHWA position regarding the analysis of air toxics on page 5-32. However, EPA strongly recommends that the EIS disclose whether vehicular air toxics emissions would result from project construction and operations, discuss the cancer and non-cancer health effects associated with air toxics and diesel particulate matter, and identify sensitive receptor populations and individuals that are likely to be exposed to these emissions. For example, the schools and medical facilities in the project corridor could potentially be directly affected.

For each alternative, EPA recommends:

- Disclosure of all locations at which emissions would increase near sensitive receptors because of project construction, intersections, increased traffic, including increased diesel traffic, increased loads on engines (higher speeds, climbs, etc.).
- An assessment or accounting (qualitative or modeled depending on the severity of existing and projected conditions) of all the factors that could influence the degree of adverse impact on the population because of the activities listed above (e.g., distances to human activity centers and sensitive receptor locations, particularly parks, schools, hospitals, etc; amount, duration, and location of emissions from construction, diesel and other vehicles, etc.
- For receptor locations, we recommend that hotspot analysis be conducted for air toxics and particulate matter and that, at a minimum, construction mitigation measures be included. We have enclosed two lists of potential mitigation measures that could reduce emissions during construction (Enclosure 1).

**Response:**      *See response to Comment 20 above.*

**Comment 22:** Tribal consultation, cultural resources. The draft EIS includes one letter that was sent to the Shoshone-Bannock Tribes regarding the proposed project. We found no other information regarding tribal consultation, tribal concerns, or the resolution of potential tribal concerns. The draft EIS, in the section on cultural resources, specifically addresses only those cultural resources that are eligible for listing in the National Register of Historic Places or that are already listed (p. 5-90). It is, therefore, unclear whether the responsibility to consult government-to-government with the tribes has been met.

In consultation, efforts must be made to respect tribal cultural interests, values, and modes of expression, and to overcome language, economic, and other barriers to tribal participation. Special attention should be paid to environmental impacts on resources held in trust or treaty resources. For the NEPA analysis and for consultation, this means that close consideration should be given to all types of resources and aspects of the environment that tribes regard as significant. Among the issues that in EPA's experience are often of concern to tribes are

- Reservation lands;
- Formally identified trust and treaty resources;
- Grave and burial sites;
- Off-reservation sacred sites;
- Traditional cultural properties or landscapes;
- Hunting, fishing, and gathering areas (including impacts to ecosystems that support animals and plants that are or once were part of the Tribes and tribal descendants' traditional resource areas);
- Access to traditional and current hunting, fishing and gathering areas and species;
- Changes in hydrology or ecological composition of springs, seeps, wetlands and streams, that could be considered sacred or have traditional resource use associations;
- Water quality in streams, springs, wetlands and aquifers;
- Travel routes that were historically used, and travel routes that may be currently used; and
- Historic properties and other cultural resources.

**Response:**      *An additional letter was sent to the Shoshone-Bannock Tribes on April 26, 2006, requesting comment on the DEIS. No response to that letter was received.*



*Within the State of Idaho, tribal consultation efforts were conducted by the Idaho Transportation Department in association with FHWA. Although a scoping letter was provided to the Shoshone-Bannock Tribes at the commencement of NEPA process, and now an additional letter has been sent to the Tribes, no response has been received. This tribe has responded readily to ITD on other transportation projects in which they have had interests or concerns. As no response has been received from the Tribes, it has been concluded that no additional tribal consultation or documentation is required.*

**Comment 23:** Cultural resources. Impacts on cultural resources are often of concern to Indian tribes, both recognized and non-recognized, but they are also of concern to other groups as well. The NEPA regulations, at 40 CFR 1508.27(b)(3) and (8), explicitly requires that effects on cultural resources be considered in judging the significance of environmental impacts. A variety of specific federal laws, as well as the laws of many states, Indian tribes, and other jurisdictions and a number of international conventions and recommendations, apply to the management of impacts on different kinds of cultural resources, such as:

- Historic buildings, structures, sites, districts, and landscapes;
- Religious practices, beliefs, and places;
- Traditional uses of land and resources;
- Ancestral human remains and burial sites; and
- Traditional ways of life.

Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800) should be carefully followed in the course of any NEPA analysis, but agencies must be careful not to allow attention to Section 106 review to cause analysts to give insufficient consideration to other kinds of cultural resources. Not all cultural resources are "historic properties" as defined in the National Historic Preservation Act (that is, places included in or eligible for the National Register of Historic Places); hence they cannot all be addressed through Section 106 review, but this does not mean that they do not need to be addressed under NEPA. EPA recommends that the process of consultation, analysis, review and documentation required by Section 106 of NHPA as well as analysis of additional cultural resources as necessary under NEPA be fully completed and described in the final EIS.

**Response:** See response to Comment 22 regarding tribal interests, concerns and coordination. The results of the pedestrian survey of the SH-75 corridor and the associated literature are documented in the "SH-75 Timmerman to Ketchum Archaeological and Historical Survey Report". This report was prepared in accordance with Section 106 of NHPA and Section 1800 Historic, Cultural and Archaeological of the ITD Environmental Process Manual<sup>1</sup>. No archeological sites or artifacts that would suggest previous use by tribes were identified. In accordance with the requirements and procedures outlined in Section 1830.02.02 Cultural Resources Report of the ITD Environmental Process Manual, this report was submitted to and reviewed by the Idaho State Historic Preservation Office (SHPO) and subsequently accepted by the SHPO. This report is on file with the SHPO.

**Comment 24:** EPA provided a list of "Mitigation Measures to Reduce Emissions During Construction" and "Construction Mitigation Measures Adopted for Several Major Projects in California" that they would like to see considered for the SH-75 project.

**Response:** At the April 5, 2006 coordination meeting with EPA, ITD clarified that there is currently no regulatory basis for many of the suggested measures included in the lists noted above. Some of the

---

<sup>1</sup> Available at [http://itd.idaho.gov/manuals/Online\\_Manuals/Environmental/Environmental.htm](http://itd.idaho.gov/manuals/Online_Manuals/Environmental/Environmental.htm)

*measures would not be feasible in the Wood River Valley, given its rural location. For example, there is no source of bio-diesel in the project area such that it would need to be trucked in from the nearest source. This transport of biodiesel would actually contribute to increased emissions as well as increase overall project costs. The construction mitigation measures included in the DEIS are consistent with those contained in the recent Alturas to Timber Way construction project on SH-75 in the East Fork Road area.*

*Given the expected phasing of construction of the proposed project over several years, as described in Section 2.3.4 of this FEIS, Section 7.0 Mitigation, Findings and Commitments of this FEIS includes a commitment that ITD will evaluate additional construction mitigation requirements at the time that the construction specifications are being developed for the project. EPA has amended the Highway Diesel and Nonroad Diesel rules as of June 2006 to provide a temporary increase in the sulfur testing tolerance and allow the use of biodiesel to ensure compliance with the diesel fuel regulations. By the time of construction of the Preferred Alternative, the use of and availability of biodiesel may be feasible in the Wood River Valley.*

### **B3 State Agencies – Idaho Department of Fish and Game**

A letter dated February 24, 2006 from the Idaho Department of Fish and Game, Magic Valley Region, was received, signed by David Parrish, Magic Valley Regional Supervisor.

**Comment 25:** The DEIS proposes a number of mitigation measures to address wildlife road kill throughout the project area including removal and/or modification of landscaping berms, replacing existing ROW vegetation with less palatable, low-growing grass-forb plant communities, wildlife friendly fencing, flashing lights, and permanent signing. We agree the proposed measures should help reduce wildlife road kill. However, construction of noise and retaining wall paralleling SH-75 within road kill “hot spots” in the Clear Creek, Cold springs Gulch, and Gannett Road areas may effectively negate some of the mitigation by impeding or blocking wildlife movement or entraining wildlife within the highway corridor. We suggest further study is warranted to more specifically identify wildlife movement corridors throughout the project area. This information will be helpful in assessing the potential impact of constructing noise and retaining walls in close proximity to wildlife road kill hot spots.

**Response:** *At the time of publication of the DEIS, Blaine County had applied for enhancement funding to gather empirical data on wildlife crossing incidents along SH-75. Subsequent to obtaining that funding, Blaine County, in cooperation with Idaho Transportation Department, hired the Western Transportation Institute at Montana State University (WTI-MSU) to gather more information about the wildlife-vehicle collisions and the potential installation of an animal detection system along SH-75 between the US-20 Timmerman Junction and Ketchum. The ultimate goal is to reduce animal-vehicle collisions, especially with mule deer and elk. The data collection program is referred to as “Ketchum on the Road: Wildlife Sightings”. The public is being asked to participate in this effort through submitting wildlife sightings (dead or alive) along this road section. Instructions for, and the reporting is done through a website ([www.blainecounty.org](http://www.blainecounty.org)) that has been up since March 2007. The data is being collected through March 2008. The analysis of the data and recommendations for any additional wildlife crossing mitigation are scheduled for completion by fall of 2008.*

*The results of this research will determine which additional methods, if any, will be incorporated into the final design of SH-75 to supplement the wildlife mitigation measures described in Section 7.2.6 Wildlife Mitigation and Section 7.2.7 Wildlife Habitat Permeability of this FEIS.*

*In the interim, since the publication of the DEIS, ITD has placed 48-inch high intensity reflector signage with additional upper and lower diamonds and orange flags at the high vehicle/wildlife collision areas of SH-75 in the Wood River Valley.*

*Regarding noise barriers, this concern was raised by the public during preparation of the DEIS and is assessed in that document. Section 5.12.2.4 of 5.12 Wildlife, page 5-70 of the DEIS, addresses the impact of noise barriers on wildlife. The DEIS documents that under FHWA and ITD regulations and policy, noise mitigation was appropriate at two locations, Site 29 (10' to 12' wall would be required for full mitigation) and Site 32 (8' wall required for full mitigation). Due to their height, these noise walls would be inconsistent with the Scenic Highway Overlay District of the Blaine County Code. The relevant portion of the code is described in Section 3.1.1 of this FEIS. This inconsistency is so noted in sub-section 5.16.3.4 of Section 5.16 Visual Impacts of the DEIS (page 5-139).*

*The code also specifies a process for construction of walls, berms, fences and trees that do not qualify as a categorical exclusion under the code:*

*Unless a categorical exclusion applies, construction of freestanding walls, earthen berms, fences and sight obscuring screens of trees within the Scenic Highway Overlay District require a site alteration permit, which is a type of special use permit authorized by Idaho Code section 67-6512.*

In light of this inconsistency with the Code, the FEIS assessed shorter fences (6' height) at sites 29 and 32 and concluded they would both attenuate noise, and that the level of attenuation would be sufficient to justify FHWA funding at Site 32 but not at site 29. See FEIS Section 5.7.2, page 5-8.

Section 1350.06 ITD Traffic Noise Analysis and Abatement Policy and Procedures of ITD's June 2007 Noise Policy states:

Noise abatement will not be implemented if the majority (50% +1) of the impacted people are in opposition or indifferent to noise mitigation. Opposition to barrier construction shall be documented in writing, such as formal surveys or petitions.

Other comments were received during preparation of the DEIS and on the DEIS on the undesirable impacts of noise walls, in addition to potential inconsistency with the Blaine County Code. These include the visual impact of a high barrier along the SH-75 Scenic Highway corridor, blocked views of the valley vistas and mountains, localized decrease in wildlife permeability that may trap animals on the highway, and possible restriction of future additional SH-75 access to properties. Based on these comments, it is recognized that the results of the survey or petition may not support the implementation of noise barriers at Sites 29 and/or 32.

If the majority of impacted people (50% + 1) support the full-height noise barriers for Receptors 29 and 32, ITD will apply for a site alteration permit or a conditional use permit or variance under Section 9-21A of the Blaine County Code. If a majority vote for noise-barriers sized to be consistent with the Code, no special permit or variance will be needed, but the barrier for site 29 would not be eligible for federal funding. It is not possible to predict whether a majority will vote for noise barriers, the height of any approved barriers, or whether a special permit or variance would be granted by the County if applied for.

*In the event that ITD applies for a permit from Blaine County, the results of the independent Blaine County wildlife crossing research and recommendations will be taken into account and included in the application.*

*With respect to retaining walls, one of the two proposed retaining walls is located within the urbanized area of the City of Bellevue. The existing terrain in this location is very steep. The combination of the heavily urbanized land use on both sides of SH-75 and the steep terrain on the west side suggests that wildlife cannot and do not currently cross the highway at this location. The proposed retaining wall would move the steep terrain face further to the west to accommodate the widened SH-75.*

*The second retaining wall is within the northernmost identified wildlife kill hotspot. As noted on page 5-70 of the DEIS, the very steep existing topography immediately adjacent to SH-75 at the wall location is likely an existing deterrent to movements for the large ungulates that are reported in vehicle collisions. No data is available for the number of small animals that may be involved in vehicle collisions. As the DEIS acknowledge, the wall will present a movement barrier to small, low-mobility wildlife.*

**Comment 26:** Maintaining angler access to the Big Wood River is a priority for the Department. During scoping we identified issues associated with two parking areas used by anglers (and other recreationists) to access the Big Wood River and bike path – Dean Tire Bridge and Box Car Bend. Specifically, we suggested evaluating options to expand or improve parking (2-3 vehicles ) on the south side of Dean Tire Bridge and the need to develop all season turnouts at both sites. We recognize an evaluation of expanded parking may be outside the scope of this analysis. However, we were unable to discern how the proposed action will impact maintenance and potential improvements of these important access sites. We recommend this deficiency is addressed in the FEIS.

**Response:** *ITD examined the feasibility and safety of providing a pullout south of the Big Wood Bridge just north of the McCannville<sup>2</sup> area to accommodate parking for fisherman access. The Big Wood Bridge will be replaced with a new structure. The parapets associated with the new bridge will reduce sight distance for southbound drivers immediately south of the bridge structure. Placement of a pullout on the west side of SH-75 between the parapets and the north entrance to Hospital Drive would introduce additional turning movements into/out of a parking area that would not be fully visible to southbound drivers. It would also potentially conflict with the right turn movements at the north entrance to Hospital Drive. A pullout in this location would increase the potential for vehicle/vehicle conflicts and vehicle/pedestrian conflicts and so is not being considered.*

*However, through further discussions with the Idaho Fish & Game, ITD determined that there is ample public parking on Hospital Drive just south of the Big Wood River Bridge (also known as the Dean Tire Bridge). Anglers can use the existing public parking and walk a short distance to the Wood River.*

*Improved fisherman access and parking in the general vicinity of Box Car Bend was incorporated into the SH-75 Alturas to Timber Way construction project at East Fork Road. Access was maintained for vehicular parking on the north-upstream quadrant of this area. Footpath access was constructed below the new bridge along both riverbanks to provide access for people and wildlife.*

## **B4 Local Governments**

### **B4.1 Local Government Joint Comment Letter**

A comment letter dated January 26, 2006 jointly signed by Blaine County, and the Cities of Bellevue, Carey, Hailey, Ketchum, and Sun Valley was received. It was signed by Sarah Michael, Commission Chairperson, Blaine County; Rick Baird, Mayor, City of Carey; Jon Anderson, Mayor, City of Bellevue; Susan McBryant, Mayor, City of Hailey; Randy Hall, Mayor, City of Ketchum; and Jon Thorson, City of Sun Valley.

---

<sup>2</sup> McCannville is a geographic area that is generally bounded by St. Luke's Hospital on the south, beginning at the south intersection of Hospital Drive and SH-75, and extending north to the Big Wood River Bridge just north of the north intersection of Hospital Drive and SH-75. The area includes the hospital complex and several existing businesses and houses. The McCannville name is in common usage by Blaine County, the City of Ketchum and by the public; however, McCannville is not an actual town, city or other officially designated incorporated area.

**Comment 27:** Without hesitation, as elected representatives of the six local entities, we find Alternative 3 to be the preferred solution to Highway 75's present congestion and future travel demands. We all recognize that the land in the valley is finite and with continued population growth, our towns and roadways will never be able to accommodate a car for each person for every trip they want to make at any time of the day or night, nor will congestion ever be completely eliminated. Alternative 3 leaves us the greatest number of options open to creatively and effectively address congestion and safety issues using a long range multi-modal approach that can be adjusted as conditions in the valley change with future growth.

**Response:** *The stated support for HOV operations, as evaluated as Alternative 3 in the DEIS, is acknowledged. The traffic analysis contained in Chapter 4 of this FEIS indicates that HOV operations will not provide the same Level of Service for peak hour traffic, relative to what Alternative 2 will provide, between McKercher Boulevard and Elkhorn Road, particularly in the general purpose lane. However, ITD acknowledges that the community believes that the HOV lane will be more heavily used than predicted in the DEIS and this FEIS. ITD also acknowledges the stated support of the county, local cities, and other organizations for HOV. ITD therefore commits to a process to potentially convert to HOV operations under the requirements as described in Section 2.4 of this FEIS.*

**Comment 28:** We believe that a 4-lane highway solution, combined with a comprehensive operating scenario to control the growth of peak hour traffic, reduce travel time and enhance the system efficiency, is a viable option. We believe this scenario should include peak hour HOV restrictions, transit system enhancements, and a comprehensive regional and local Transportation Demand Management (TDM) program. This operating scenario will require a strong partnership between ITD and local governments. We look forward to working with the ITD EIS team to develop this scenario as we proceed to the final EIS and preferred alternative.

**Response:** *The Preferred Alternative contains the physical roadway section along with vertical and horizontal geometry contained in Alternatives 2 and 3 between US-20 and Elkhorn Road. Section 2.4 "Potential Future Conversion to HOV Operations from McKercher to Elkhorn Road" describes the conditions under which ITD will potentially convert this section of SH-75 to peak hour HOV operations. A decision on whether and when to convert to HOV operations will be made by ITD, based on documentation that the four requirements described on page 2-18 of this FEIS have been met. Should HOV operations be implemented, ITD will also have the final authority on the continuation or cessation of HOV operations, based on the evaluation process described in Requirement 4 described in Section 2.4 of the FEIS.*

**Comment 29:** We would like ITD to share in our commitment to the successful implementation of Alternative 3. This will require, throughout the design and construction phases, the development and programming of funds for increased transit service, park and ride lots, bus barns, bus turn outs, and strategic education and enforcement plans.

**Response:** *Commitment so noted. See response to Comment 28 above.*

**Comment 30:** The DEIS offers significant common ground for us to work together towards development of a consensus-based preferred alternative. We are pleased to see progress towards a mutually agreeable solution - a solution that serves commonly adopted goals of improving resident and visitors' vehicular safety, preserving the scenic corridor, and minimizing travel times, while still serving the function of transporting commuters, residents and visitors to and from the valley in an efficient manner. The incorporation of transit planning and travel demand management (TDM) are key elements in this solution.

**Response:** *The response to Comments 28 addresses the issues raised in this comment.*

**Comment 31:** We appreciate wholeheartedly the comprehensive analysis provided under NEPA and are pleased with the reasonable range of alternatives explored. Alternative 3 brings to the Wood River Valley an appropriate level of transportation corridor development that incorporates the sensitive environmental surroundings and reflects an understanding of the residents' values for a transportation corridor that seeks to maintain and protect our quality of life.

**Response:** *Comment noted.*

**Comment 32:** The majority of our respective communities have adopted Comprehensive Plan objectives or strategies which promote multi-modal and TDM concepts. We believe that these are necessary components in managing the transportation corridor system. Attachment A provides a listing of key adopted Comprehensive Plan statements in support of TDM measures.

**Response:** *A summary of the submitted Attachment A is included in Section 3.1 Local Plans of this FEIS.*

**Comment 33:** The Sun Valley Ketchum Transit Authority (KART) and the Blaine County Peak Bus service have recently been combined into a regional transit authority. Supported by planning funds from the State of Idaho, a regional transit plan process was formally initiated on January 18, 2006. The plan will design a multi-year, multi-modal program for meeting the needs of residents, commuters and tourists in the Wood River Valley along the Highway 75 transportation corridor.

**Response:** *Comment noted. The formation of Mountain Rides as a regional transportation authority in October 2007 is acknowledged in the FEIS in Section 1.3.2.1 on page 1-11. Coordination with Mountain Rides in December 2007 indicates that development of the plan described in this comment has yet to occur. The past year has been spent on merging the infrastructure, services, and institutional aspects of KART and Peak Bus.*

**Comment 34:** The implementation of a HOV lane to be used two hours in the morning and two hours in the evening is integral to this multi-modal planning effort. The positive impact of having an HOV lane that operates at LOS A will serve as a great incentive for increasing passenger occupancy, encouraging drivers to shift to non-peak travel times and/or to use alternate modes of transport, such as transit. These elements all work together to control the growth of peak hour traffic, while making the transportation system more efficient. It follows, that with an increased number of people using alternative modes and traveling in the HOV lane, the Single Occupancy Vehicle (SOV) lane will become less congested. Together, these two effects evaluated in Alternative 3 (especially when properly implemented at the time of roadway expansion), can successfully decrease congestion and travel times, increase road capacity and increase safety and quality of life in a superior way to Alternative 2, which perpetuates inefficient SOV travel. An alternative that does not meaningfully reduce peak hour travel times will not meet with public approval.

**Response:** *The traffic analysis contained in Chapter 4 of this FEIS indicates that HOV operations will not provide the same Level of Service for peak hour traffic, relative to what Alternative 2 will provide, between McKercher Boulevard and Elkhorn Road, particularly in the general purpose lane. However, ITD acknowledges that the community believes that the HOV lane will be more heavily used than predicted in the DEIS and this FEIS. ITD also acknowledges the stated support of the county, local cities, and other organizations for HOV operations. ITD therefore commits to a process to potentially convert to HOV operations under the requirements as described in Section 2.4 of this FEIS.*

**Comment 35:** The Cities of Bellevue, Hailey, & Ketchum are actively evaluating how best to redesign Highway 75 through their incorporated boundaries. New design configurations, including analysis of three lanes, through each downtown are being considered to achieve the goal of increasing pedestrian and vehicular safety and enhancing

main street commerce. We support bringing to fruition a transportation corridor designed in such a way to soften the impacts of road expansion and balance the future needs of these resort communities and effective traffic flow without being a detriment to local economies and quality of life. In our view, there is much to be gained in supporting well proven TDM principles and context sensitive design techniques.

**Response:** *Section 7.3 Commitments of this FEIS, page 7-13 of this FEIS, includes the following commitment:*

*ITD will continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the existing SH-75 right-of-way within their respective cities. ITD will obtain any additional environmental clearances or permits that may be required for these improvements.*

**Comment 36:** We believe the proposed noise barriers will likely be unacceptable to the community. From an environmental and safety perspective it appears wildlife/automobile collisions may increase because of these proposed features. We are also concerned that the walls are in conflict with the Scenic Byway Management Plan. The local community supports pursuing the suggested mitigation measures.

**Response:** *Comment noted. This concern was raised by the public during preparation of the DEIS and is assessed in that document. Section 5.12.2.4 of 5.12 Wildlife, page 5-70 of the DEIS, addresses the impact of noise barriers on wildlife. The DEIS documents that under FHWA and ITD regulations and policy, noise mitigation was appropriate at two locations, Site 29 (10' to 12' wall would be required for full mitigation) and Site 32 (8' wall required for full mitigation). Due to their height, these noise walls would be inconsistent with the Scenic Highway Overlay District of the Blaine County Code. The relevant portion of the code is described in Section 3.1.1 of this FEIS. This inconsistency is so noted in sub-section 5.16.3.4 of Section 5.16 Visual Impacts of the DEIS (page 5-139).*

*The code also specifies a process for construction of walls, berms, fences and trees that do not qualify as a categorical exclusion under the code:*

*Unless a categorical exclusion applies, construction of freestanding walls, earthen berms, fences and sight obscuring screens of trees within the Scenic Highway Overlay District require a site alteration permit, which is a type of special use permit authorized by Idaho Code section 67-6512.*

In light of this inconsistency with the Code, the FEIS assessed shorter fences (6' height) at sites 29 and 32 and concluded they would both attenuate noise, and that the level of attenuation would be sufficient to justify FHWA funding at Site 32 but not at site 29. See FEIS Section 5.7.2, page 5-8.

Section 1350.06 ITD Traffic Noise Analysis and Abatement Policy and Procedures of ITD's June 2007 Noise Policy states:

Noise abatement will not be implemented if the majority (50% +1) of the impacted people are in opposition or indifferent to noise mitigation. Opposition to barrier construction shall be documented in writing, such as formal surveys or petitions.

Other comments were received during preparation of the DEIS and on the DEIS on the undesirable impacts of noise walls, in addition to potential inconsistency with the Blaine County Code. These include the visual impact of a high barrier along the SH-75 Scenic Highway corridor, blocked views of the valley vistas and mountains, localized decrease in wildlife permeability that may trap animals on the highway, and possible restriction of future additional SH-75 access to properties. Based on these comments, it is recognized that

the results of the survey or petition may not support the implementation of noise barriers at Sites 29 and/or 32.

If the majority of impacted people (50% + 1) support the full-height noise barriers for Receptors 29 and 32, ITD will apply for a site alteration permit or a conditional use permit or variance under Section 9-21A of the Blaine County Code. If a majority vote for noise-barriers sized to be consistent with the Code, no special permit or variance will be needed, but the barrier for site 29 would not be eligible for federal funding. It is not possible to predict whether a majority will vote for noise barriers, the height of any approved barriers, or whether a special permit or variance would be granted by the County if applied for.

**Comment 37:** We would like to see a DEIS that addresses person trips instead of vehicle trips. Measuring capacity in terms of person trips is the most effective way to capture and measure the benefits of a multi-modal system and TDM. Using both vehicle and person-trip data will allow a better understanding of travel demand as it relates to moving people, not just vehicles.

**Response:** *The EMME/2 travel demand forecasting model developed for the DEIS estimates person trips before it estimates vehicle trips. Person trips by trip purpose are generated at the front end of the model (trip generation), based on land use types. These person trips are then distributed based on where they start (home end) and where they end (destination end). At this point, the model then assigns these person trips to drive alone, carpool/vanpool, or transit based on a number of factors, such as travel time and distance, cost of traveling, parking costs, and travel time savings due to the existence of an HOV lane.*

*The following table from the SH-75 travel demand model summarizes person trips per day for all trip purposes for the year 2025. Person trips are shown for SH-75 from US-20 to Ketchum for each alternative considered in the DEIS, and for various assumptions for daily parking fees in downtown Ketchum. In each case, the presence of an HOV lane in Alternative 3 serves to reduce the overall number of drive alone trips and increase the number of carpool and transit trips using SH-75.*

**Year 2025 Work Trip Person Trips**

<b>Travel Mode</b>	<b>Alternative 1 Work Trip Person Trips</b>	<b>Alternative 2 Work Trip Person Trips</b>	<b>Alternative 3 Work Trip Person Trips</b>
<i>DEIS Assumption: No Paid Parking in Ketchum</i>			
<i>Drive alone</i>	<i>25,200</i>	<i>25,100</i>	<i>24,600</i>
<i>Carpool</i>	<i>10,400</i>	<i>10,500</i>	<i>10,850</i>
<i>Transit</i>	<i>1,160</i>	<i>1,160</i>	<i>1,220</i>
<i>% in Carpools and Transit</i>	<i>31%</i>	<i>32%</i>	<i>33%</i>
<i>Assumption: \$5 per day parking fee in Downtown Ketchum</i>			
<i>Drive alone</i>	<i>24,800</i>	<i>24,700</i>	<i>24,200</i>
<i>Carpool</i>	<i>10,600</i>	<i>10,700</i>	<i>11,100</i>
<i>Transit</i>	<i>1,330</i>	<i>1,330</i>	<i>1,390</i>
<i>% in Carpools and Transit</i>	<i>32%</i>	<i>33%</i>	<i>34%</i>
<i>Assumption: \$10 per day parking fee in Downtown Ketchum</i>			
<i>Drive alone</i>	<i>24,300</i>	<i>24,200</i>	<i>23,800</i>
<i>Carpool</i>	<i>10,800</i>	<i>10,900</i>	<i>11,300</i>
<i>Transit</i>	<i>1,540</i>	<i>1,550</i>	<i>1,610</i>
<i>% in Carpools and Transit</i>	<i>33%</i>	<i>34%</i>	<i>35%</i>



**Comment 38:** We recognize that many issues regarding Highway 75 transportation corridor improvements will be addressed during the design process once a preferred alternative is approved by FHWA. We request consideration of a commitment to design excellence through enhancement of the natural setting using context sensitive design principles. We respectfully ask to be actively involved in the design process to ensure consideration of vitally important details including, but not limited, to shoulder width, turn lanes, bicycle, pedestrian and transit facility improvements, wildlife/vehicular conflicts at wildlife crossings and visual character.

**Response:** *Section 7.0 of this FEIS contains the findings, commitments and mitigation that must be incorporated in the design phases of the SH-75 project.*

*The cross-section for the Preferred Alternative is now determined such that number of lanes, lane widths, shoulder widths, and other geometric design elements of the project are finalized. In the rural sections of SH-75, these design elements are consistent with nationally-established guidelines of the American Association of State Highway and Transportation Officials (AASHTO) to ensure safety of the traveling public. Within the "Main Street" sections of the Cities of Bellevue, Hailey and Ketchum, there is flexibility to determine how best to utilize the existing SH-75 right-of-way within the cities to accommodate traffic operations and safety, achieve traffic calming and improve the pedestrian environment. The Preferred Alternative includes a commitment that ITD will continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within their cities.*

*Where additional right-of-way must be acquired for the Preferred Alternative, additional refinements will be considered for how to integrate the SH-75 improvements into the adjacent properties. In addition, other potential ways to mitigate impacts on a property by property basis will be considered during final design when more detailed engineering is conducted and negotiations with individual landowners begin.*

*At the time of publication of the DEIS, Blaine County had applied for enhancement funding to gather empirical data on wildlife crossing incidents along SH-75. Subsequent to obtaining that funding, Blaine County, in cooperation with Idaho Transportation Department, hired the Western Transportation Institute at Montana State University (WTI-MSU) to gather more information about the wildlife-vehicle collisions and the potential installation of an animal detection system along SH-75 between the US-20 Timmerman Junction and Ketchum. The ultimate goal is to reduce animal-vehicle collisions, especially with mule deer and elk. The data collection program is referred to as "Ketchum on the Road: Wildlife Sightings". The public is being asked to participate in this effort through submitting wildlife sightings (dead or alive) along this road section. Instructions for, and the reporting is done through a website ([www.blainecounty.org](http://www.blainecounty.org)) that has been up since March 2007. The data is being collected through March 2008. The analysis of the data and recommendations for any additional wildlife crossing mitigation are scheduled for completion by fall of 2008.*

*The results of this independent research will determine which additional methods, if any, will be incorporated into the final design of SH-75 to supplement the wildlife mitigation measures described in Sections 7.2.6 and 7.2.7 of this FEIS.*

*In the interim, since the publication of the DEIS, ITD has placed 48-inch high intensity reflector signage with additional upper and lower diamonds and orange flags at the high vehicle/wildlife collision areas of SH-75 in the Wood River Valley.*

## **B4.2 Blaine County**

A comment letter dated January 26, 2006 was received from Blaine County, signed by Commissioners Sarah Michael, Tom Bowman, and Dennis Wright.

**Comment 39:** This letter is to be considered an addendum of support by the Board of Blaine County Commissioners to the joint comment letter submitted concurrently by our elected colleagues in Blaine County referred to hereinafter as the joint letter.

In spirit, we support all of the concepts of the joint letter, most importantly using techniques to reduce the ratio of single occupant vehicles (SOV), especially during peak demand hours. We assume that the County Commission serving in the future will be asked by ITD to consent to the concept, rather than having it imposed on them. We have some questions in regards to the design, mechanics and the safe operation of a high occupancy vehicle (HOV) lane for State Highway 75. We are interested in research and studies that have been conducted on existing HOV lanes that might address our questions. These questions include but are not limited to:

On any point where two lanes need to merge to one, how will rapidly traveling HOV's safely merge with the predictably slower SOV lane?

**Response:** *It should be noted that the decision of whether and when to convert to HOV operations will be made by ITD. The FHWA will not be involved in that decision and HOV operations are not part of the Preferred Alternative identified by the FHWA in this FEIS. The HOV lane designation can be ended at a point where the lane would continue as a general purpose lane, rather than drop the lane and require a merge. This would minimize the accident risk at the HOV endpoints. Section 4.1.2 Clarification of HOV Operations of this FEIS provides a detailed description of the HOV operations.*

**Comment 40:** How will slow moving SOV's safely cross over the HOV lane to exit the highway at uncontrolled intersections?

**Response:** *Single Occupant Vehicles (SOVs) will need to safely merge to the right to make right turns. The HOV lane would be signed to allow a certain length of road in advance of the right turn where both HOVs and right-turning vehicles are allowed. While this practice would reduce the risk of collisions, it does not eliminate it. There will still be a higher risk of collisions with an SOV lane and an HOV lane than if both through lanes were general purpose lanes.*

**Comment 41:** How will SOV's stopped at uncontrolled side streets safely cross the HOV lane to merge into a congested SOV lane?

**Response:** *For right-turns, this will be a "two-stage" maneuver. The right-turning vehicle will enter the HOV lane to accelerate and then, if not eligible to use the HOV lane, will be required to merge to the left to enter the SOV lane. While this maneuver helps the SOV vehicle merge into the SOV lane, it still has a minor, increased risk of rear-end collisions with faster-moving HOV vehicles that are behind the SOV trying to merge left.*

*For left-turns, the collision risk is moderate as the left-turning vehicle will need to cross the faster-moving HOV lane first, then the SOV lane, to turn into the other direction of SH-75.*

**Comment 42:** Will HOV restrictions be suspended when snow covers the painted striping? Who makes the decision and how will drivers know?

**Response:** *It is likely that during snow emergencies, law enforcement vehicles will have a higher priority than enforcing HOV lane restrictions, including incident management due to adverse weather conditions. Additionally, keeping the road plowed and the lane striping visible will likely be difficult during heavy snow weather conditions, such that the visibility of all traffic lanes will likely be affected. Under what conditions and how the information will be disseminated will be determined through consultation with the SH-75 Corridor Operations Management Team. Section 2.4 of this FEIS describes the conditions under which a conversion to HOV would occur and the role of the SH-75 Corridor Operations Management Team.*

**Comment 43:** What are the techniques that can be used by the State Police and our Sheriff to safely enforce HOV lane restrictions?

**Response:** *The 8-foot wide shoulders provided in the Preferred Alternative will accommodate enforcement. Education and promotion will be needed to acquaint drivers with the HOV operations and enforcement. Some jurisdictions have issued warnings instead of citations during the first month of operation as an educational tool. Standard HOV signage and potentially active signs or beacons could also be provided to publicize the HOV restrictions being in effect.*

*The potential future conversion of the operations of SH-75 between McKercher Boulevard and Elkhorn Road to peak hour HOV operations is described in Section 2.4 of this FEIS. Requirements 3 and 4 address enforcement, the role of the SH-75 Corridor Operations Management Team, and the development of a Memorandum of Understanding that will determine a plan for and the basis for funding of the enforcement of HOV, and of education and marketing of the HOV operation.*

**Comment 44:** Are there other documented safety issues that are particular to the implementation of HOV lanes, for instance, right-of-way rules for SOV's versus HOV's?

**Response:** *Possible safety concerns include sight distance for vehicles entering/exiting SH-75, accident risk for turning vehicles when SOV lane speeds are slow, prohibited passing of slow moving vehicles in the SOV lane, and right turns from the SOV lane to exit/enter SH-75.*

### **B4.3 City of Bellevue**

A comment letter dated February 17, 2006 was received from the City of Bellevue, signed by Jon Anderson, Mayor.

**Comment 45:** The City reaffirms its position stated in the joint letter submitted at the public hearings on January 26, 2006. Bellevue believes Alternative 3 with a four lane configuration north of Bellevue and peak hour HOV lanes is our best opportunity to reduce traffic growth in the future. The HOV lane is critical to future multi-modal planning now in progress.

**Response:** *Comment noted. See response to Comment 28.*

**Comment 46:** Bellevue looks forward to negotiating with the ITD for the transfer of the ITD lot at the corner of Gannett Road and Hwy 75 for the location of the southern anchor of the newly expanded KART system, including a park and ride lot to intercept traffic from Gannett Road and Hwy 75, covered bus maintenance building with employee housing, and joint facility sharing of the maintenance building with the City of Bellevue Public Works Department.

**Response:** *Section 2.2.1 of this FEIS describes the roundabout analyses conducted for this FEIS. The Preferred Alternative now includes a roundabout at Gannett Road. Appendix C of this FEIS contains the conceptual design of this roundabout.*

*The mechanisms by which the publicly owned lot at the intersection of Gannett Road and SH-75 might be transferred will need to be determined through negotiations between ITD, the new Mountain Rides Regional Transportation Authority, and the City of Bellevue. The development of a park and ride lot at this location is feasible; however, Mountain Rides is developing a plan for future required transit infrastructure and operations. The need for and locations of future park and ride lots will be determined through this local planning process.*

**Comment 47:** In 1990 Bellevue undertook a restructuring of its Main Street that was then considered to be the most appropriate response to the city's needs and expanded traffic demands. We took the best advice available at the time, but the outcome was different than expected. Bellevue has identified numerous problems with the existing layout of Hwy 75 as it proceeds through the City which are not addressed in the DEIS because the plan does not foresee any activity between Gannett Road and Birch Street. However as we move forward with this project we need to have these difficulties in mind. Specific issues noted include:

- The current four lane with center turning lane has created a corridor through the city that is dangerous for pedestrians, discourages business in Bellevue and encourages excessive speed,
- pedestrian sidewalk areas are too narrow,
- signs in the middle of the sidewalks impede efficient snow removal,
- current layout encourages higher speeds than set by law,
- pedestrian crossings of five lanes are dangerous, lighting is very poor,
- bus turnouts with covered passenger shelters are needed,
- Broadford Road intersection is on a down slope that makes vehicle crossings dangerous,
- Traffic calming designs are needed,
- Businesses fronting Hwy 75 are poorly served by the existing configuration which is highly pedestrian unfriendly.

**Response:** *Converting the existing 5-lane SH-75 cross-section to a three-lane cross-section through the City of Bellevue was modeled using the traffic simulation/operations model developed for the DEIS. The results of this analysis were shared with representatives of the City of Bellevue at a meeting on May 15, 2006. This analysis showed that a reduction in travel lanes would create Level of Service E or F conditions at both the north and south entrances to Bellevue. It would also result in several of the SH-75 intersections with local streets falling to LOS E or F conditions as vehicles entering from the cross-streets onto SH-75 would experience long delays. As the purpose and need for the SH-75 project is to increase SH-75 roadway capacity to accommodate existing and future year 2025 peak hour traffic, and to increase transportation safety for all users, a reduction to 3 lanes would not meet the project's purpose and need.*

*Based on the coordination meeting with the City of Bellevue on May 15, 2006, ITD clarified that the key issues for Bellevue are traffic calming and safely accommodating pedestrian traffic across SH-75. Possible traffic calming and pedestrian crossing treatment measures were discussed in concept. The roundabout at the SH-75/Gannett Road intersection included in the Preferred Alternative will also help regulate speeds heading into downtown Bellevue from the south. The Preferred Alternative includes a commitment that ITD will continue working with the City of Bellevue to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the City.*

*Section 7.3 Commitments of this FEIS, page 7-12 of this FEIS, includes the following commitment:*

*ITD will continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the existing SH-75 right-of-way within their respective cities. ITD will obtain any additional environmental clearances or permits that may be required for these improvements.*

**Comment 48** Bellevue requests that the intersection of Gannett Road and Hwy 75 be the location of a round about intersection instead of the T- junction depicted in the proposed plan. Roundabouts are appropriate where the intersecting traffic is near 40% of the main street traffic. With anticipated annexation of lands south along Gannett Road, projected traffic will approach that level. The Bellevue City Council has favorably discussed the use of a roundabout in that location as a calming technique as traffic enters the main City business district. Gannett was not one of the sites considered in earlier planning so the negative public comments about roundabouts should not necessarily apply. The ITD currently owns much of the property necessary for improvements at that intersection and the owner west of the intersection has expressed support for a roundabout, knowing that it would require some use of his property.

**Response:** *Section 2.2.1.3. page 2-6 of this FEIS describes the roundabout analysis for Gannett Road. This roundabout is now incorporated into the Preferred Alternative.*

**Comment 49:** The City also recommends that the approach to the roundabout be sized to match a new configuration through the city business district that would reflect two travel lanes, a turning lane with expanded pedestrian safety areas and crossing zones, and wider sidewalks. Bellevue requests that ITD join with the City in creating a Main Street highway that serves the community of Bellevue in its need for a slower two lane with turning median and more pedestrian friendly, business friendly layout. We look forward to a discussion with your department on how this might be accomplished.

**Response:** *A roundabout analysis was performed at SH-75 and Gannett Road using one- and two-lane roundabout concepts. The single-lane roundabout resulted in bottlenecks leading into it along SH-75 and the resultant level-of-service (based on the ratio of entering volume to the capacity of the roundabout) would result in LOS E or F conditions. As stated in responses above, this would not meet the stated purpose and need for the SH-75 project. A two-lane roundabout that is based on 2 northbound and 2 southbound through lanes would have acceptable levels-of-service. The roundabout is now part of the Preferred Alternative.*

**Comment 50:** As a consequence of the two travel lane configuration requested above, the section of the south bound lane between Spruce and Birch should not be expanded to the west to create a second southbound lane. Bellevue views this constriction of traffic as an important traffic calming and slowing opportunity. Rather than a second travel lane, a sidewalk connection in that area is needed to encourage pedestrian access to the major food center at the north end of the city.

**Response:** *Based on the responses to the last three comments above, continuation of only a single southbound lane in this location will result in peak hour congestion and a potential for an increase in accidents. As the Preferred Alternative will have two southbound lanes throughout the SH-75 corridor north of this location, a reduction to one lane would not meet drivers' expectations. It would create an increase in accident potential, as drivers must merge into one lane.*

**Comment 51:** Any sidewalks and curbs considered for expansion within the City should have a configuration that separates the sidewalk from the travel/parking lanes. This creates a safer and more usable area for pedestrians.

**Response:** *Section 7.3 Commitments, page 7-12 of this FEIS includes a commitment that ITD will continue working with the City of Bellevue to help determine, fund and implement SH-75 traffic calming and*

*pedestrian improvements within the City. Within the existing SH-75 right-of-way, ITD can work with Bellevue to determine how best to accommodate two northbound lanes and two southbound lanes of traffic, as well as sidewalks and parking.*

#### **B4.4 City of Hailey**

A comment letter dated February 21, 2006 was received, signed by Susan McBryant, Mayor.

**Comment 52:** We are in the process of preparing a Transportation Master Plan for the city. This plan will provide additional information and direction concerning pedestrian and bicycle safety on Hwy 75 within Hailey City limits. Numerous discussions have been held with Idaho Transportation Department (ITD) District 4 engineers on this subject. Given the fatal pedestrian accident of one of our citizens in June, 2003 the safety of our citizens is our first priority with any work on the highway through Hailey. We expect changes to be implemented using context sensitive design principles towards our goal of a pedestrian friendly Main Street. Examples of the types of changes being discussed in our planning process include additional street lighting, in-pavement flashing lights for pedestrians, possible addition of bike lanes, and a possible realignment of traffic lanes. We request that the FEIS reflect Hailey's on-going Transportation Master Plan process. In addition, Section 3.9.3 does not seem to adequately reflect our concern with pedestrian safety.

**Response:** *Section 7.3 of the FEIS, page 7-12, includes a commitment that ITD will continue working with the City of Hailey to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the City. ITD met with the City of Hailey on May 23, 2006 and discussed a variety of traffic calming and pedestrian crossing treatment measures that could be considered in the City's Transportation Master Plan process.*

*Section 3.3 Pedestrians and Bicycles of this FEIS incorporates a discussion of Hailey's concerns with pedestrian safety. It also includes what the City is considering through their transportation master plan process to address pedestrian safety on SH-75.*

**Comment 53:** The scheduling of the work between Hailey and Bellevue and the installation of traffic signals at both Woodside Blvd and Countryside Blvd is of great importance to us. We have received funds from one developer in the amount of \$67,000 for his participation in the cost of a traffic signal at Countryside Blvd. A second developer is proposing participation in a traffic signal at the same location. While we are pleased to see this work listed as Phase 1 of the project, this doesn't match the latest STIP. Please be aware that if the work is not underway by 2007 we are obligated to return the \$67,000 to the developer. In addition, the possibility of roundabouts in these locations should be examined further. The problems noted in section 2.6.1.2 may not apply here.

**Response:** *The phasing plan shown in the DEIS was included to assist in assessing construction impacts and is not based on the current State Transportation Implementation Plan.*

*The programming of the Preferred Alternative is described in Section 1.2 of this FEIS. The expected phasing of the project is described in Section 2.3.4 Phasing of the Preferred Alternative.*

*Neither provided for implementation of any portion of the project in 2007.*

*Consideration of roundabouts at Countryside Boulevard and Woodside Boulevard is described in Section 2.2.1.1 of this FEIS. Roundabouts at these two locations will require the use of part of the Wood River Trail, a parks and recreation resource. Under Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, that use is prohibited unless there is no feasible or prudent alternative. The proposed*

*intersection improvements included in the Preferred Alternative for the intersections of SH-75 with Woodside Boulevard and Countryside Boulevard are both prudent and feasible.*

**Comment 54:** An improved intersection at Hwy 75 and Cedar Street that would both slow traffic and alert drivers to the fact that they are entering our primary pedestrian area from the south. While a preliminary study was made at this intersection we would appreciate this idea carried forward. The intersection is poorly designed, especially with the connection to Broadford Road immediately adjacent.

**Response:** *During preparation of the DEIS, ITD developed initial concepts of how this intersection could be addressed, including a potential roundabout and a tear-drop. Both concepts would create poor traffic operations and congestion and would require additional right-of-way. Favorable comment from the City of Hailey was not obtained.*

*Since the close of public comments on the DEIS, the City of Hailey has been working with an independent consultant to develop a Transportation Master Plan. At a May 23, 2006 coordination with the City of Hailey and ITD, the City stated that they have independently developed a solution to this intersection configuration that would improve traffic operations. This concept, if approved through the Transportation Master Plan process, would be incorporated into the Preferred Alternative during final design.*

**Comment 55:** Section 1.10.2, Economic and 1.11, Modal Inter-Relationships; specifically Section 1.111.4, Air Travel: need to reflect the recent decision to study relocation of Friedman Memorial Airport to a location south of Highway 20.

**Response:** *ITD coordinated with the airport during the preparation of the DEIS such that the current SH-75 plans are consistent with the current approved airport master plan. FHWA and ITD are aware that Blaine County and the Federal Aviation Administration are continuing a planning process for a potential relocation of the airport. On October 22, 2007, the Federal Aviation Administration issued a Notice of Intent to prepare an EIS to consider the siting and construction of a replacement airport for the Friedman Memorial Airport, Hailey Idaho. Scoping meetings were conducted in early December 2007. The FAA NEPA process is expected to take about 3 years and may or may not result in an approved airport relocation. This SH-75 project cannot pre-suppose the results of the NEPA process for that potential relocation.*

**Comment 56:** On page 2-22, section 2.8.3, a traffic signal at Myrtle Street is proposed. Recognizing the EIS analysis process will display the effects of this traffic light placement, we may want further input on this item before any implementation. We have serious concerns with the additional traffic this may cause.

**Response:** *During preparation of the DEIS, the need for this future traffic signal was based on a traffic operations analysis and signal warrant analysis for the SH-75 and Myrtle Street intersection. Chapter 1 Purpose and Need of the DEIS discusses that this segment of SH-75 is a High Accident Location and that the Year 2025 Level of Service of the Myrtle Street intersection will be F without signalization. Chapter 4 of the DEIS shows that a traffic signal will improve the operations of this intersection to LOS A. A traffic signal at Myrtle Street was proposed as a suitable location for traffic to enter SH-75 at a signal, to help address the High Accident Location near Myrtle Street, and to provide a safer east-west pedestrian crossing of SH-75 toward an elementary school east of SH-75.*

*Section 7.3 Commitments, on page 7-12 of this FEIS, includes a commitment that ITD will continue working with the City of Hailey to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the City. ITD will work with the City of Hailey to obtain additional input and analyses prior to implementation of a signal at Myrtle Street and SH-75.*

**Comment 57:** Improvements along the highway need to include changes to the handicap access points, changing from the 45° to 90° ramps, revising the curb extension at least an additional two feet to provide better visibility of pedestrians to drivers, extending the curb extensions along the highway to eliminate parking near the intersection and providing sidewalks on the side streets to provide pedestrian protection from vehicles. Specifically, we request that Section 2.8.3. be revised to reflect these items. In addition, the sentence "SH-75 would not be reconstructed through the City of Hailey and remain in its current configuration ..." be removed from the FEIS.

**Response:** *Section 7.3 Commitments, on page 7-12 of this FEIS, includes the following commitment:*

*ITD will continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the existing SH-75 right-of-way within their respective cities. ITD will obtain any additional environmental clearances or permits that may be required for these improvements..*

*ITD met with the City of Hailey on May 23, 2006 and discussed a variety of traffic calming and pedestrian crossing treatment measures that could be considered in the City's current Transportation Master Plan process. These improvements would occur within the existing SH-75 right-of-way and could consist of minor reconstruction, pavement restriping, signing, pedestrian markings and landscaping. This FEIS does not pre-suppose the results of this local planning and the additional coordination with ITD.*

*Section 3.3 Pedestrians and Bicycles of this FEIS incorporates a discussion of Hailey's concerns with pedestrian safety.*

**Comment 58:** We also request that the possibility of two pedestrian underpasses with the City of Hailey be studied at the intersections of Main Street with Pine and Myrtle.

**Response:** *See Response to Comment 57. Based on the conceptual layouts for pedestrian underpasses at other locations for the Preferred Alternative, ITD is aware that underpasses would require a physical footprint in order to meet ADA that would remove access to properties adjacent to the underpass, and may require closure of the street on which a pedestrian underpass would be located. At a May 23, 2006 meeting with the City of Hailey, Hailey indicated a willingness to work with ITD towards other solutions to improve pedestrian safety.*

## **B4.5 City of Ketchum and City of Sun Valley**

A comment letter dated February 24, 2006 was received, signed by Randy Hall, Mayor of Ketchum and Jon Thorson, Mayor of Sun Valley.

**Comment 59:** ITD has indicated they will recommend the no build alternative for the most critical portion of the highway, the area between Elkhorn Road and Ketchum and also between River Street and Saddle Road. No changes proposed in these sections fails to address the significant problem of congestion and traffic jams that currently exist and will continue despite the changes that occur within the rest of the valley. The cities of Ketchum and Sun Valley want a build alternative selected for these sections to address traffic flow related to the transition from 4 lanes south of Elkhorn Road to 3 or 2 lanes north of Elkhorn Road. Designs for these sections should include bicycle and pedestrian improvements.

**Response:** *The Preferred Alternative includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River*



*Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 14, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.*

*The reasons for not including improvements from River Street to Saddle Road are described in Section 2.3.3, page 2-16 of this FEIS.*

**Comment 60:** The City of Ketchum is considering a number of improvements to their downtown core and the portions of the highway north and south of downtown. The following improvements should be included in discussions of highway changes in the valley.

- a) Trail Creek Bridge Replacement
- b) Creating a 3 lane main street with improved pedestrian areas
- c) Signal coordination
- d) Bike and Pedestrian Improvements
- e) A Round-about at the highway and Serenade Lane
- f) A signal at 10<sup>th</sup> and Main Streets
- g) Lowering the elevation of the highway at Warm Springs and 6<sup>th</sup> Street and the highway.

**Response:** *(a) The replacement of the Trail Creek Bridge is included in the Preferred Alternative and was evaluated in the DEIS in Chapter 5 Environmental Impacts. The bridge would be constructed to 4 lanes but striped initially to 3 lanes, based on Ketchum's preference referenced in the response to Comment 59 above. This reconstruction and cross-section were evaluated in the DEIS.*

*(b) In response to this comment and subsequent to issuance of the DEIS, ITD modeled a three-lane cross-section through downtown Ketchum using the same traffic model (Synchro/SimTraffic) used for the DEIS impacts analysis. This additional analysis was done to provide the City of Ketchum with additional information that could assist them in determining which of the optional cross-sections between Elkhorn Road and River Street described in the DEIS they could support. The analysis indicates that the level-of-service for the Main Street (SH-75)/Sun Valley Road intersection improves compared to the existing configuration in year 2025 peak hour conditions. Traffic movement and speeds on Main Street through downtown would not be negatively impacted by the conversion from the existing four lane cross-section to three. The results of this analysis were shared with the Cities of Ketchum and Sun Valley at a May 22, 2006 coordination meeting.*

*(c), (d) and (f) Section 7.3 Commitments, page 7-12 of this FEIS, includes the following commitment:*

*ITD will continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the existing SH-75 right-of-way within their respective cities. ITD will obtain any additional environmental clearances or permits that may be required for these improvements.*

*(e) During the preparation of the DEIS, the feasibility of a roundabouts at Serenade Lane was examined. It was determined that the roundabout would require the use of property that is part of the Reinheimer Ranch, which is eligible for listing as an historic resource under Section 106 of the National Historic Preservation Act (Section 3.16 Cultural Resources of the DEIS, page 3-179). As such, the Ranch property is subject to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended. Section 4(f), as codified at 23 United States Code 138, states:*

*"The Secretary shall not approve any program or project (other than any project for a park road or parkway under section 204 of this title) which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1)*

*there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."*

*Because the roundabout would require the use of part of the Ranch property, Section 4(f) prohibits that use unless there is no feasible and prudent alternative to the roundabout. Alternatives 2 and 3 include a conceptual design for a non-roundabout intersection at the Serenade/SH-75 location that meets the purpose and need for the project and is a feasible and prudent alternative that does not impact these historic resources. Accordingly, the FHWA cannot approve a roundabout at the Serenade Lane/SH-75 intersection.*

*(g) The request to discuss a potential change to the elevation of the Warm Springs and SH-75 intersection is a new issue that was not raised by the City of Ketchum or the general public prior to issuance of the DEIS.*

*Public scoping and subsequent public involvement activities conducted during the preparation of the DEIS, as documented in Chapter 6 of the DEIS, indicated that any physical reconstruction of SH-75 through downtown Ketchum, known as Main Street, would be unacceptable to local residents, businesses and the City of Ketchum. This concern was based on the value placed on the existing Main Street streetscape and its contribution to the visual quality and attractiveness of the resort community. Any potential widening of SH-75 will encroach into the existing sidewalks and storefront areas of Main Street, adversely affecting the existing visual quality of the Main Street, decreasing the sidewalk area, and thereby adversely impacting the pedestrian environment of downtown Ketchum.*

*During the development of the DEIS, the City of Ketchum undertook transportation planning, traffic studies, and parking studies that were expected to provide input to the SH-75 EIS process with respect to potential improvements and traffic operations changes north of Serenade Lane. However, the City of Ketchum did not make decisions or recommendations based on these studies with regard to potential physical reconstruction of SH-75 through downtown Ketchum. As of the date of this FEIS, no such recommendations have been provided to ITD or FHWA.*

*While the FEIS and the Preferred Alternative do not include a build alternative for River Street to Saddle Road, the Cities and ITD have committed to continued coordination of the planning for potential improvements to this section of SH-75. ITD has committed to assist the Cities in obtaining any funding and any additional environmental clearances that may be needed in the future, which could include potential improvements at the Warm Springs intersection. These activities will be conducted outside of the EIS process and are expected to occur over the next several years. Section 7.3 Commitments of this FEIS, page 7-12 includes this commitment.*

**Comment 61:** The plans for the areas between Elkhorn to Saddle Roads do not address the need to connect existing bicycle facilities and sidewalks to new bicycle facilities and sidewalks in order to provide complete and safe infrastructure for bicyclists and pedestrians. Appropriately designed bicycle facilities and sidewalks are needed to maintain Ketchum's small town resort feel, promote a vibrant economy and encourage increased use of these modes.

**Response:** *Options to incorporate pedestrian and bicyclists within cross-sections developed for the Elkhorn to Serenade Lane and Serenade Lane to River Street were discussed and reflected in Newsletter #4 published in January 2003. Section 4.3.6 of Chapter 4 Transportation Impacts of the DEIS describes how sidewalks could be provided.*

*The Preferred Alternative includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 14, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS*

*The specifics of how pedestrians and bicyclists could be incorporated into these cross-sections is yet to be determined and will be developed in consultation with ITD. Section 7.3 Commitments, page 7-12 of this FEIS, includes a commitment that ITD will continue working with the City of Ketchum to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the City. If a 3-lane section is implemented in downtown Ketchum north of River Road, there would be roadway space within the existing SH-75 roadway right-of-way for either a dedicated bicycle lane in each direction or a wider, shared parking and bicycle lane in each direction. This effort could include consideration of means like those suggested by the commenter.*

**Comment 62:** City of Sun Valley would like to enhance the entrance to the City at Elkhorn Road in accordance with Action Item 6.3.4 of the Comprehensive Plan: "Partner with IDT to create a similar notable entrance to the City at Elkhorn/SH 75 intersection."

**Response:** *A conceptual design for a 2-lane roundabout was developed for this location, as discussed in Section 2.2.1 of this FEIS and shown in Figure 2-3, page 2-9. A traffic operations analyses was conducted for year 2025 AM and PM peak hour conditions, using the VISSIM traffic simulation model for this conceptual design. The results indicate that a two-lane roundabout at this intersection will function at Level of Service C or better.*

*This concept was presented to the Cities of Sun Valley and Ketchum in a May 22, 2006 coordination meeting. The Cities of Ketchum and Sun Valley were unable to obtain support from these affected landowners for the round-about. The existing at-grade intersection currently operates at Level of Service A and will operate at Level of Service C in 2025 with the Preferred Alternative. As the existing intersection will meet ITD's peak hour Level of Service C policy in 2025, the acquisition of additional right-of-way from landowners who do not support a roundabout is difficult to justify, and ITD's legal authority to condemn this property would be questionable. As a result, the Elkhorn roundabout is not included in the Preferred Alternative.*

**Comment 63:** By not addressing the area between Elkhorn Road and Saddle Road in the draft EIS, will the use of state and federal funding for transportation improvements in these sections be precluded?

**Response:** *The Preferred Alternative includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street, based on a decision made by the Ketchum City Council on March 14, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.*

*It is possible that improvements not included in the FEIS would require additional analysis under NEPA to obtain federal funding. If such improvements are funded by the State and/or by local governments without federal involvement, additional analysis under NEPA would not likely be required.*

*There are alternative ways to fund improvements for this segment once the City of Ketchum, in coordination with ITD, determine what those improvements will be. Section 7.3 Commitments of this FEIS (page 7-12) includes a commitment that ITD will continue working with the City of Ketchum to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the City.*

**Comment 64:** The footprint of this highway has the capability to dramatically impact the nature of our corridor from the south valley to the north valley. All efforts should be made to mitigate, and minimize the environmental and aesthetic impacts of a four-lane highway.

**Response:** *The DEIS process worked extensively to mitigate and minimize impacts to the natural and social environment, recognizing that the proposed improvements will require additional right-of-way and will have direct adverse impacts on many private properties. Chapter 5 Environmental Impacts of the DEIS contains a discussion of several mitigation measures and refinements that avoided resources and/or minimized impacts. These are listed in Section 7.0 Findings, Mitigation, and Commitments of this FEIS.*

*Where additional right-of-way must be acquired for the Preferred Alternative, additional refinements to how the SH-75 improvements are integrated into the adjacent properties and additional potential ways to mitigate impacts on a property by property basis will be considered during final design when more detailed engineering is conducted and negotiations with individual landowners begin.*

**Comment 65:** How were the 2025 vehicle projections developed and are they reasonable? Considering that a long period of time has passed since this project was initiated and changes to policies have occurred, should these projections be updated from the time that the study was originally done?

**Response:** *When the NEPA process for SH-75 began in 2000, there was no travel demand forecasting model developed for Blaine County and the SH-75 study corridor. To develop a forecasting model that reflected actual Blaine County conditions, a number of studies were conducted, including an origin/destination study, transit preference study, transportation demand management survey, goods movement survey, and traffic count data collection. The results of several of these studies are contained in Volume III Technical Appendices of the DEIS and include "Original/Destination Intercept Survey Technical Memorandum", "Stated Preference Survey Summary Report", Transportation Demand Management Survey Results", "Goods Movement Technical Memorandum".*

*As future travel is based on the amount and distribution of population and employment, ITD worked with Wood River Valley planners and other officials to develop a long-term growth forecast. This was expanded to include low- and high- growth rate scenarios as well as geographic differences in growth trends. This established a potential range of traffic forecasts as well as a potential range of impacts of various improvement alternatives. This information was published on the project website and made available to the project Work Group and area planners in the form of a technical memorandum. Based on comments received, it was revised and was posted on the project website as "Revised SH-75 Corridor Year 2025 Population and Employment Forecasts – March 2002". This information became the basis for development of the EMME/2 travel demand forecasting model for the SH-75 corridor.*

*In 2004 and 2005, there were concerns expressed about the level of traffic growth experienced from when the DEIS process first began in 2000-2001 and whether the analyses needed to be revised. More recent traffic counts were checked against traffic growth assumptions resulting from the earlier analyses and it was concluded that the traffic growth being experienced was in-line with traffic growth assumptions developed in the impacts analysis. ITD determined that no changes to the analyses were needed. Recent development proposals under consideration in Blaine County are also consistent with the growth locations and expectations documented in the March 2002 technical memorandum.*

**Comment 66:** Are the projections for bus/alternative transportation use accurate, especially in Alternative 3? Is it possible that with a multi-pronged approach, where local entities encourage transit-use and TDM measures, that there could be an increase of mass transit users greater than 3%?

**Response:** *As discussed in the response to Comment 65, the SH-75 project created a new EMME/2 travel demand forecasting model based on new information collected specifically for the Wood River Valley. The transit component of the travel demand model was developed based on a "stated preference survey" of Wood River Valley residents and others outside of the Valley that use SH-75 for their commutes, with questions being asked about travel habits and propensity to take transit or carpool under a variety of scenarios. The resultant "Stated Preference Survey Summary Report" is contained in Volume III of the DEIS.*

*The travel demand model used in the DEIS estimates person trips before it estimates vehicle trips. Person trips by trip purpose are generated at the front end of the model (trip generation), based on population and employment projections from the forecasts discussed in the response above. These person trips were then distributed based on where they start ("home end") and where they end (destination end). The model then assigns these person trips to drive alone, carpool/vanpool, or transit based on a number of factors, such as travel time and distance, cost of traveling, parking costs, and travel time savings due to the existence of an HOV lane.*

*While a 1%, 2% or 3% increase in alternative mode use might seem insubstantial, it should be noted that this is 1 to 3% of tens of thousands of total person trips per day using SH-75, which results in hundreds of person trips shifting to either carpools/vanpools or transit in the year 2025. The market for transit service is highest during the morning and afternoon peaks, and is primarily work trips. Therefore, transit service does not serve all trip origins and destinations in the Valley that use SH-75, but a smaller segment of that market. The analysis of the impacts of paid parking in Ketchum on the usage of the HOV lane showed that there would be a 7 to 20 percent increase in the number of person trips using the HOV lane compared to not having paid parking in downtown Ketchum.*

*The projections in the DEIS reflect locally derived data and behaviors, industry standard travel forecasting techniques, and increases in both TDM and transit usage. It is possible that even larger increases in transit use could occur, in light of aggressive programs put in place by local communities and Mountain Rides that will encourage transit. This is one reason that ITD has committed to the potential future conversion to peak hour HOV operations between McKercher Boulevard and Elkhorn Road. However, for the purposes of the EIS traffic projections, the transit assumptions and data are reasonable.*

**Comment 67:** Is the draft EIS allowing for a multi-faceted/interdisciplinary approach to address both supply and demand for transportation infrastructure? We do not want future solutions that address safety and congestion limited due to changes made without a faceted/interdisciplinary approach that addresses the movement of people not just cars.

**Response:** *The DEIS has incorporated an aggressive approach to transit in the model that is based on locally derived data and active participation by the local jurisdictions in the development of future land use projections, as discussed in the responses to the two previous comments.*

*The travel demand forecasting model and the development of alternatives documented in the DEIS were developed by a multi-disciplinary team and in full consultation with both local and state entities. Both Alternatives 2 and 3 include pedestrian improvements on Main Street in Bellevue and Hailey and the options presented in the City of Ketchum allowed for that possibility between Elk Horn Road and River Street. The alternatives also include pedestrian under crossings between McKercher Boulevard and Ohio Gulch to facilitate crossings of SH-75 and improved linkage to the regional bike trail.*

*The proposed design incorporates bus pullouts at several locations north of McKercher Boulevard to better accommodate future bus stops. Should the new KART regional transportation authority identify additional locations for bus pullouts during final design, they can be incorporated at that time.*

*The proposed 8-foot shoulders in Alternatives 2 and 3 throughout the corridor were included to facilitate on-road bicycle travel, as well as incident management, and potential HOV enforcement.*

*The conceptual design of Alternatives 2 and 3 also took into account the high percentage of large truck traffic that uses SH-75. That is reflected in lane widths, turning radii, and capacity analysis.*

*The project team, as listed in the List of Preparers in the DEIS, includes a wide variety of disciplines that actively participated in the development and analysis of alternatives and their impact evaluations.*

**Comment 68:** Why does the DEIS not include Ketchum City Council's Resolution 772 to keep the number of vehicles at 2001 levels and to increase multi-modal transportation use? Local entities are making a clear and concerted effort to implement TDM measures; Wood River Rideshare has been funded with local funds since 2000. These efforts need to be considered in these decisions for the future.

**Response:** *Ketchum's Resolution 772 stated a desire to keep the number of vehicles at Year 2001 levels. The future population and employment projections developed for the project in consultation with the local jurisdictions were incorporated into the travel demand forecasting model.*

*As discussed in previous responses above, the transit assumptions and TDM assumptions were based on local survey information and substantially increased transit service and carpooling. The resultant travel demand did not reflect the ability to keep vehicle trips at the 2001 level.*

*The transportation impacts analyses conducted for the DEIS process included increased use of transit, carpooling, and alternative modes over current conditions. The transit assumptions and analysis methodology and results were shared with the DEIS Work Group and summarized in the "Transit Considerations Report", March 2003. This report was placed on the project website [www.sh-75.com](http://www.sh-75.com)*

*The EMME/2 travel demand forecasting model assumed that 20% of all work trips would be via transportation demand management (TDM) strategies, including carpooling, transit, flexible work schedules, bicycling and walking, and telecommuting. The model was developed to include four assumed park-and-ride lots along the corridor as well as strategically-spaced bus stops to allow proper bus access. Buses were assumed to run every 15 minutes during peak times in 2025, equating to 4 buses an hour. This is four times the current rate of Peak Bus service. Carpooling and vanpooling were assumed to increase based on results of the employer (TDM) survey as well as the Stated Preference Transit surveys used to establish the model. The results of these studies are included in Volume III Technical Reports of the DEIS.*

*Through the development of the DEIS, Ketchum requested that ITD conduct a travel demand forecasting run that reflected paid parking in the City of Ketchum. Paid parking can affect the travel choices and increase the use of carpooling or transit. The City of Ketchum was conducting a parking study at that time with the expectation that it would recommend a level of parking cost. ITD provided a written commitment to fund and conduct this analysis and requested that the City of Ketchum provide the parking cost that they would like evaluated, based on their parking study. As this study was not adopted by Ketchum and a parking cost level was not provided by the City of Ketchum, the model run was not conducted for the DEIS.*

*Subsequent to close of public comment on the DEIS, the travel demand forecasting model was run with 3 different parking fee levels, ranging from \$5/day to \$15/day. Additional coordination with Ketchum's parking study consultant was conducted to obtain their confirmation on the level of parking fee to be tested.*

*ITD believes that the aggressive TDM and transit assumptions incorporated in the travel demand forecasting model, as described above in the context of the EMME/2 model, and the results of the parking study model run, are consistent with the intent of Resolution 772.*

**Comment 69:** Why does the DEIS fail to explore some of the benefits that can occur from using an HOV lane combined with increased multi-modal accessibility such as:

- a) The increased incentive for a person to ride transit and carpool if the HOV lane provides travel time savings over the SOV lane
- b) The likelihood that congestion in the SOV lane will be reduced as a greater number of people start to use alternative modes of transportation to take advantage of the time savings gained by using the HOV lane.
- c) The demonstrated effects of paid-parking on individuals travel choice and the efforts of Ketchum to institute a paid parking system

**Response:** *a) Travel time savings for HOV users was factored into the DEIS analysis and is documented in Chapter 4 Transportation Impacts, pages 4-21 through 4-26. Although travel time savings may affect how a travelers decision as to choice of travel, the interpretation of whether the travel time savings of the HOV lane over the SOV lane is incentive is subjective and therefore not addressed.*

*b) Based on the travel demand forecasting model and the customized assumptions for transit and TDM usage for the SH-75 corridor for the Year 2025, the DEIS reports the objective results of that analysis. See response to a) above.*

*The resultant mode shift of 1 to 3% was not substantial enough to cause a marked change in traffic operations in the SOV lane on SH-75 under Alternative 3. While a 1% increase in alternative mode use might seem low, it should be noted that this is 1% of tens of thousands of total person trips per day using SH-75, which results in hundreds of person trips shifting to carpools/vanpools or transit. Additionally, the market for which an HOV lane provides support is limited. Demand for transit service is highest for work trips during the morning and afternoon peaks. Transit service does not serve all trip origins and destinations in the Valley that use SH-75, but a smaller segment of that market.*

*c) A discussion of paid parking is contained in the response to Comment 68. When factoring in the existence of an HOV lane and potential parking costs in Ketchum, the result is a 7 to 20 percent increase in the number of person trips using the HOV lane compared to not having parking costs in downtown Ketchum. This shift would have a minor benefit to traffic to the SOV lane.*

- d) The experience of Aspen and other resort communities that demonstrates people living and recreating in resort communities are a target audience for increasing their vehicle occupancy (car pooling) and using multi-modal transportation options

**Response:** *The Colorado Department of Transportation (CDOT) and the Roaring Fork Transportation Authority (RFTA) have collected limited data on the operations of the CO-82 HOV system in the Aspen, CO area. Discussions with the CDOT and RFTA indicate that only anecdotal or observational information is available. The DEIS discloses factual information to inform the federal decision-maker for decision-making purposes.*

e) The overall change in quality of service over the 24 hour period will be just as great and greater in Alternative 3 because

- People will start to change their behaviors and drive in off-peak times
- People will be motivated to get more things done in 1 trip (trip chaining)
- There will be four lanes open for unrestricted use 22 hours of the day
- The likelihood that more people will be carried to and from the north valley in a smaller number of vehicles (system efficiency).

**Response:** *Comments noted. While there is some evidence in the transportation industry that congestion will cause people to alter their commute travel behavior and combine trip purposes, this flexibility is limited and results in spreading of the peak, rather than commute trips changing to the off-peak. The results of the Transportation Demand Management Employer Survey for Blaine County, contained in Volume III of the DEIS, indicate that there is little opportunity for employers to change their hours of operation such that their employees are not likely to have the flexibility to alter their work trip behavior.*

*Also see response to Comment 66.*

**Comment 70:** Why doesn't the DEIS address the strong need for bus and ride share pull-outs even though ITD is providing grant funds for buses and alternative transportation concepts in the Wood River Valley? Regardless of the alternative chosen, bus and ride share pull outs will be an essential component of a transportation system the safely and efficiently functions in the valley.

**Response:** *Bus pullouts are included in the conceptual design for Alternatives 2 and 3 north of McKercher Boulevard. During the development of the DEIS, the need for bus pullouts along Main Street within the Cities of Bellevue, Hailey and Ketchum were considered. As the speed limit on the majority of SH-75 through the cities is 25 mph and there is either a shoulder or a parking lane, bus pullouts are not required to enable buses to safely maneuver in traffic. With the creation of Mountain Rides in October 2007, and in consultation with the Idaho Public Transportation Division, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year. The EIS must not presuppose the results of this local planning process for transit infrastructure. When the need for and specific locations for park and ride lots are identified by Mountain Rides through its regional planning process, and if they are federally funded, any additional NEPA environmental clearances would be obtained at that time.*

**Comment 71:** Park and Ride lots are also critical to support the alternative transportation plans of the Wood River Valley. The need and location of these facilities are not addressed in the EIS.

**Response:** *See response to Comment 70.*

**Comment 72:** How would changes in speed limit and or design speed change the analysis of roundabouts, especially in areas of high traffic congestion like the hospital, Saddle and Serenade Roads? Roundabouts and lower design speeds, as an alternative to traditional traffic signals, might dramatically minimize traffic congestion at intersections. While minimizing pavement width is desired, it is understood that the nature of designing roundabouts may require more space than traditional intersections. This is a tradeoff the community is willing to consider in an effort to maximize the efficiency and safety of the roadway system.

**Response:** *According to the FHWA Roundabout design guide, typical modern roundabouts have an approach speed of 25 mph. The level of congestion approaching and inside a roundabout is not related to design speed but is related to the amount of traffic approaching and using the roundabout, and the amount*



*of traffic in a roundabout that each approach must yield to. The higher the amount of traffic inside a roundabout, the longer entering vehicles must wait to find an appropriate traffic gap in which to enter the roundabout. Roundabouts also tend to be more efficient than typical signalized intersections in many instances and also have been shown to have fewer collisions than a typical intersection, in both cases because traffic continues to move through a roundabout while at traffic signals, traffic will stop to wait for red lights while other vehicles use the intersection.*

**Comment 73:** The DEIS only reports delay analysis for the general purpose lane. What is the delay analysis for the HOV lane in alternative 3 during peak hours? What is the overall delay for intersections?

**Response:** *The delay analysis was run for both general purpose and HOV lanes and the travel time and delay summaries include all travelers, both SOV and HOV. The SOV/HOV lane level-of-service at intersections is listed separately. The following table, from the Transportation Impacts report for the DEIS, summarizes delay for all vehicles. Separate delay calculations for SOVs and HOVs were not summarized from the model but instead were aggregated for the delay summary. Reviewing the traffic model and simulation indicates that most of the delay in Alternative 3 is experienced in the general purpose lane, as the HOV lane is at LOS A or B along most of its length and at the signalized intersections. Intersection delay is represented by LOS at the individual intersections. Under Alternative 3, the intersections would be at LOS F for the general purpose lane and LOS A for the HOV lane. Table 4-3 on page 4-8 of this FEIS shows the intersection LOS for Alternative 2.*

<b>Criterion</b>	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>
<i>Corridor Travel Time (minutes)</i>	<i>60</i>	<i>49</i>	<i>58 (60 General Purpose, 49 HOV)</i>
<i>Corridor Delay (vehicle hours in peak period)</i>	<i>349.1</i>	<i>149.7</i>	<i>265.9</i>
<i>Percent of study area trips in carpools, transit</i>	<i>31%</i>	<i>33%</i>	<i>34%</i>

**Comment 74:** How do traffic signals affect delays and congestion? Will there be a compounded effect on congestions and delay caused by each additional traffic signal? Are there alternative ways of improving traffic movements at intersections?

**Response:** *Incorrectly timed traffic signals add greater amounts of delay and congestion to a corridor than traffic signals that are coordinated. In response to public comment from travelers attempting to enter SH-75 from side streets, and based on the traffic operations analysis conducted for the DEIS, the need for traffic signals by the year 2025 was analyzed. As a result, traffic signals were incorporated into the conceptual design of both Alternatives 2 and 3 at Woodside Boulevard, Countryside Boulevard, Myrtle Street, Buttercup Road/Zinc Spur Road, and at Ohio Gulch/Starweather.*

*The SH-75 future traffic operations model incorporates well coordinated traffic signals to minimize delay. Even with well coordinated signals, SH-75 users will experience some delay as the signal timing must allow sufficient time for side-street users to travel on to and for left-turning vehicles to exit from SH-75. The DEIS alternatives only included traffic signals where warranted.*

*Figure 2-13 of Chapter 2 of the DEIS (appended to the FEIS as a CD ROM in Appendix E) illustrates the use of a "Utah Left Turn" concept that allows for traffic turning left onto SH-75 to use the center median as a merge lane, without a traffic signal*

*Roundabouts were considered for all proposed signalized locations except Myrtle Street. Although roundabouts would eliminate the need for a traffic signal, they would require obtaining additional right-of-way from property that has been deemed to be eligible for listing as a historic under Section 106 of the*

*National Historic Preservation Act. As this would constitute a "use" under Section 4(f) of the U.S. Department of Transportation Act of 1966, it was determined that roundabouts could not be considered at these locations in this NEPA process. (Also see response to Comment 60.)*

**Comment 75:** Considering that Alternative 3 could significantly increase the use of transit and rideshare, thereby taking vehicles off the road, is it possible that there is actually a decreased risk in rear end accidents from Alturas to Timber Way in Alternative 3?

**Response:** *Based on the DEIS analysis, as many as 100 peak hour vehicles may be removed from SH-75 due to the inclusion of an HOV lane. While it is true that fewer vehicles reduce the risk of certain types of collisions, the added delay in the left SOV lane, combined with vehicles trying to weave between a slowed/stopped SOV lane and a moving HOV lane, serves to increase the collision risk and would likely offset any risk reduction due to the fewer number of vehicles.*

**Comment 76:** We would like to see the analysis of alternatives in terms of person-trips instead of vehicle-trips. This is the only way that one can begin to see the true benefits of a multi-modal system and TDM measures. Using both vehicle and person-trip data will allow a better understanding of travel demand as it relates to moving people, not just vehicles.

**Response:** *The travel demand model generated person trips. Based on the results of the stated preference transit survey, the TDM survey, and the O/D survey, and through discussions with the Work Group, these were translated into vehicle trips to enable Level of Service analysis. The number of person trips is the same regardless of the alternative. It is based on travel demand, as developed from future land use and employment as documented in "Revised Year 2026 Population and Employment Projections – March 2002" located on the project website. The following table shows both person trips and vehicle trips for the DEIS Alternatives.*

**Year 2025 Work Trip Person Trips**

<i>Travel Mode</i>	<i>Alternative 1 Work Trip Person Trips</i>	<i>Alternative 2 Work Trip Person Trips</i>	<i>Alternative 3 Work Trip Person Trips</i>
<i>DEIS Assumption: No Paid Parking in Ketchum</i>			
<i>Drive alone</i>	<i>25,200</i>	<i>25,100</i>	<i>24,600</i>
<i>Carpool</i>	<i>10,400</i>	<i>10,500</i>	<i>10,850</i>
<i>Transit</i>	<i>1,160</i>	<i>1,160</i>	<i>1,220</i>
<i>% in Carpools and Transit</i>	<i>31%</i>	<i>32%</i>	<i>33%</i>
<i>Assumption: \$5 per day parking fee in Downtown Ketchum</i>			
<i>Drive alone</i>	<i>24,800</i>	<i>24,700</i>	<i>24,200</i>
<i>Carpool</i>	<i>10,600</i>	<i>10,700</i>	<i>11,100</i>
<i>Transit</i>	<i>1,330</i>	<i>1,330</i>	<i>1,390</i>
<i>% in Carpools and Transit</i>	<i>32%</i>	<i>33%</i>	<i>34%</i>
<i>Assumption: \$10 per day parking fee in Downtown Ketchum</i>			
<i>Drive alone</i>	<i>24,300</i>	<i>24,200</i>	<i>23,800</i>
<i>Carpool</i>	<i>10,800</i>	<i>10,900</i>	<i>11,300</i>
<i>Transit</i>	<i>1,540</i>	<i>1,550</i>	<i>1,610</i>
<i>% in Carpools and Transit</i>	<i>33%</i>	<i>34%</i>	<i>35%</i>

**Comment 77:** The DEIS should consider removal or under-grounding of the high voltage power lines along SH75 and Lane Ranch in the City of Sun Valley for safety reasons during the design process.

**Response:** *Reconstruction of SH-75 through Lane Ranch (Big Wood River to Elkhorn Road) is not included in the Preferred Alternative as it is already 4 lanes. Reconstruction of SH-75 between Elkhorn Road and Serenade Lane will be restricted to within the existing right-of-way. SH-75 forms the west boundary of the City of Sun Valley in this section. The crash analysis conducted for the DEIS, as documented in Section 1.7, pages 1-15 to 1-20) of Chapter 1 Purpose and Need, shows that the rate of accident per 100 million vehicle miles, is well below the state average for the Elkhorn Road to Serenade section of SH-75.*

*The undergrounding of utilities is eligible for Federal-aid if certain criteria are met. The Program Guide, Utility Relocation and Accommodation on Federal-Aid Highway Projects, Sixth Edition, January 2003 outlines these criteria. The full document can be accessed online at <http://www.fhwa.dot.gov/reports/utilguid/>. The following is an excerpt from that document.*

## **Undergrounding Utility Lines**

A utility's existing pole line needs to be replaced on a highway project and it is determined the work will be eligible for Federal-aid participation. The utility wants to place the new line underground. This will cost more than an overhead replacement. The FHWA will participate in the added cost of the underground installation if it can be shown this is in the public interest. A public interest determination might be justified from the standpoint of safety, aesthetics, economy, or a requirement of law or ordinance. Should the reason be either safety or aesthetics, the State should furnish assurances that future overhead lines will not be permitted along the section of highway where the undergrounding is to be provided.

The relocation of overhead utilities to an underground location is also an eligible item for Federal participation with Surface Transportation Program (STP) funds under the landscaping and scenic enhancement category of "Transportation Enhancement Activities."

*The undergrounding of utilities through this section of SH-75 is not supported based on the crash analysis conducted for the DEIS.*

**Comment 78:** Vehicular/wildlife conflicts are a major safety issue along the corridor. None of the proposed alternatives is appropriately sensitive to wildlife crossing issues. The Road-kill Hotspot Maps identified locations of concern, both for human and wildlife safety. The June 2005 Idaho Fish and Game letter suggests mitigation measures, however the design options fail to integrate any of these suggestions.

**Response:** *Section 5.12 of the DEIS addresses wildlife issues. During the preparation of the DEIS, extensive research was conducted on the wildlife crossing mitigation measures being used in North America. The results of that research are documented in Table 5.12-2 of Section 5.12.6.2 Potential Wildlife Crossing Mitigation Measures.*

*At the time of publication of the DEIS, Blaine County had applied for enhancement funding to gather empirical data on wildlife crossing incidents along SH-75. Subsequent to obtaining that funding, Blaine County, in cooperation with Idaho Transportation Department, hired the Western Transportation Institute at Montana State University (WTI-MSU) to gather more information about the wildlife-vehicle collisions and the potential installation of an animal detection system along SH-75 between the US-20 Timmerman Junction and Ketchum. The ultimate goal is to reduce animal-vehicle collisions, especially with mule deer and elk.*

*The data collection program is referred to as "Ketchum on the Road: Wildlife Sightings". The public is being asked to participate in this effort through submitting wildlife sightings (dead or alive) along this road section. Instructions for, and the reporting is done through a website ([www.blainecounty.org](http://www.blainecounty.org)) that has been up since March 2007. The data is being collected through March 2008. The analysis of the data and recommendations for any additional wildlife crossing mitigation are scheduled for completion by fall of 2008.*

*The results of this research will determine which additional methods, if any, will be incorporated into the final design of SH-75 to supplement the wildlife mitigation measures described in Sections 7.2.6 and 7.2.7 of this FEIS.*

*In the interim, since the publication of the DEIS, ITD has placed 48-inch high intensity reflector signage with additional upper and lower diamonds and orange flags at the high vehicle/wildlife collision areas of SH-75 in the Wood River Valley.*

## **B5 Local Organizations**

### **B5.1 Blaine County Citizens for Smart Growth**

**Comment 79:** We believe that a 4-lane highway solution, combined with a comprehensive operating scenario to control the growth of peak hour traffic, reduce travel time and enhance the system efficiency, is a viable option. We believe this scenario should include peak hour HOV restrictions, transit system enhancements, and a comprehensive regional and local Transportation Demand Management (TDM) program. This operating scenario will require a strong partnership between ITD and local governments. We look forward to working with the ITD EIS team to develop this scenario as we proceed to the final EIS and preferred alternative.

**Response:** *The Preferred Alternative contains the physical roadway section along with vertical and horizontal geometry contained in Alternatives 2 and 3 between US-20 and Elkhorn Road. Section 2.4 "Potential Future Conversion to HOV Operations" describes the conditions under which the Preferred Alternative can be converted to HOV operations between McKercher Boulevard and Elkhorn Road. A decision of whether and when to convert SH-75 between McKercher Boulevard and Elkhorn Road to peak hour HOV operations would be made by ITD, based on documentation that the four requirements described on page 2-18 of this FEIS have been met. If HOV conversion occurs, ITD will also have the final authority on the continuation or cessation of HOV operations, based on the evaluation process described in Requirement 4 on page 2-19 of the FEIS.*

**Comment 80:** We would like ITD to share in our commitment to the successful implementation of Alternative 3. This will require, throughout the design and construction phases, the development and programming of funds for increased transit service, park and ride lots, bus barns, bus turnouts, and strategic education and enforcement plans.

**Response:** *See response to Comment 79 above.*

**Comment 81:** The DEIS offers significant common ground for us to work together towards development of a consensus-based preferred alternative. We are pleased to see progress toward a mutually agreeable solution – a solution that serves commonly adopted goals of improving residents and visitor vehicular safety, preserving the scenic corridor, and minimizing travel times, while still serving the function of transporting commuters, residents and visitors to and from the valley in an efficient manner. The incorporation of transit planning and travel demand management (TDM) are key elements in this solution.

**Response:** *The responses to Comments 79 and 80 address the issues raised in this comment.*

**Comment 82:** We appreciate wholeheartedly the comprehensive analysis provided under NEPA and are pleased with the reasonable range of alternatives explored. Alternative 3 brings to the Wood River Valley an appropriate level of transportation corridor development that incorporates the sensitive environmental surroundings and reflects an understanding of the residents' values for a transportation corridor that seeks to maintain and protect our quality of life.

**Response:** *Comment noted.*

**Comment 83:** The majority of our respective communities have adopted Comprehensive Plan objectives or strategies which promote multi-modal and TDM concepts. We believe that these are necessary components in managing the transportation corridor system. Attachment A provides a listing of key adopted Comprehensive Plan statements in support of TDM measures.

**Response:** *Section 3.1.1 Local Plans of this FEIS incorporates a summary of the referenced comprehensive plan statements. Section 5.1.1 Consistency with Comprehensive Plans addresses how the Preferred Alternative is consistent with those policies.*

**Comment 84:** The Sun Valley Ketchum Transit Authority (KART) and the Blaine County Peak Bus service have recently been combined into a regional transit authority. Supported by planning funds from the State of Idaho, a regional transit plan process was formally initiated on January 18, 2006. The plan will design a multi-year, multi-modal program for meeting the needs of residents, commuters and tourists in the Wood River Valley along the State Highway 75 transportation corridor.

**Response:** *Comment noted. As of the date of this FEIS, Mountain Rides, the new regional transportation authority, has not developed this plan.*

**Comment 85:** The implementation of a HOV lane to be used two hours in the morning and two hours in the evening is integral to this multi-modal planning effort. The positive impact of having an HOV lane that operates at LOS A will serve as a great incentive for increasing passenger occupancy, encouraging drivers to shift to non-peak travel times and/or to use alternative modes of transportation such as transit. These elements all work together to control the growth of peak hour traffic while making the transportation system more efficient. It follows, that with an increased number of people using alternative modes and traveling in the HOV lane, the Single Occupancy Vehicle (SOV) lane will become less congested. Together, these two effects evaluation in Alternative 3 (especially when properly implemented at the time of roadway expansion), can successfully decrease congestion and travel times, increase road capacity and increase safety and quality of life in a superior way to Alternative 2 which perpetuates inefficient SOV travel. An alternative that does not meaningfully reduce peak hour travel times will not meet with public approval.

**Response:** *Comment noted. The Preferred Alternative includes a provision for potential conversion to peak hour HOV operations between McKercher Boulevard and Elkhorn Road under the conditions outlined in Section 2.4 of this FEIS.*

**Comment 86:** We support bringing to fruition a transportation corridor designed in such a way to soften the impacts of road expansion and balance the future needs of these resort communities and effective traffic flow without being a detriment to local economics and quality of life. In our view, there is much to be gained in supporting well proven TDM principles and context sensitive design techniques.

**Response:** *Comment noted.*

**Comment 87:** The proposed noise barriers are unacceptable to the community. From an environmental and safety perspective, it appears wildlife/automobile collisions will increase because of these proposed features. We are also concerned that the walls are in conflict with the Scenic Byway Management Plan. The local community supports pursuing the mitigation measures suggested by the Idaho Department of Fish & Game including provisions for safe wildlife passage over or under the roadway.

**Response:** *Comment noted. This concern was raised by the public during preparation of the DEIS and is assessed in that document. Section 5.12.2.4 of 5.12 Wildlife, page 5-70 of the DEIS, addresses the impact of noise barriers on wildlife.*

*The DEIS documents that under FHWA and ITD regulations and policy, noise mitigation was appropriate at two locations, Site 29 (10' to 12' wall would be required for full mitigation) and Site 32 (8' wall required for full mitigation). Due to their height, these noise walls would be inconsistent with the Scenic Highway Overlay District of the Blaine County Code. The relevant portion of the code is described in Section 3.1.1 of this FEIS. This inconsistency is so noted in sub-section 5.16.3.4 of Section 5.16 Visual Impacts of the DEIS (page 5-139).*

*The code also specifies a process for construction of walls, berms, fences and trees that do not qualify as a categorical exclusion under the code:*

*Unless a categorical exclusion applies, construction of freestanding walls, earthen berms, fences and sight obscuring screens of trees within the Scenic Highway Overlay District require a site alteration permit, which is a type of special use permit authorized by Idaho Code section 67-6512.*

In light of this inconsistency with the Code, the FEIS assessed shorter fences (6' height) at sites 29 and 32, as discussed above. The analysis showed that would both attenuate noise and that the level of attenuation would be sufficient to justify FHWA funding at Site 32 but not at site 29.

Section 1350.06 ITD Traffic Noise Analysis and Abatement Policy and Procedures of ITD's June 2007 Noise Policy states:

Noise abatement will not be implemented if the majority (50% +1) of the impacted people are in opposition or indifferent to noise mitigation. Opposition to barrier construction shall be documented in writing, such as formal surveys or petitions.

Other comments were received during preparation of the DEIS and on the DEIS on the undesirable impacts of noise walls, in addition to potential inconsistency with the Blaine County Code. These include the visual impact of a high barrier along the SH-75 Scenic Highway corridor, blocked views of the valley vistas and mountains, localized decrease in wildlife permeability that may trap animals on the highway, and possible restriction of future additional SH-75 access to properties. Based on these comments, it is recognized that the results of the survey or petition may not support the implementation of noise barriers at Sites 29 and/or 32.

If the majority of impacted people (50% + 1) support the full-height noise barriers for Receptors 29 and 32, ITD will apply for a site alteration permit or a conditional use permit or variance under Section 9-21A of the Blaine County Code. If a majority vote for noise-barriers sized to be consistent with the Code, no special permit or variance will be needed, but the barrier for site 29 would not be eligible for federal funding. It is not possible to predict whether a majority will vote for noise barriers, the height of any approved barriers, or whether a special permit or variance would be granted by the County if applied for.

*In the event that ITD applies for a permit or variance from Blaine County, the results of the independent Blaine County wildlife crossing research and recommendations will be taken into account and the information included in the application.*

**Comment 88:** We would like to see a DEIS that addresses person trips instead of vehicle trips. Measuring capacity in terms of person trips is the most effective way to capture and measure the benefits of a multi-modal system and TDM. Using both vehicle and person-trip data will allow a better understanding of travel demand as it relates to moving people, not just vehicles.

**Response:** *The EMME/2 travel demand forecasting model developed for the DEIS estimates person trips before it estimate vehicle trips. Person trips by trip purpose are generated at the front end of the model (trip generation), based on land use types. These person trips are then distributed based on where they start ("home end") and where they end (destination end). At this point, the model then assigns these person trips to drive alone, carpool/vanpool, or transit based on a number of factors, such as travel time and distance, cost of traveling, parking costs, and travel time savings due to the existence of an HOV lane.*

*The following table shows both person trips and vehicle trips for the DEIS alternatives.*

**Year 2025 Work Trip Person Trips**

<b>Travel Mode</b>	<b>Alternative 1 Work Trip Person Trips</b>	<b>Alternative 2 Work Trip Person Trips</b>	<b>Alternative 3 Work Trip Person Trips</b>
<i>DEIS Assumption: No Paid Parking in Ketchum</i>			
<i>Drive alone</i>	<i>25,200</i>	<i>25,100</i>	<i>24,600</i>
<i>Carpool</i>	<i>10,400</i>	<i>10,500</i>	<i>10,850</i>
<i>Transit</i>	<i>1,160</i>	<i>1,160</i>	<i>1,220</i>
<i>% in Carpools and Transit</i>	<i>31%</i>	<i>32%</i>	<i>33%</i>
<i>Assumption: \$5 per day parking fee in Downtown Ketchum</i>			
<i>Drive alone</i>	<i>24,800</i>	<i>24,700</i>	<i>24,200</i>
<i>Carpool</i>	<i>10,600</i>	<i>10,700</i>	<i>11,100</i>
<i>Transit</i>	<i>1,330</i>	<i>1,330</i>	<i>1,390</i>
<i>% in Carpools and Transit</i>	<i>32%</i>	<i>33%</i>	<i>34%</i>
<i>Assumption: \$10 per day parking fee in Downtown Ketchum</i>			
<i>Drive alone</i>	<i>24,300</i>	<i>24,200</i>	<i>23,800</i>
<i>Carpool</i>	<i>10,800</i>	<i>10,900</i>	<i>11,300</i>
<i>Transit</i>	<i>1,540</i>	<i>1,550</i>	<i>1,610</i>
<i>% in Carpools and Transit</i>	<i>33%</i>	<i>34%</i>	<i>35%</i>

**Comment 89:** We recognize that many issues regarding State Highway 75 transportation corridor improvements will be addressed during the design process once a preferred alternative is approved by FHWA. We request consideration of a commitment to design excellence through enhancement of the natural setting using context sensitive design principles. We respectfully ask to be actively involved in the design process to ensure consideration of vitally important details including, but not limited to, shoulder widths, turn lanes, bicycle, pedestrian and transit facility improvements, wildlife/vehicular conflicts at wildlife crossings and visual character.

**Response:** *The cross-section for the Preferred Alternative is now determined such that number of lanes, lane widths, shoulder widths, and other geometric design elements of the project are finalized. Within the "Main Street" sections of the Cities of Bellevue, Hailey and Ketchum, there is flexibility to determine how best to utilize the existing SH-75 right-of-way within the cities to accommodate traffic operations, achieve traffic calming and improve the pedestrian environment. The Preferred Alternative includes a commitment that ITD will continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within their cities.*

*Where additional right-of-way must be acquired for the Preferred Alternative, additional refinements will be considered for how to integrate the SH-75 improvements into the adjacent properties. In addition, other potential ways to mitigate impacts on a property by property basis will be considered during final design when more detailed engineering is conducted and negotiations with individual landowners begin.*

*At the time of publication of the DEIS, Blaine County had applied for enhancement funding to gather empirical data on wildlife crossing incidents along SH-75. Subsequent to obtaining that funding, Blaine County, in cooperation with Idaho Transportation Department, hired the Western Transportation Institute at Montana State University (WTI-MSU) to gather more information about the wildlife-vehicle collisions and the potential installation of an animal detection system along SH-75 between the US-20 Timmerman Junction and Ketchum. The ultimate goal is to reduce animal-vehicle collisions, especially with mule deer and elk. The data collection program is referred to as "Ketchum on the Road: Wildlife Sightings". The public is being asked to participate in this effort through submitting wildlife sightings (dead or alive) along this road section. Instructions for, and the reporting is done through a website ([www.blainecounty.org](http://www.blainecounty.org)) that has been up since March 2007. The data is being collected through March 2008. The analysis of the data and recommendations for any additional wildlife crossing mitigation are scheduled for completion by fall of 2008.*

*The results of this research will determine which additional methods, if any, will be incorporated into the final design of SH-75 to supplement the wildlife mitigation measures described in Sections 7.2.6 and 7.2.7 of this FEIS.*

*In the interim, since the publication of the DEIS, ITD has placed 48-inch high intensity reflector signage with additional upper and lower diamonds and orange flags at the high vehicle/wildlife collision areas of SH-75 in the Wood River Valley.*

## **B5.2 Blaine County Recreation District**

A comment letter dated February 17, 2006 was received, signed by Wallace E. Morgus, Executive Director.

**Comment 90:** We applaud both alternatives 2 and 3 for their inclusion of 8-foot wide paved shoulders and urge, for reasons of safety, particularly for the ever-increasing population of cyclists using the state highways within the county, the Idaho Transportation Department to do everything in its power to maintain the integrity of those 8-foot shoulders on both sides of the highway for the entire length of the project, whichever alternative configuration is eventually chosen.

**Response:** *The Preferred Alternative includes the 8-foot shoulders throughout the corridor, with the possible exception of through the "Main Street" sections within the Cities of Bellevue, Hailey and Ketchum. ITD has committed to work with the three cities to identify traffic calming and pedestrian improvements for SH-75 within their Main Streets. Whether the resultant cross-section includes 8-foot shoulders will be determined through that process. Section 7.3 Commitments (page 7-12) of this FEIS includes a commitment that ITD will work with the Cities to address traffic calming and pedestrian improvements within the existing SH-75 right-of-way.*



**Comment 91:** To enhance the safety of those 8-foot shoulders for cyclists, we would further encourage the Idaho Transportation Department to implement fairly simple “share the road” or “cyclist friendly” measures. Along these lines, our top priorities would be signs alerting drivers to the presence of cyclists (and to those cyclist right to share the road with automobiles) and regular, periodic splits in the fog line with the international symbol for bicyclists stenciled into the split.

**Response:** *ITD will determine appropriate industry standard signing and pavement markings during final design of the Preferred Alternative. Newer signing standards now include a set of “share the road” signs that can be used.*

**Comment 92:** We encourage the ITD to reassess the locations of the three new pedestrian tunnels included in the project (currently proposed for locations near Treasure Lane, Zinc Spur and Ohio Gulch) to assure that they best accommodate pedestrian needs and provide appropriate access for the Wood River Trails, particularly as the section of the Timmerman to Ketchum corridor containing those tunnels adds population through the development of new residential subdivisions. We agree with the Ohio Gulch and Zinc Spur locations but strongly urge the ITD to consider moving the Treasure Lane tunnel northward to a location nearer to Deer Creek Road where there is and will be greater population density.

**Response:** *The DEIS proposed pedestrians underpasses beneath SH-75 at Ohio Gulch/Starweather, Buttercup Road/Zincspur, and north Treasure Lane, in response to comment received during the NEPA process. Prior to issuance of the DEIS, ITD received a letter from the Starweather Homeowner's Association, opposing the pedestrian underpass at Ohio Gulch/Starweather as it would occupy communal lands for the association and would provide access to a private road and development for non-residents of the Starweather subdivision.*

*Other commenters on the DEIS also requested a pedestrian underpass at Deer Creek. During the preparation of the DEIS, the property in the northwest corner of the SH-75 and Deer Creek intersection has been developed with a home that is designated as an affordable housing unit. Inclusion of a pedestrian underpass at this location would require the removal of this home. Alternatively, the proposed cul-de-sac of Spruce Way at SH-75 provides sufficient right-of-way to accommodate a pedestrian underpass.*

*Based on discussions with the Blaine County Recreation District in a May 22, 2006 meeting, clarification on land use and ownership from Blaine County, and a review of engineering feasibility, the Preferred Alternative is revised to include the Treasure Lane and Buttercup Road/Zincspur pedestrian underpass locations, as well as a new underpass at Spruce Way. It also eliminates the pedestrian underpass at Ohio Gulch/Starweather subdivision.*

**Comment 93:** We also encourage the ITD to reassess the design of the Zinc Spur tunnel to allow it to more seamlessly integrate with the existing BCRD bike path, which in the summer of 2006, will be relocated slightly in that area as part of the new golf course and residential development at the Valley Club.

We would welcome the opportunity to discuss our observations and comments in more detail with you.

**Response:** *ITD acknowledges that recent reconstruction of the Wood River Trail at the SH-75 Buttercup Road/Zincspur location is being conducted to accommodate new land use development at this intersection. The detailed connection of the pedestrian underpass to this relocated BCRD bike path will be determined during final design of the Preferred Alternative in consultation with the Blaine County Recreation District.*

**Comment 94:** We understand and appreciate that the ITD is taking a holistic approach to solving the Timmerman to Ketchum challenge. In this regard, we would encourage the ITD to include consideration of a very valuable resource for addressing transportation and safety issues that is already in place – namely, the Wood River Trails, more commonly referred to as the bike path, extending from Bellevue to Ketchum and Sun Valley along the old Union Pacific right-of-way. Because the bike path is a heavily used transportation and recreational artery, we would urge the ITD to take this opportunity to consider funding projects and measures that would help ensure the sustainability and enhance the safety of this valuable resource.

**Response:** *Improvements to the Wood River Trails system outside of connections to it from the proposed pedestrian underpasses are outside the scope of this SH-75 project. However, ITD can work with the BCRD to identify other funding mechanisms that may assist BCRD with the objectives stated in this comment.*

**Comment 95:** The Blaine County Recreation District, as owners of the bike path, would welcome the opportunity to collaborate with the ITD to effect improvements on the bike path. Without going into too much detail at this point, a few of the areas that the ITD and BCRD might consider addressing include: (i) improving the safety of the existing tunnels on the bike path; (ii) improving the safety of road crossings on the bike path; (iii) widening the bike path where warranted to improve safety; (iv) straightening the path and/or removing obstructions bordering the path to improve sightlines and safety; and (v) implementing a striping and signing program to improve safety. This is by no means a comprehensive list of possibilities for assuring the sustainability and enhancing the safety of the bike path, but it is a good general representation of the opportunities the ITD and BCRD have to collaborate to improve this resource as part of the overall effort to improve the Timmerman to Ketchum transportation corridor.

**Response:** *See response to Comment 94.*

**Comment 96:** We would encourage the design in the Boulder Flats area to include 8-foot wide paved shoulders, signs and on pavement markings, similar to those and for the same reasons as set forth in comments 1 and 2 above. Granted, the 8-foot shoulders in the project area would initially be the only such shoulders between the SNRA headquarters and Galena Summit; however, we envision a future with these same wide shoulders extending to Galena Summit. In that light, we would encourage setting the precedent and standard now, with an eye towards completing the effort as opportunities arise.

**Response:** *ITD coordinated with the SNRA and the USFS with respect to the wetlands mitigation plan and the SH-75 relocation and Harriman Trail relocation that are included in that plan. The Harriman Trail is located within the SNRA and is under the jurisdiction of the USFS. SNRA and USFS want to maintain the existing cross-section for SH-75 to minimize resource impacts and to maintain continuity of the design through the SNRA. As a result, the reconstruction of SH-75 through Boulder Flats will incorporate 6-foot shoulders. The relocated section of Harriman Trail in the Boulder Flats area will also continue to accommodate bicyclists.*

*Neither the USFS, SNRA nor ITD have plans to reconstruct other portions of SH-75 that would provide an opportunity to construct 8-foot shoulders between the SNRA headquarters and Galena Summit.*

**Comment 97:** We would also ask that the relocated Harriman Trail be: (i) built to the same standards as the existing Harriman Trail; (ii) set back far enough from the highway to adequately provide storage for snow removed from the highway without impacting the trail; and (iii) built far enough from the parking area to adequately provide storage for snow removed from the parking area without impacting the trail, while at the same time being within a reasonable distance from the parking area so as to be easily accessible to trail users.

**Response:** *The relocated Harriman Trail will be constructed to the same standards and cross-section as the existing trail. The alignment of both the relocated SH-75 and the Harriman Trail in the Boulder Flats area was developed to minimize impacts to cultural resources, wetlands, and cuts into adjacent terrain. Provided that additional impacts can be avoided or lessened by minor changes to the alignment and parking area, this request will be considered during final design of the wetlands mitigation plan.*

### **B5.3 Wood River Rideshare**

A comment letter dated February 22, 2006 was received, signed by Jason Miller, Executive Director.

**Comment 98:** Wood River Rideshare believes that Alternative 3 has the best potential for changing behavior of Sh-75 users by providing an incentive to use alternative transportation options during peak hours. These behavior changes will greatly improve the efficiency of the system by decreasing the vehicle trips while maintaining the number of people moved by the system. We believe it is imperative to consider this change of behavior potential on the regional travel performance in the final EIS. The draft DEIS only gives a 1 % increase in the number of HOV lane trips when comparing Alternative 2 to Alternative 3 (Table 4-13), which we believe to be a significant underestimate. As a part of analyzing the impacts of Alternative 3 versus Alternative 2, person trips should be included and compared to vehicle trips in both scenarios.

**Response:** *The EMME/2 travel demand forecasting model developed for the DEIS estimates person trips before it estimate vehicle trips. Person trips by trip purpose are generated at the front end of the model (trip generation), based on land use types. These person trips are then distributed based on where they start ("home end") and where they end (destination end). At this point, the model then assigns these person trips to drive alone, carpool/vanpool, or transit based on a number of factors, such as travel time and distance, cost of traveling, parking costs, and travel time savings due to the existence of an HOV lane.*

*The following table shows both person trips and vehicle trips for the DEIS alternatives.*

**Year 2025 Work Trip Person Trips**

<b>Travel Mode</b>	<b>Alternative 1 Work Trip Person Trips</b>	<b>Alternative 2 Work Trip Person Trips</b>	<b>Alternative 3 Work Trip Person Trips</b>
<i>DEIS Assumption: No Paid Parking in Ketchum</i>			
<i>Drive alone</i>	<i>25,200</i>	<i>25,100</i>	<i>24,600</i>
<i>Carpool</i>	<i>10,400</i>	<i>10,500</i>	<i>10,850</i>
<i>Transit</i>	<i>1,160</i>	<i>1,160</i>	<i>1,220</i>
<i>% in Carpools and Transit</i>	<i>31%</i>	<i>32%</i>	<i>33%</i>
<i>Assumption: \$5 per day parking fee in Downtown Ketchum</i>			
<i>Drive alone</i>	<i>24,800</i>	<i>24,700</i>	<i>24,200</i>
<i>Carpool</i>	<i>10,600</i>	<i>10,700</i>	<i>11,100</i>
<i>Transit</i>	<i>1,330</i>	<i>1,330</i>	<i>1,390</i>
<i>% in Carpools and Transit</i>	<i>32%</i>	<i>33%</i>	<i>34%</i>
<i>Assumption: \$10 per day parking fee in Downtown Ketchum</i>			
<i>Drive alone</i>	<i>24,300</i>	<i>24,200</i>	<i>23,800</i>
<i>Carpool</i>	<i>10,800</i>	<i>10,900</i>	<i>11,300</i>
<i>Transit</i>	<i>1,540</i>	<i>1,550</i>	<i>1,610</i>
<i>% in Carpools and Transit</i>	<i>33%</i>	<i>34%</i>	<i>35%</i>

*While a 1% increase in alternative mode use might seem insubstantial, it should be noted that this is 1% of tens of thousands of total person trips per day using SH-75, which results in hundreds of person trips shifting to carpools/vanpools or transit. Additionally, the market for which an HOV lane provides support is limited: transit service at this time, and in the future, is highest during the morning and afternoon peaks, which are primarily work trips. Transit service does not serve all trip origins and destinations in the Valley that use SH-75, but a smaller segment of that market. The HOV lane, in combination with paid parking in Ketchum, the result is a 7 to 20 percent increase in the number of person trips using the HOV lane compared to not having paid parking in downtown Ketchum.*

*Also see response to Comment 66.*

**Comment 99:** Wood River Rideshare believes that there is unmet demand that exists for alternative transportation modes. The DEIS underestimates this demand and fails to take into account the changes happening within our regional transportation system. The recent success and continually rising ridership of the Blaine County Peak Bus demonstrates the strong growth potential of transit. With the regional transit authority formally initiated on January 18, 2006, the final EIS must consider usage changes that will occur as a result of increased level of transit service between now and the start of construction.

**Response:** *The Stated Preference Transit Survey conducted early in the NEPA process was a key input to the determination of the level of transit demand, including latent demand, that was incorporated into the EMME/2 travel demand forecasting model. The model and resultant analysis assumed that Peak Bus service (the transit service in place during model development) would increase from approximately one bus per hour in the peak hour up to four (4) buses per hour. Taking this into account, the travel demand modeling indicates that the number of transit riders in 2025 would greatly exceed the capacity of four (4) buses per hour, resulting in as many as 70-90 people per bus during the peak hour. Thus, the DEIS transit assumptions for year 2025 exceed the transit services provided during preparation of the DEIS. The current transit services provided by Mountain Rides, as described in Section 1.3.2.2, page 1-11 of this FEIS, are still well below those assumed in the travel demand forecasting model.*

**Comment 100:** In addition to transit, increases in other modes of alternative transportation are underestimated by the DEIS. With more park and ride lots, larger shoulders, and safer pedestrian crossings will come increases in carpooling, biking, and walking. These changes will result in increases in system efficiency not accurately accounted for in the DEIS.

**Response:** *The transportation impacts analyses conducted for the DEIS process included increased use of these alternative modes over current conditions. The transit assumptions and analysis methodology and results were shared with the DEIS Work Group and summarized in the "Transit Considerations Report", March 2003. This report was placed on the project website [www.sh-75.com](http://www.sh-75.com)*

*The EMME/2 travel demand forecasting model assumed that 20% of all work trips would be via transportation demand management (TDM) strategies, including carpooling, flexible work schedules, bicycling and walking, and telecommuting. The model was developed to include four assumed park-and-ride lots along the corridor as well as strategically-spaced bus stops to allow proper bus access. Buses were assumed to run every 15 minutes during peak times in 2025, equating to 4 buses an hour. This is four times the current rate of Peak Bus service. Carpooling and vanpooling were assumed to increase based on results of the employer (TDM) survey as well as the Stated Preference Transit surveys used to establish the model. The results of these studies are included in Volume III Technical Reports of the DEIS.*

*Subsequent to close of comments on the DEIS, the travel demand model was re-run to determine the impact of parking fees in the City of Ketchum on travel behavior. Three levels of parking fees were tested. For the most part, alternative mode use was assumed to increase over "No-Action" levels but there was some interaction found between parking costs, transit use, and carpooling (in other words, the higher the parking cost, the more tendency there is in the model to shift some carpoolers into transit).*

**Comment 101:** In terms of environmental impacts, Wood River Rideshare disagrees with analyses of some of the impacts that Alternative 3 would have:

Under social impacts, the DEIS states that Alternative 3 would not improve travel or congestion in the general purpose lane. This analysis fails to consider the shifting of usage that will occur as more people utilize the HOV lane and the number of person trips in the HOV lane equals or exceeds that of the general purpose land during peak hours.

**Response:** *The Level of Service analysis, estimates of delay and estimates of travel time reflect the assumptions and output of the EMME/2 travel demand forecasting model. That analysis, documented in Chapter 4 of the DEIS, indicates that the general purpose lane will experience heavy congestion levels during the peak period, in spite of the assumed substantial increases in transit, carpooling and other travel modes as discussed in the response above.*

*Based on the body of public comment received during the development of the DEIS and the results of the Transportation Demand Management Employer Survey and the Goods Movement Survey, long travel times for employees and freight vehicles traveling to the Ketchum and Sun Valley area are contributing to increased costs, difficulty in retaining employees, and lost productivity. For these reasons, in addition to the demonstrated large difference in travel performance (Level of Service, delay and travel time), the general purpose lane in Alternative 3 of the DEIS would not have improved travel performance, even relative to Alternative 1 No Build.*

*The travel demand model was developed so as to estimate the shift from one mode to another due to the presence and type of transit service, HOV lanes, parking costs, etc. When running the model for Alternative 3, there was a mode shift noted and that was included in the traffic operations analysis that was contained in the DEIS. The issue here is that a portion of SH-75 between McKercher and Elkhorn that is already three or four travel lanes would have one lane in each direction converted to HOV use only during peak periods, which causes general purpose vehicles that are currently using the right lane of a multi-lane section to use the left (general purpose) lane, adding to the density of vehicles in that lane and thus resulting in higher congestion levels than under Alternative 2. Even though there was a mode shift into carpools and transit assumed (over No-Action and Alternative 2), there was not enough of a shift to prevent the traffic model from showing that there will be a high level of congestion in the general purpose lane not only in the sections where the right-lane is converted to HOV, but where the HOV lane is an additional lane over No-Action conditions. There is not enough mode shift to off-set the volume of vehicles using a single lane.*

*Also see response to Comment 66.*

**Comment 102:** The DEIS states that air quality impact would be the same of Alternative 2 and 3. This analysis fails to consider the increase in carpooling and transit use that will occur under Alternative 3, which will improve air quality over Alternative 3 over Alternative 2.

**Response:** *The air quality analysis for Alternatives 1, 2, and 3 in the DEIS was conducted consistent with ITD air quality analysis requirements, as published in the guidance memo entitled "Project Level Air Quality Screening, Analysis, and Documentation for Roadway Projects". The analysis used the Environmental Protection Agency's MOBILE5b model and CAL3HC Model, as described in Section 5.8 of*

*the DEIS. These models use the output from the traffic analysis, including volumes, speeds, traffic mix and congestion levels. These analyses assumed the increase in transit and carpooling for the build alternatives, as described in the previous responses. As the total traffic volumes are very similar between the two build alternatives in the DEIS, there is no discernable difference in air quality impacts. Neither alternative would result in exceedances of the National Ambient Air Quality Standards (NAAQS).*

**Comment 103:** The DEIS analysis energy consumption along the corridor underestimates the HOV lane impacts on reducing energy use by providing incentive to use alternative means and thus reducing fuel usage.

**Response:** *Based on the methodology documented in the DEIS, there is less than 1% difference between Alternatives 2 and 3 in terms of energy consumption. The energy analysis was based on forecast traffic volumes, speed and levels of congestion developed from the EMME/2 travel demand forecasting model and traffic analyses models developed for the DEIS. They reflect the assumed increase in transit and carpooling.*

## **B5.4 Sun Valley Ketchum Chamber & Visitors Bureau**

A comment letter dated February 24, 2006 was received, signed by Carol Waller, Executive Director.

**Comment 104:** The CVB has read the letter submitted by the City of Ketchum and Sun Valley and the letter submitted by the five jurisdictions of Blaine County. We agree with the sentiment of these letters and support Alternative 3 as the preferred alternative on State Highway 75. We support a long range multi-modal approach that seeks to manage traffic. We support a system that includes peak hour HOV restrictions, extensive transit system enhancements, and a comprehensive regional and local Transportation Demand Management (TDM) program. We encourage ITD and FHWA to work with our local communities to enhance Alternative 3 to include a system approach. We believe such a system is necessary to help us meet our business and downtown improvement goals, now and into the future.

**Response:** *Comment noted.*

**Comment 105:** In addition, we would strongly encourage the ITD to consider the future possible relocation of Friedman Memorial Airport to the southern part of Blaine County, south of Timmerman Hill, and how that might affect traffic demand and patterns on Hwy 75 in the future.

**Response:** *ITD coordinated with the airport during the preparation of the DEIS such that the current SH-75 plans are consistent with the current approved airport master plan. FHWA and ITD are aware that Blaine County and the Federal Aviation Administration are continuing a planning process for a potential relocation of the airport. On October 22, 2007, the Federal Aviation Administration issued a Notice of Intent to prepare an EIS to consider the siting and construction of a replacement airport for the Friedman Memorial Airport, Hailey Idaho. Scoping meetings were conducted in early December 2007. The FAA NEPA process is expected to take about 3 years and may or may not result in an approved airport relocation. This SH-75 project cannot pre-suppose the results of the NEPA process for that potential relocation.*

## **B5.5 Sun Valley Gallery Association**

A comment letter dated February 16, 2006 was received, signed by Frederic Boloix, President.

**Comment 106:** The Gallery Association is interested in streetscape improvements in Ketchum downtown area that make the streets more attractive to pedestrians. We are interested in dramatic changes to enhance the pedestrian environment and attract more customers to our businesses. These changes are likely to affect the supply, demand and arrangement of parking, which effects how people get around, which ultimately ties back to the valley transportation system.

We support the policies of the City of Ketchum to minimize the impacts of automobiles on the transportation infrastructure regionally and locally. We also support the City of Ketchum's efforts to improve downtown to attract more customers to our businesses and bring year round vitality back to town.

The Gallery Association has read the letter submitted by the City of Ketchum and Sun Valley and the letter submitted by the five jurisdictions of Blaine County. We agree with the sentiment of these letters and support Alternative 3 as the preferred alternative on State Highway 75. We support a long range multi-modal approach that seeks to manage traffic. We support a system that includes peak hour HOV restrictions, extensive transit system enhancements, and a comprehensive regional and local Transportation Demand Management (TDM) program. We believe such a system is necessary to help us meet our business and downtown improvements goals, now and into the future.

***Response:** Comment noted. See responses to Comments 27 through 78 for the responses to the letters submitted by the City of Ketchum and City of Sun Valley, and to the letter submitted by the five jurisdictions of Blaine County.*

## **B5.6 Wood River Land Trust**

A comment letter dated February 24, 2006 was received, signed by Kate Giese.

**Comment 107:** Based on the analysis in the DEIS, the significant problem areas for traffic congestion as well as the highest accident-prone areas occur in Bellevue, Hailey, the East Fork Road intersection, the hospital intersection, and Ketchum. The greatest impact to critical wetland areas occurs in the very southern portions of the expansion, just north of Timmerman Hill. Therefore, we recommend that ITD consider reducing the impact of the project where it is less needed, thereby reducing the impact on existing wetlands. We would advocate for no net loss of seasonal wetlands south of Bellevue.

***Response:** During the development of possible alternatives, a 4-lane section from US-20 to Gannett Road was considered but was questioned by the Environmental Protection Agency as it would have extensive impacts on the natural wetlands north of Timmerman Hill and adjacent to SH-75. Additional traffic analysis was conducted and it was determined that the minimum cross-section that would still safely accommodate year 2025 traffic is a 3-lane cross-section plus passing lanes. This narrower cross-section, plus the use of passing lanes, minimized the impact on natural wetlands. Through coordination with the U.S. Army Corps of Engineers, a conceptual mitigation plan was developed that will results in no net loss of wetlands in the region. See Section 5.11, page 5-13 of this FEIS for a description of this conceptual mitigation plan. However, there will be a loss of wetlands south of Bellevue, as disclosed in the DEIS and the FEIS.*

**Comment 108:** We agree with, and wish to reiterate, many of the suggestions that have been made by Idaho Department of Fish and Game over the past several years. We are concerned about the increased risk wildlife mortality – and the resulting risk to human safety – of the project. We encourage ITD to incorporate the mitigation measures to human-animal collisions that have been proposed by Idaho Department of Fish and Game. Similarly, we are concerned about the proposed noise barriers and retaining walls for environmental, safety, and aesthetic reasons. From an environmental and safety perspective it appears wildlife/automobile collisions will increase

because of these proposed features. Furthermore, we are concerned that these barriers and walls are in conflict with the Scenic Byway Management Plan.

Additional Idaho Department of Fish and Game priorities that we encourage ITD to adopt are:

- Turnouts at Boxcar Bend (owned by the Wood River Land Trust) and Dean Tire Bridge should be on grade with the highway surface so that a snowplow can keep these open for winter fishing access;
- Noxious weeds should be controlled along the ROW to prevent seed spread in vehicle tires;
- Big game should be discouraged from foraging near the road by using unpalatable plant species, not using automatic irrigation along ROW or allowing trespass irrigation along ROW, and prohibiting landscaped berms south of Bellevue.

**Response:** *See response to Comment 25, page B-13 of this appendix, regarding noise barriers and retaining walls. These same issues were raised by the Idaho Department of Fish and Game (IDFG). Section 5.12.2.4 on page 5-70 of the DEIS discloses the potential impacts of retaining walls and noise barriers on wildlife. Also, Section 7.2.5 Wildlife Mitigation of this FEIS contains the following mitigation requirement:*

*Permanent wildlife crossing signs, flashing lights, and flagging will be installed along the project corridor at known big game crossing points. Known locations are the 2-mile segment south of Bellevue and the 9-mile segment that includes the Buttercup Road South hotspot segment and the Elkhorn Road South hotspot segment. The flashing lights will be operated during peak big game migration periods. These migration periods extend from mid-October to mid-November and from mid-May to late June.*

*In the interim, since the publication of the DEIS, ITD has placed 48-inch high intensity reflector signage with additional upper and lower diamonds and orange flags at the high vehicle/wildlife collision areas of SH-75 in the Wood River Valley.*

*See response to Comment 26, page B-14 of this Appendix, regarding the provision of turnouts. This same issue was raised by IDFG regarding locations of turnouts.*

*Section 5.20.3.2 of the DEIS, page 5-156 describes several mitigation measures that will be used to prevent and control noxious weeds. Several of these measures require coordination with the Idaho Department of Fish and Game regarding type of vegetation composition and review of the success of revegetation of the area disturbed by SH-75 construction.*

*Section 7.2.6 Wildlife Mitigation of this FEIS, page 7-4, includes a requirement for low-growing grass-forb plant communities that would deter deer and elk from foraging immediately adjacent to SH-75. This section also includes a provision that prohibits the use of irrigation or sprinkler systems.*

*Preferred Alternative 2 does not include the construction of berms. Neither ITD nor FHWA have authority over construction of berms. Blaine County, through its land use and zoning mechanisms, and the Scenic Highway Overlay District of the Blaine County Code, has the authority over approval of berms.*

**Comment 109:** Although our comments are largely focused at the potential wildlife impacts of the proposed highway expansion, we would like to encourage ITD to strongly consider the inclusion of a High Occupancy Vehicle (HOV) lane as proposed in Alternative 3, should ITD choose to move forward with a highway expansion. Similarly, we are concerned about the footprint of the highway on our narrow valley from a scenic perspective. We encourage all efforts to minimize the aesthetic impacts of a four-lane highway.



**Response:** *The Preferred Alternative does not include HOV lanes. However, Section 2.4 "Potential Future Conversion to HOV Operations from McKercher Boulevard to Elkhorn Road" on page 2-19 of this FEIS describes the conditions under which ITD will decide to implement HOV operations in this section of SH-75.*

*Regarding the footprint and visual impacts, the DEIS process worked extensively to mitigate and minimize impacts to the natural and social environment, recognizing that the proposed improvements will require additional right-of-way and will have direct adverse impacts on many private properties and will impact some existing landscaping adjacent to SH-75. The visual impacts of the proposed SH-75 project were disclosed in Section 5.16 of the DEIS, page 5-130. The footprint of the Preferred Alternative was reduced wherever feasible to minimize impacts, using curb and gutter sections, narrowing of the center turn lane where not required, and steepening of side slopes.*

## **B6 Comments From the General Public**

Ninety-one letters, emails and/or faxes were received from members of the public as well as 25 verbal comments received during oral testimony at the public hearing on the Draft Environmental Impact Statement. Each submission and the comments it contains are addressed in B7 Detailed Response to Comments of this appendix.

The body of public comments was also reviewed to identify common themes and address those in general terms to assist the reader in better understanding the overall context of the public comment record. These are described below.

### **B6.1 Preference for an Alternative**

Thirty-one of the comments received from the general public and through oral testimony expressed a preference for Alternative 2. Twenty-eight of these comments and testimony expressed a preference for Alternative 3. These preferences and the reasons for them were considered in the selection and definition of the Preferred Alternative as described in Section 2.3 Preferred Alternative in the main body of this Final Environmental Impact Statement.

### **B6.2 Support for SH-75 Widening and Improvements**

Eight comments stated support for improvements to SH-75 but did not indicate a preference for either Alternative 2 or 3. These comments were considered in the selection of a Preferred Alternative, documented in Section 2.3 of this FEIS.

### **B6.3 Transit Assumptions, Infrastructure, and Funding**

Many commenters expressed a desire for greater transit service and transit supporting infrastructure in the Wood River Valley, are concerned that transit was not seriously considered in the EIS's travel demand forecasting model and alternatives development, felt that the project should fund transit infrastructure, or suggested that transit should be an important part of the transportation solution for SH-75. The following general discussion provides an overview of responses to these themes.

#### **B6.3.1 Transit Assumptions in the Travel Demand Forecasting Model**

At the beginning of the NEPA process for SH-75, an origin-destination study, a Stated Preference Transit Survey and a Transportation Demand Management Employers Survey were conducted to help define what the current and future role of transit would be in the Wood River Valley. Based on this locally based data collection, the transit assumptions for each of the alternatives considered were developed and incorporated into the analysis. Alternatives 2 and 3 of the DEIS assumed that bus service would be increased to a bus every 20 minutes during peak periods and that carpooling, flex time, bicycling and walking would account for 20% of all work trips. These assumptions represent a tripling of the Peak Bus service in place during development of the DEIS. Although the Mountain Rides Regional Transportation Authority has increased service, transit infrastructure, and ridership, as described in Section 1.3.2.2 of this FEIS, the current transit services are still well below those assumed for Year 2025 in the DEIS.

### **B6.3.2 Transit Alternatives Considered in the DEIS**

The initial range of alternative transportation solutions for SH-75 included Fixed Guideway Transit (specifically light rail transit) and bus only transit. These were evaluated early in the NEPA process and are documented in Chapter 2, 2.2 Initial Concepts Not Advanced into Screening, of the DEIS. The results of these analyses were presented at public open houses conducted during the NEPA process.

Light rail transit (LRT) was found to be infeasible because of adverse impacts to adjacent properties from noise and vibration, delays to local traffic circulation from the 34 at-grade street crossings of LRT tracks, low potential ridership, and Federal Transit Administration (FTA) capital and local operations funding requirements for projects that Blaine County would not be able to finance. These same funding requirements are applicable to Bus Rapid Transit.

A bus transit only option was looked at that would increase bus service throughout the day and operate at 3 to 5 minutes headways during peak hours. This would require more than \$11 million in capital costs and total annual operating costs of \$3.5 million. For this investment, insufficient vehicle trips would be removed from SH-75 to bring the Level of Service down to LOS D without additional lane capacity.

### **B6.3.3 Current Status of Transit Funding in Idaho and Blaine County**

The Public Transportation Division of the Idaho Transportation Department has an important mandate in the State of Idaho. It ensures the effective use of federal, state, and local public transportation funds and enhances the mobility of Idaho's citizens. This mission is accomplished through planning, grants administration, coordinating public transportation services and systems, and evaluating transit needs. The Division provides technical advice and financial resources, acting as the state's designated Federal Transit Administration (FTA) recipient for formula funds and administer local highway rideshare program awards.

Idaho receives its rural transit funding primarily from FTA formula grant programs. The state is divided into six highway districts which receive respective funding allocations based on their rural populations for Nonurban Bus Grants (Section 5311) and Rural Intercity Bus (Section 5311(f)) and a program for The Elderly and Persons With Disabilities (Section 5310). Applicants within each district compete for grant awards. Local governments can also apply for Discretionary Grants (Section 5309) directly from Congress for capital projects. With the passage of the SAFETEA-LU, other formula grant programs were established, but must be bid competitively statewide. These are Job Access and Reverse Commute (Section 5316) and the New Freedom Program (Section 5317). KART and Blaine County are funded through the allocation to District 4. They have competed with each other and the College of Southern Idaho dBA TRANS IV Buses for Section 5311 funds to date. Senior centers and other local nonprofits have also been the primary grant sub recipients for Section 5310 funding in ITD District 4.

The previous State Transportation Improvement Program (STIP) allocated almost \$2.4 million to transit related infrastructure and operations in Blaine County for Fiscal Year 2006. That STIP provided KART and Blaine County

with Section 5311 and Section 5309 awards. Each grant has a local match requirement for Capital, Maintenance, Operations, Administrative, and Planning categories. Depending on the type of expense, different local match rates will apply (from 42.5% for Operating to 92% for Capital purchases). KART received most of its funding from the cities of Sun Valley and Ketchum through a Local Options Tax on specific resort services and liquor. Blaine County used other tax revenues to match federal funds and uses fares to reduce costs to PEAK Bus. ITD may also award funds for capital purchases through its statewide Vehicle Investment Program (\$312,000) as part of ITD's commitment to assure a reliable fleet and quality service to the public.

According to the Public Transportation Division of ITD, prior to the formation of Mountain Rides in 2007, KART's 2006 total budget was about \$850,000 including federal and local funds. Blaine County's 2006 transit budget was about \$390,000. The federal share upon consolidation of the two transit systems was about \$455,000. Funds available for purchases under the Section 5309 grants such as an undelivered bus on order for Blaine County are not included in this figure.

The current 2008-2012 STIP allocates \$500,000 to Mountain Rides for transit administration, capital, and operations. According to the Public Transportation Division of ITD, Mountain Rides has outstanding Section 5309 funds from the previous STIP allocations. The year 2006 Section 5309 funds awarded \$439,297 for replacement bus purchases. One bus was delivered, leaving \$231,544 for an additional bus. In 2006 \$250,000 was awarded for bus and shelters. One bus was delivered, leaving \$31,631 for bus shelters. In 2007, \$454,961 was awarded for park and ride lots, shelters and turnouts. None of this money has been spent as of the date of this FEIS.

The Section 5311 funds for preventative maintenance, operations and administration include \$454,946 in 2006 funds. \$4495 was for capital that was transferred from Blaine County subsequent to the formation of Mountain Rides. In 2007, \$450,000 was awarded for administration and operations only.

Through the SH-75 DEIS process and other ITD Public Transportation Division coordination with Blaine County entities, there have been a number of requests for park and ride lots, bus shelters, bus stops, bus barns, and other infrastructure to support current and expected transit service. As Mountain Rides develops its programs and needs, ITD will continue to work with Mountain Rides to plan, fund and provide additional environmental clearances if federal funds are used for capital projects.

#### **B6.3.4 Transit in Preferred Alternative**

Incorporation of transit and other modes in the travel demand forecasting and transportation analyses is described in Sections B6.3.1 and B6.3.2 above. The conditions under which a potential future conversion to HOV operations between McKercher Boulevard and Elkhorn Road could occur are described in Section 2.4, page 2-18 of this FEIS. HOV was evaluated as part of Alternative 3 in the DEIS for this section of SH-75.

FHWA and ITD recognize the desire of the Wood River Valley cities, Blaine County, and other stakeholders to implement a High Occupancy Vehicle (HOV) lane during the morning and afternoon peak traffic periods for the section of SH-75 between McKercher Boulevard and Elkhorn Road. This consideration of an HOV lane was defined and evaluated as Alternative 3 in the DEIS. Public comment and letters received from the Cities of Bellevue, Hailey, Ketchum and Sun Valley and Blaine County as official comments on the DEIS express support for HOV operations as defined in Alternative 3.

A decision of whether and when to convert the traffic operations of SH-75 between McKercher Boulevard and Elkhorn Road to peak hour HOV operations, as evaluated under Alternative 3 in the DEIS, will be made by ITD, based on documentation that the following four requirements have been met. If a conversion is made, ITD will have

the final authority on the continuation or cessation of HOV operations, based on the evaluation process described in Requirement 4.

- Requirement 1: A minimum segment of roadway, from at least Ohio Gulch to Elkhorn Road, has been reconstructed to the cross section and geometry as defined in Alternative 2. The success of HOV is partially dependent upon having a sufficiently long segment of roadway in place for drivers to experience a noticeable travel time savings. A typical HOV performance measure in the United States is a travel time savings of at least 5 minutes overall in the project corridor.<sup>3</sup>
- Requirement 2: A change in Idaho State legislation has been enacted to enable enforcement of the HOV lane restrictions. Idaho State legislation currently does not provide any regulatory ability for the Idaho State Police or Blaine County Sheriff's office to enforce an HOV lane.
- Requirement 3: A plan for and the basis for funding of the enforcement of HOV, of education and marketing of the HOV operation, and of collection and analysis of performance data have been developed and agreed upon among the Idaho Transportation Department, Blaine County, Mountain Rides, and the Cities of Bellevue, Hailey, Ketchum and Sun Valley.
- Requirement 4: A formal process for evaluating the HOV operation, and for making a determination of whether to continue or discontinue its operation, is developed and agreed upon between ITD and Cities of Bellevue, Hailey, Ketchum, Sun Valley, Blaine County and Mountain Rides. The first review will occur no sooner than 6 months following commencement of HOV operation and no later than 12 months after commencement of operations. This provides time for SH-75 users to adjust to HOV operations over at least a 6-month period and commits to a specified timeframe for a formal review.

Criteria to be used in this review include measured travel time for users of the HOV lane and of the single occupancy lane (based on peak travel time studies); actual costs of enforcement and numbers of violations of the HOV lane restrictions (as provided by the Blaine County Sheriff's Office); HOV lane traffic volumes (based on traffic counts taken on at least three occasions during HOV operations); peak hour Level of Service for the HOV lane and the single occupancy vehicle lane; public response (based on phone calls, emails and correspondence received during the first 6 to 12-month period); crash analysis (based on accident reports); and impacts on trucking (based on comments received from the trucking industry).

To facilitate this process and to develop the necessary documentation that ITD will require to approve a conversion, the Preferred Alternative includes a commitment that ITD will create a SH-75 Corridor Operations Management Team composed of representatives from ITD, Blaine County, Mountain Rides, and the Cities of Bellevue, Hailey, Ketchum and Sun Valley for the purpose of developing and implementing a program to meet the four requirements specified above. The members of the Operations Management Team will enter into a Memorandum of Understanding to commit the resources to comply with the four requirements and to develop and provide documentation to ITD that the conditions have been met.

Formation of this Corridor Operations Management Team will occur once funding for construction of the final section of the SH-75 corridor between McKercher Boulevard and Elkhorn Road has been approved in the State Transportation Improvement Plan. ITD will be responsible for initiating formation of the Corridor Operations Management Team at that time.

---

<sup>3</sup> American Association of State Highway and Transportation Officials (AASHTO), "Guide for High-Occupancy Vehicle (HOV) Facilities, 3<sup>rd</sup> Edition", 2004; and, National Cooperative Highway Research Program (NCHRP) Report 414 HOV Systems Manual, National Academy Press, 1998

As the new regional transit authority, Mountain Rides will be defining both the operations, funding and needed transit infrastructure to continue and expand transit service in the Wood River Valley. Because the planning is just beginning, and these details will be worked out over the next year or so, the SH-75 Final Environmental Impact Statement must not pre-suppose what the results of new local planning will be. Once Mountain Rides defines any additional infrastructure, including park and ride lots and additional bus stops and shelters, they can be funded under existing transit funding provisions.

## ***B6.4 Traffic Signals***

Submissions with comments on traffic signals generally requested signals at the intersections of SH-75 and US-20, Woodside Boulevard, and Ohio Gulch/Starweather. One other comment indicated that “smart” signals are desired.

The responses to Comments 53 and 74 provide additional information on traffic signals.

The traffic analysis for Year 2025 traffic for SH-75 mainline and for each major intersection was used to determine whether or not a traffic signal would be needed to facilitate traffic entering onto SH-75 from cross streets. The results indicated that traffic signals would be needed at Woodside Boulevard, Countryside Boulevard, Myrtle Street in Hailey, Buttercup Road/Zinc Spur and Ohio Gulch/Starweather by the year 2025. A traffic signal was not found to be warranted at the intersection of US-20 and SH-75.

The Preferred Alternative would be designed and constructed to accommodate signal installation. Prior to installing the actual signals, ITD would conduct a signal warrant analysis that takes into account volume of traffic, volume of turning traffic, accident information, pedestrian crossings, and other needs. During the design of SH-75, the infrastructure necessary to coordinate traffic signals will be determined. As the commenter did not define what was meant by “smart signals”, it is assumed that the reference is to coordinated traffic signals.

The analysis of the US-20 and SH-75 intersection did not show that a signal would be warranted by year 2025. As the Federal Aviation Administration has begun preparation of an Environmental Impact Statement to look at the locations of a proposed new airport in the region, it is possible that additional traffic from a new airport would pass through this intersection. As this airport EIS will not be complete prior to completion of the SH-75 NEPA process, consideration of a traffic signal at US-20 and SH-75 could be examined in coordination with the airport EIS.

## ***B6.5 Improvements North of Elkhorn Road***

During the NEPA process and development of the DEIS, several alternative ways to improve SH-75 from Elkhorn Road to Serenade Lane, and from Serenade Lane to River Street were developed and presented for comment and input to the general public and on several occasions to the City of Ketchum. These options were included in the DEIS in Chapter 2, Section 2.8.6 and 2.8.7. The Preferred Alternative includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 14, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.

With respect to potential improvements to SH-75 north of River Street in Ketchum, the cities have not reached a point in their planning process to recommend improvement in this area. Section 7.3 Commitments of this FEIS commits ITD to continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue after the Record of Decision to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the existing SH-75 right-of-way within their respective cities. This includes the section of SH-75 north of River Street in

Ketchum. ITD will obtain any additional environmental clearances or permits that may be required for these improvements.

## ***B6.6 Roundabouts***

Comments on the DEIS requested consideration of roundabouts at several locations along the SH-75 corridor as an alternative to traffic signals. There were also comments that oppose roundabouts as confusing to highway users.

During the NEPA process, roundabouts were considered as a possible alternative to conventional intersections. Section 2.6.1 of the DEIS discusses the characteristics of roundabouts and their feasibility for SH-75 intersections.

During the preparation of the DEIS and in response to comments received on the DEIS, the feasibility of roundabouts at Serenade Lane, Ohio Gulch, Buttercup Road, Woodside Boulevard and Countryside Boulevard were examined. In all these locations, the roundabout would require right-of-way from property or features that were deemed to be historic under Section 106 of the National Historic Preservation Act. These include lands from the Reinheimer Ranch and from the Wood River Trail system, both eligible for the National Register of Historic Places.

As such, the Ranch property is subject to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended. Section 4(f), as codified at 23 United States Code 138, states:

“The Secretary shall not approve any program or project (other than any project for a park road or parkway under section 204 of this title) which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.”

Because the roundabout would require the use of part of these historic properties, Section 4(f) prohibits that use unless there is no feasible and prudent alternative to the roundabout. Alternatives 2 and 3 include conceptual designs for non-roundabout intersections at Serenade Lane, Ohio Gulch, Buttercup Road, Woodside Boulevard and Countryside Boulevard that meet the purpose and need for the project and that are feasible and prudent alternatives that do not impact these historic resources. Accordingly, the FHWA cannot approve a roundabout at these locations.

There are two locations where roundabouts would not require the use of lands that would be subject to Section 4(f) protections. In response to DEIS comments, roundabouts were analyzed at the intersection of SH-75 and Gannett Road and at SH-75 and Elkhorn Road. Roundabouts at both locations were found to be acceptable from a traffic operations perspective and the additional right-of-way required does not contain any natural or manmade resources that are subject to additional analysis under other federal regulations. The conceptual design and traffic operations for roundabouts at Gannett Road and for Elkhorn Road were presented to the City of Bellevue and to the City of Ketchum, respectively in May 2006.

The City of Ketchum and City of Sun Valley coordinated with the landowners whose properties would be affected by an Elkhorn roundabout. They were unable to obtain support from those landowners for a roundabout at this location. As a result, only the Gannett Road roundabout is incorporated into the Preferred Alternative.

## ***B6.7 Bicycle and Pedestrian Facilities***

Comments on the DEIS supported the concept of pedestrian underpasses for use by pedestrians and bicyclists, but some requested that locations other than those proposed in Alternatives 2 and 3 be considered. Some commenters

stated that the proposed pedestrian underpasses also be used for wildlife crossings. Others felt that the SH-75 project should also include improvements to the regional Wood River Trail system.

### **B6.7.1 Pedestrian Underpasses**

The DEIS proposed pedestrian underpasses beneath SH-75 at Ohio Gulch/Starweather, Buttercup Road/Zinc Spur, and north Treasure Lane, in response to comments received during the NEPA process. Prior to issuance of the DEIS, ITD received a letter from the Starweather Homeowner's Association, opposing the pedestrian underpass at Ohio Gulch/Starweather as it would occupy the Association's communal lands and would provide access to a private road and development for non-residents of the Starweather subdivision.

Commenters requested a pedestrian underpass at Deer Creek. During the preparation of the DEIS, the property in the northwest corner of the SH-75 and Deer Creek intersection has been developed with a home that is designated as an affordable housing unit. Inclusion of pedestrian underpass at this location would require the removal of this home. Alternatively, the proposed cul-de-sac of Spruce Way at SH-75 provides sufficient right-of-way to accommodate a pedestrian underpass.

Based on discussions with the Blaine County Recreation District, clarification on land use and ownership from Blaine County, and a review of engineering feasibility, the Preferred Alternative is revised to include the Treasure Lane and Buttercup Road/Zinc Spur pedestrian underpass locations, as well as a new underpass at Spruce Way. It also eliminates the pedestrian underpass at Ohio Gulch/Starweather subdivision.

Section 2.2.2 of the FEIS provides additional information on the pedestrian underpass analyses and contains a graphic of the conceptual layout of the Spruce Way underpass.

Wildlife is not precluded from using the pedestrian underpasses to cross SH-75. As documented in Sections 5.12.2 and 5.12.3 of the DEIS, the underpasses may provide an opportunity for some small animals like raccoons, foxes, skunks, coyotes, amphibians, and mice to use them to pass beneath the highway. Use of the pedestrian underpasses to accommodate ungulate crossings would require the fencing of the SH-75 right-of-way to funnel animals into the underpasses. Fencing would remove any direct access to SH-75 for adjacent properties and would introduce a substantial new visual element into the visual landscape. The need to maintain access to the large number of driveway and street access points on both sides of SH-75 also precludes the use of wildlife fencing.

### **B6.7.2 Bicycle Accommodations**

Some commenters pointed out the importance of SH-75 as a potential commuter route and the need to have 8-foot shoulders and supporting signing and striping.

Both Alternatives 2 and 3 included 8-foot shoulders throughout the study corridor except for some locations along "Main Street" within the Cities of Bellevue, Hailey and Ketchum. The Preferred Alternative includes the 8-foot shoulder, consistent with the DEIS alternatives.

During final design and construction of SH-75, placement of appropriate signage and pavement markings will be determined.

### **B6.7.3 Wood River Trail Improvements**

The Blaine River Recreation District and other commenters requested that improvements to the Wood River Trail to address geometry, maintenance and other issues be incorporated into the SH-75 project.

This FEIS addresses proposed improvements to SH-75, consistent with the purpose and need of the project. Improvements to the Wood River Trail, except where connections to or across the Wood River Trail are needed for

proposed intersection reconstruction, are not within the purpose and need of this project and are outside the scope of the project.

### ***B6.8 Urban “Main Street” Infrastructure and Operations***

In addition to comments received from the Cities of Bellevue, Hailey, Sun Valley and Ketchum concerning SH-75 as Main Street through their urban areas, a comment requested that the speed limit in Hailey be raised to 35 miles per hour while another comment request a context sensitive design approach to highway improvements in Hailey.

ITD met with representatives of cities as discussed in Section B4 Local Governments of this appendix. The Preferred Alternative includes a commitment that ITD will continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue to help determine, fund, and implement traffic calming and pedestrian improvements within their cities. This is included in Section 7.0 Findings, Mitigation and Commitments of this FEIS.

This mechanism will provide a process for addressing both context sensitive design issues within the cities as well as appropriate speed limits on Main Street.

### ***B6.9 Noise Impacts***

Many commenters on the DEIS were concerned with noise impacts. The comments were divided between those who felt that their property should receive noise mitigation from SH-75, while other oppose any form of noise barriers in the valley. A comment was received on the use of quiet pavements. Section 5.7 Noise Impacts of this FEIS describes the additional noise measurements and analysis that was conducted in response to comments received on the DEIS. The response to Comment 36 also provides information on noise issues.

#### **B6.9.1 Requests for Noise Measurements and Noise Mitigation**

In response to comments on the DEIS, noise measurements were taken at 9 additional locations as follows:

- 2 locations at 101 Mountain View Lane
- 1 location at 106 Timber Way
- 1 location at 101 Timber Way
- 1 location at 121 Audubon Place
- 1 location at 137 Audobon Place
- 1 location at 3240 Glenbrook Drive
- 1 location at 3190 Mount Ash Drive
- 1 location at an apartment complex play area in the Woodside subdivision

Section 5.7 Noise Impacts, page 5-4 of this FEIS, provides a description of this additional noise evaluation.

The new measurements were compared with the measurements taken in 2002 and 2003 that are documented in Section 3.7 Noise of Chapter 3 Affected Environment of the DEIS. As shown in Figures 5-1, 5-2, and 5-3 of this FEIS, the measurements are generally consistent with those taken in 2002 and 2003 and documented in the DEIS. With the exception of 2 locations, measured levels were below 60 dBA and well below ITD's Noise Policy that defines a noise impact as approaching 66 dBA (within 1 dBA of the FHWA NAC of 67 dBA). A site adjacent to SH-75 on Timber Way had a measured level of 63 dBA, while a location at the property fence line with SH-75 on Mountain Lane had a level of 68. As the actual Mountain Lane receptor is located some 200 feet back from SH-75 and had a level of 53 dBA, the 68 dBA at the fence line is not representative of the noise level at the actual receptor.

Based on a comparison of these new receptor sites with those previously analyzed for Alternatives 2 and 3 for the Year 2025, none of these sites would approach or exceed the FHWA Noise Abatement Criteria (NAC) of 67 dBA.



Under ITD Noise Policy (June 2007), ITD does not consider mitigation unless predicted noise levels approach or exceed the FHWA NAC. ITD defines "approach" as 1 dBA below the FHWA NAC. A level of 66 dBA is a level that "approaches" the NAC. Noise attenuation is therefore not warranted at these locations.

ITD and FHWA understand that noise is a growing issue for the residents of the Wood River Valley. The level of land development, associated construction activity and growing traffic volumes on SH-75, and other forms of noise generation (for example, landscape maintenance) have likely contributed to an increase in the overall ambient noise levels that residents are experiencing. Residents will experience increased noise levels over time from SH-75. The reduced speed limit from 55 mph to 45 mph from McKercher Boulevard to Hospital Drive will help to mitigate some of that increase and was incorporated into the noise analysis in the DEIS.

### **B6.9.2 Quiet Pavements**

Some comments requested that quiet pavements be considered for SH-75 to help reduce traffic noise levels. Considerable research has been and is being conducted in North America and Europe on the effectiveness and sustainability of quiet pavements. A study by Purdue University revealed that more often than not, the decrease in noise levels that result from the use of quiet pavements is more than 3 dBA. A Washington State Department of Transportation study found that meaningful noise reductions would still require the use of other forms of noise attenuation.

Some of the advantages of quiet pavements are that they can achieve about a 3 dBA reduction in noise levels, a reduction that is barely audible to the human ear; have no aesthetic impact; and reuse used tires. Disadvantages include their higher cost, vulnerability to studded tires, and problems with sustainability. Rubberized pavements may not be feasible to install in colder climates as installation temperatures must be above 85 degrees Fahrenheit for the pavement to adhere properly.

FHWA has issued guidance on Quiet Pavement Pilot Programs (January 19, 2005) that some states are pursuing. FHWA does not allow the use of pavement type or surface texture as a noise abatement measure.

As this is evolving research that is expected to continue and the funding for and construction of SH-75 is unknown, ITD commits to re-examining the results of Quiet Pavement Pilot Programs and their potential applicability and sustainability for SH-75. This would occur during final design as part of the pavement design process for SH-75.

### **B6.9.3 Noise Barriers**

Some commenters oppose the use of noise barriers along SH-75 as they conflict with the Scenic Highway designation, have an adverse visual impact, and present a barrier to wildlife crossing SH-75.

#### Opposition to Noise Barriers

These concerns were raised by the public during preparation of the DEIS and are assessed in that document. Section 5.12.2.4 of 5.12 Wildlife, page 5-70 of the DEIS, addresses the impact of noise barriers on wildlife. The noise walls inconsistency with the Scenic Byway Management Plan is so noted in sub-section 5.16.3.4 of Section 5.16 Visual Impacts of the DEIS (page 5-139).

The DEIS disclosed that noise mitigation was warranted under both FHWA and ITD's noise policies for Sites 29 (barrier 10 to 12 feet high) and Site 32 (barrier 8 feet high). Absent a variance or site alteration permit from Blaine County, as described in their County Code, FHWA acknowledges that there is an inherent conflict between the height of the barriers that will be required under FHWA requirements and the Scenic Overlay District portion of the Blaine County Code. The Scenic Overlay District limits the height of fences, walls, and berms adjacent to six feet, depending on their distance from SH-75 and their elevation relative to the elevation of the centerline of SH-75. The DEIS and FEIS must address this issue in accordance with FHWA and ITD Noise Policy requirements to comply with federal regulations.

ITD issued a revised Noise Policy in June 2007. It is part of Section 1300 of the ITD Environmental Process Manual. This policy was approved by FHWA Boise Division on June 20, 2007. Section 1350.03, page 11 of this policy states the following: *"Prior to implementation of a proposed noise wall, however, a majority of impacted property owners must agree that it is desirable. Desirability may be determined (with or without the assistance of consultants) at a public hearing, by petition, by mailed questionnaire/surveys, or as otherwise determined acceptable by the FHWA and ITD."*

Section 1350.06 ITD Traffic Noise Analysis and Abatement Policy and Procedures of the June 2007 policy further states: *"Noise abatement will not be implemented if the majority (50% +1) of the impacted people are in opposition or indifferent to noise mitigation. Opposition to barrier construction shall be documented in writing, such as formal surveys or petitions."*

Six foot high noise barriers that would comply with the Blaine County berm ordinance were also assessed for the level of attenuation they would provide at the two locations identified in the DEIS where barriers were proposed (Sites 29 and 32). Although a 6-foot wall would provide attenuation ranging from 3 to 9 decibels at Site 29, it would not meet the ITD minimum noise reduction requirements of 10 dBA at 10 feet from the wall and 5 dBA at 100 feet from the wall. The 6-foot wall would therefore not be eligible for funding by FHWA.

At Receptor 32, presenting 8 trailer homes, a 6-foot high wall would meet these requirements but would not attenuate for truck exhaust stack noise. As it meets the requirements, this wall would be eligible for federal funding.

If the majority of impacted people (50% + 1) support the noise barriers required to mitigate Receptors 29 and 32, and if the impacted people support full height barriers, ITD will apply for a site alteration permit or a conditional use permit or variance under Section 9-21A of the Blaine County Code. This County permit or variance will be required as full height noise barriers for Receptors 29 (10 to 12 feet high) and 32 (8 feet high) will exceed the Blaine County Scenic Overlay District height restrictions. If six-foot high barriers are agreed upon by a majority of the impacted people, no variance or site alteration permit will be required. Additional coordination with Blaine County and the impacted people will be undertaken to determine if the impacted people support the two barriers, and to obtain any necessary County approvals should the majority of the impacted people support barriers.

#### Request for Noise Barriers

Several comments were received that requested noise barriers for the Treasure Lane subdivision. During the preparation of the DEIS, considerable noise analysis was conducted at this location to determine whether a noise barrier is warranted. Because the proposed SH-75 alignment will be shifted to the east away from the subdivision and the speed limit reduced from 55 mph to 45 mph, the analysis showed that the area did not warrant a barrier under ITD and FHWA guidance and policies. The resultant noise impact was close to 66 dBA, ITD's noise impact criteria.

ITD conducted an additional analysis to determine whether a six-foot privacy fence that would comply with the Blaine County Scenic Overlay District code and be constructed to noise barrier standards would provide any noise attenuation for Treasure Lane residents (see Section 5.7 of this FEIS). The analysis shows that a six-foot wall would provide from 2 to 11 dBA reduction in noise levels, depending on its proximity to the receiver. This height would generally only provide protection from tire/pavement noise and general vehicle engine noise. It would not reduce noise associated with truck exhaust stacks. Although a solid fence would provide some attenuation, it would not be eligible for funding by FHWA as a noise barrier.

## **B6.10 Wildlife Crossings**

Concern with the number of wildlife/vehicle conflicts and extent of wildlife kills, primarily of elk and deer, on SH-75 was raised during public scoping and comments from the Idaho Department of Fish and Game. Three wildlife kill hot spots were identified and documented in the DEIS.

Project wildlife biologists conducted an extensive survey of wildlife crossing mitigation measures operating or being tested throughout North America. The results of that analysis are contained in Section 5.12.6.2 and Table 5.12-2 of the DEIS.

ITD considered the use of wildlife crossings beneath SH-75. These would require extensive fencing to channel wildlife into the crossings. The most southerly identified wildlife kill hotspot lies between the City of Bellevue and just south of the Friedman Memorial Airport. Lands to the west are in agricultural use while lands to the east are undergoing extensive urban development.

The second wildlife kill hotspot lies north of the City of Hailey and extends to Buttercup Road. This area is heavily developed and has numerous driveways and County roadways that intersect SH-75. This local access and heavy development precludes consideration of any fencing to direct wildlife to crossings. As the adjacent lands are in private ownership, use of vegetation or other means to channel wildlife is not feasible. The third hotspot also lies in an area that is very constrained by private development, steep terrain, and frequent driveway and road access points. Fencing to direct wildlife is therefore not feasible.

A number of wildlife mitigation measures were incorporated into the proposed project and are detailed in Section 5.12.6.1 of the DEIS. These include revegetation of the SH-75 right-of-way with low-growing grass-forb materials; natural bottom culverts at Willow Creek and the unnamed tributary near US-20 and SH-75; replacement culverts that better encourage and accommodate small animal crossings; and revegetation of the riparian crossings of SH-75 over the Big Wood River and Trail Creek to encourage use by wildlife.

During the development of the DEIS, ITD assisted Blaine County in the preparation of an application form to obtain federal enhancement funds to address this issue. At the time of publication of the DEIS, Blaine County had applied for enhancement funding to gather empirical data on wildlife crossing incidents along SH-75. Subsequent to obtaining that funding, Blaine County, in cooperation with Idaho Transportation Department, hired the Western Transportation Institute at Montana State University (WTI-MSU) to gather more information about the wildlife-vehicle collisions and the potential installation of an animal detection system along SH-75 between the US-20 Timmerman Junction and Ketchum. The ultimate goal is to reduce animal-vehicle collisions, especially with mule deer and elk. The data collection program is referred to as "Ketchum on the Road: Wildlife Sightings". The public is being asked to participate in this effort through submitting wildlife sightings (dead or alive) along this road section. Instructions for, and the reporting is done through a website ([www.blainecounty.org](http://www.blainecounty.org)) that has been up since March 2007. The data is being collected through March 2008. The analysis of the data and recommendations for any additional wildlife crossing mitigation are scheduled for completion by fall of 2008.

The results of this research will determine which additional methods, if any, will be incorporated into the final design of SH-75 to supplement the wildlife mitigation measures described in Sections 7.2.6 and 7.2.7 of this FEIS.

In the interim, since the publication of the DEIS, ITD has placed 48-inch high intensity reflector signage with additional upper and lower diamonds and orange flags at the high vehicle/wildlife collision areas of SH-75 in the Wood River Valley.

## **B6.11      *Direct Property Impacts***

Several comments received on the DEIS were concerns with impacts of Alternatives 2 and 3 on particular properties. These include the following:

- concern that there is no suitable location for commercial business relocation;
- detailed right-of-way requirements and roadway elevation are not known;
- agricultural circle pivot will be truncated by highway widening;
- driveway length will be altered;
- gate entrance will be altered; and
- access in McCanville from SH-75 and snow removal/drainage in that area of the corridor.

The majority of these will be resolved during negotiations for additional right-of-way acquisition and the results of those negotiations incorporated into the final design. Subsequent to issuance of a Record of Decision on the Preferred Alternative and funding of the project, ITD can commence final design and right-of-way acquisition. Final design will provide a level of engineering detail that will more precisely define impacts at a given property. ITD will initiate right-of-way negotiations with individual land owners with this more detailed information. Working in concert with the engineering designers, ITD will determine how best to resolve impacts on individual properties and provide the appropriate level of compensation for right-of-way acquisition and property impacts. This process will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970 (as amended).

It is acknowledged that the real estate market, property values and assessed values of properties in Blaine County may make business relocations difficult. Two of the commenters have properties in the McCanville area of the SH-75 corridor.

## **B7      Response to Public Comments**

The following table provides an index to comments that were submitted on the Draft Environmental Impact Statement, the number of the letter or verbal testimony in this appendix, and the page number on which the response to comment can be found. Where the name of the commenter was not included on the comment, only the letter or verbal testimony number is shown.

### Index to Written Comments

Commenter Name (alphabetic)	Letter Number	Location of Response (Appendix B Page Number)
Anonymous	Letter 2	B-70
Atwell, Tracey; Paul Bates; Eron Bates; Graham Osburn	Letter 43	B-118
Ball, Andrea	Letter 27	B-96
Barclay, Joseph Knox	Letter 85	B-177
Bontrager, Carl	Letter 10	B-79
Callister, Beth	Letter 86	B-182
Conger, Mary Jane	Letter 89	B-185
Crabtree, Scott	Letter 90	B-186
Dahlgren, Julie Slocum	Letter 63	B-143
Dean, John	Letter 67	B-149
Dean, Peggy	Letter 29	B-98
Dick, Stephen	Letter 61	B-141
Dudunakis, Maria	Letter 58	B-138
Duke, Beth	Letter 88	B-184
Feldhusen, Carl	Letter 36	B-110
Finch, James	Letter 41	B-115
Finnell, Daralene	Letter 81	B-170
Ford, Nanette	Letter 71	B-155
Fosbury, Dick	Letter 82	B-171
Garcia, Mickey	Letter 13	B-82
Gaz, Jim	Letter 6	B-75
Giroux, George	Letter 22	B-91
Giroux, George	Letter 25	B-94
Givens & Pursley	Letter 92	B-188
Gourlay, Baird	Letter 70	B-154
Grathwohl, Chris	Letter 91	B-187
Graves, Lois	Letter 65	B-146
Grotto, Kathy	Letter 49	B-127
Haavik, Linda	Letter 37	B-111
Hackett, Linda	Letter 54	B-133
Haims, Steve	Letter 45	B-122

**Index to Written Comments – continued**

<b>Commenter Name (alphabetic)</b>	<b>Letter Number</b>	<b>Location of Response (Appendix B Page Number)</b>
Haims, Steve	Letter 46	B-124
Haims, Steve	Letter 55	B-134
Hall, Eric	Letter 4	B-72
Hall, Franklin	Letter 9	B-78
Heitzman, Trent	Letter 47	B-125
Heller, Tom	Letter 28	B-97
Hofman, Mark	Letter 5	B-73
Hogan, Mary	Letter 7	B-76
House, Rupert	Letter 31	B-104
Hovey, Lars	Letter 48	B-126
Ivie, Vivian	Letter 59	B-139
Jaquet, Jim	Letter 30	B-100
Jost, Bob	Letter 39	B-113
Jost, Robert	Letter 34	B-107
Kearns, Steve	Letter 8	B-77
Kegley, Rodney	Letter 42	B-116
Kipping, David	Letter 56	B-136
Konig, Thia	Letter 57	B-137
Kotara, Brian	Letter 75	B-159
Kyle, Ryan and Sadie Hopkins	Letter 76	B-160
Lawsen, Ed	Letter 17	B-86
Leman, Chris	Letter 77	B-162
Lentz, Steve	Letter 33	B-106
Lufkin, Elise	Letter 64	B-145
Martens, Mark	Letter 16	B-85
McCombs, Tisa	Letter 60	B-140
Michael, Sarah	Letter 1	B-68
Milner, John	Letter 32	B-105
Molyneux, John	Letter 72	B-156
Murphy, Bill and Kim Hofelt	Letter 78	B-163
Neidrich, Doug	Letter 24	B-93

**Index to Written Comments – continued**

<b>Commenter Name (alphabetic)</b>	<b>Letter Number</b>	<b>Location of Response (Appendix B Page Number)</b>
Niedrich, Doug and Lisa	Letter 12	B-81
Niedrich, Lisa	Letter 19	B-172
Northrop, Wilhelm	Letter 53	B-132
Paris, Rich	Letter 87	B-183
Patton, James and Claudette	Letter 84	B-174
Phillips, Mark	Letter 23	B-92
Rector, Eric	Letter 68	B-150
Rivers, Kathie	Letter 50	B-128
Rosso, Bob	Letter 69	B-152
Seiffert, Gerald	Letter 44	B-121
Shotswell, Dave	Letter 74	B-158
Smiekel-George, Jill	Letter 73	B-157
Smith, Chris	Letter 3	B-71
Snyder, William	Letter 83	B-172
Soand, Blair	Letter 14	B-83
Stewart, John Todd	Letter 52	B-131
Stopol, Richard	Letter 35	B-108
Takahashi, Lori	Letter 66	B-148
Thomas, Lowell	Letter 20	B-89
Thomas, Robb	Letter 80	B-169
Thomas, Sharon	Letter 26	B-95
Tierney, Peggy	Letter 62	B-142
Tracy, Terry	Letter 11	B-80
Wagner, Lila	Letter 51	B-130
Waller, Carol	Letter 15	B-84
Weaver, Patricia	Letter 18	B-87
Wolper, Steven	Letter 79	B-165
Wright , H. (Wright Family)	Letter 40	B-114
Wright, Mary	Letter 38	B-112
Yates, Kary	Letter 21	B-90

**Index to Verbal Testimony**

<b>Commenter Name (alphabetic)</b>	<b>Letter Number</b>	<b>Location of Response (Appendix B Page Number)</b>
Chapman, John	Testimony 5	B-193
Drake, John	Testimony 2	B-191
Everett, Peter	Testimony 8	B-195
Gauer, Mark	Testimony 16	B-200
Gaz, Jim	Testimony 9	B-196
Hall, Randy	Testimony 7	B-194
Harrison, Judy	Testimony 19	B-201
Havvik, Linda	Testimony 24	B-202
Hofman, Mark	Testimony 11	B-197
Michael, Sarah	Testimony 4	B-192
Morrison, Gerry	Testimony 23	B-201
Niedrich, Douglas	Testimony 15	B-199
Pfeiffer, Maura	Testimony 17	B-200
Porter, Scott	Testimony 12	B-197
Redfern, Robert	Testimony 21	B-201
Remais, Eric	Testimony 6	B-193
Ribi, Nils	Testimony 13	B-198
Seiffert, Jerry	Testimony 25	B-202
Simms, Christopher	Testimony 3	B-191
Sliwicki, Mark	Testimony 18	B-200
Tracy, Terry	Testimony 1	B-190
Troutwein, Danny	Testimony 22	B-201
Walton, Douglas	Testimony 14	B-199
Weaver, Patricia	Testimony 10	B-196
Whiting, Diana	Testimony 20	B-201
Chapman, John	Testimony 5	B-193
Drake, John	Testimony 2	B-191
Everett, Peter	Testimony 8	B-195
Gauer, Mark	Testimony 16	B-200




This page intentionally left blank

---

Comment #	Response to Comment
1-1	Letter noted.
1-2	Comment noted.
1-3	The Colorado Department of Transportation (CDOT) and the Roaring Fork Transportation Authority (RFTA) have collected only limited data on the operations of the CO-82 HOV system in the Aspen, CO area. Discussions with CDOT and RFTA indicate that only anecdotal or observational information is available. The FEIS must disclose factual information to inform the federal decision-maker for decision-making purposes.



**Letter 1**  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

1-1

① Attached letter from Board of Commissioners re. operations & mechanics of HOV

1-2

② Blaine Co joined 5 cities w/ in Blaine Co to support Alternative 3 - Letter signed by all elected officials.

1-3

③ DEIS didn't include the Aspen State Hwy 84 experience w/ RFTA's HOV and RFTA's observation that there is 85-90% compliance. Nor did DEIS measure their success at transferring SOV trips to carpooling & transit. Please do as the economy & valley are booming.

Name: Sarah Michael, Chair, Blaine Co. Board  
Address: 206 1st Ave So  
City, State: Hailey, ID 83333


Comments become part of the public record for this project.

(over)

C-1

	Comment #	Response to Comment
<p>1-4 ④ Alternative 3 fits the state of Idaho's Future Vision 2004-2034, 2 of 18</p> <p>1-5 ⑤ Alternative 3 should include more facilitation<sup>+ funds</sup> for increased transit service, park + ride lots, bus barns, bus turnouts + strategic education + enforcement plans,</p> <p>1-6 ⑥ Please consider expanding E15 to include Elkhorn Rd to River St in Ketchum.</p> <p>1-7 ⑦ Thank you. DEIS should reference Ketchum's Resolution 772 + explore increased multi-modal accessibility -</p> <p>1-8 ⑧ Roundabout at Gannett Rd + Hwy 75</p>	1-4	Comment noted.
	1-5	With the creation of a regional transportation authority, Mountain Rides, as of September 2007, and in consultation with the Idaho Public Transportation Division of the Idaho Transportation Department, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year. This FEIS must not presuppose the results of this local planning process for transit infrastructure. When the need for and specific locations for park and ride lots have been identified by Mountain Rides through its planning process, implementation of them, including funding, any additional environmental clearances, and design and construction, will be coordinated through Mountain Rides and the Idaho Public Transportation Division of ITD.
	1-6	The Preferred Alternative now includes proposed improvements from Elkhorn Road to River Street.
	1-7	The response to Comment 68 on page B-33 of this appendix provides a detailed discussion of this issue.
	1-8	The Preferred Alternative includes a roundabout at Gannett Road.

Letter 2 3



**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

RECEIVED AT  
PUBLIC HEARING

**Public Hearing**  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

**MAIL COMMENTS BY FEB. 24, 2006**

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

*Only an elitist from Ketchum or Sun Valley who does not have to commute on H/W 75 would recommend Alt. #3. I have to drive this road every day and I cannot car pool. I end my car in Ketchum and I come home early. I hate this highway! Please*

2-1 *get it widened as soon as possible by using Alternative 2 so that the average working stiff from Hailey or Bellevue can get to and from work in a timely fashion. The Timmerman to Bellevue section should be low priority - concentrate on Bellevue to Ketchum.*

*Why the hell did you sell parts of the old R.R. R.O.W. Idiots!*

Name: *I respectfully request anonymity*

Address: *because I fear retribution.*

City, State: \_\_\_\_\_

Comments become part of the public record for this project.

C-3


Comment #

2-1

Response to Comment

Alternative preference noted.

Letter 3 4



**IDAHO TRANSPORTATION DEPARTMENT**

**TESTIMONY FORM**

**Public Hearing**  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

**RECEIVED AT  
PUBLIC HEARING**

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

**MAIL COMMENTS BY FEB. 24, 2006**

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

**3-1** We live about 4 miles South of Bellevue and 5 miles North of Timmerman Hill - I am very excited to see a turning lane along this section of Highway - I feel like almost every time we turn into our lane, we lose our life in our hands. As many cars that travel this Highway, I would like to see 4 lanes with turning lane all the way from Timmerman to Ketchum - Keep it Simple - Our traffic problem is never going away -

Name: Chris Smith

Address: PO Box 50 10727 Hwy 75

City, State: Hailey, ID 83333

Comments become part of the public record for this project.

Comment #

3-1

Response to Comment

During the development of possible alternatives, a 4-lane section from US-20 to Gannett Road was considered but was questioned by the Environmental Protection Agency as it would have extensive impacts on natural wetlands. Additional traffic analysis was conducted and it was determined that a 3-lane section plus passing lanes in this segment of the SH-75 would safely accommodate future year 2025 traffic. This narrower cross-section would reduce the impact on natural wetlands, relative to a 4-lane cross-section.



Letter 4  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

4-1 I FEEL A PEDESTRIAN ACCESS A  
DEER CREEK INTERSECTION SHOULD BE  
STRONGLY CONSIDERED. ALSO AN

4-2 UNDERSTANDING HOW TRAFFIC WILL  
BE HANDLED WHEN EXITING AND  
ENTERING HWY 75.

Thanks

Name: ERIC E HALL

Address: 109 N ASPEN IR

City, State: HAILEY, ID 83422

Comments become part of the public record for this project.

C-5

Comment #

Response to Comment

4-1

Section 2.2.2, page 2-10, and Figure 2-4, page 2-12, of this FEIS address the proposed location of a pedestrian underpass. It is being proposed at Spruce Way, rather than at Deer Creek, as the right-of-way is already going to be acquired at Spruce Way to accommodate a cul-de-sac. A pedestrian underpass at Deer Creek would require the acquisition of an affordable housing unit in the northwest corner of the Deer Creek and SH-75 intersection. Bicyclists and pedestrians would use the existing roadway to then access Deer Creek Road and Deer Creek Canyon.

4-2

Traffic exiting from SH-75 onto cross roads or driveways can begin to decelerate in the right hand curb lane and then enter the right-turn lane to execute the turn from the highway.

Traffic entering the highway and turning right can use the 8-foot shoulder to accelerate up to highway speed if necessary and merge into the right hand curb lane.

Traffic on SH-75 that wishes to make a left turn will use the center turn lane to wait for a gap in on-coming traffic. Traffic making a left hand turn onto SH-75 can wait for a gap in on-coming traffic, enter the center turn lane and wait until a safe gap in traffic occurs to merge into the travel lane.



Letter 5  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

5-1 - Locate/Turn the pedestrian/bicycle underpasses such that the users are forced to slow prior to entering the facility, yet situated in such a way that a clear view into the tunnel is possible, also prior to entering. This design revision would help to minimize conflict between users and user groups (i.e. walkers, bicyclists, dogs) traveling through the underpass.

5-2 - Place caution signage along the highway right-of-way identifying that cyclists may be using the highway and to use caution. Cyclists have a legal right to travel on the highway and should not be forced onto the multi-use path where conflict with slower riders, baby strollers, and dog walking occurs. Bicycle commuters to/from N. Wood River Valley need a safe shoulder and signage to ensure safe access to the right-of-way.

Name: MARK HEMAN

Address: PO BOX 740

City, State: SUN VALLEY ID 83353

Comments become part of the public record for this project.

C-8

Comment #

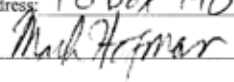
Response to Comment

5-1

The conceptual design of the pedestrian underpasses shown in the DEIS demonstrates that an underpass is feasible and establishes a right-of-way impact line. Final engineering of these underpasses will occur and will take into account sight lines for underpass users.

5-2

During final design of SH-75, placement of appropriate signage and pavement markings will be determined and incorporated into the construction plans.

<p style="text-align: right;">292</p>	Comment #	Response to Comment
<p>As a resident of the Wood River Valley, I Support <u>Alternative 3</u> for the following reasons:</p> <p><b>5-3</b></p> <p><b>Alternative 3:</b> Four lanes with center turn lane and HOV lane. The HOV lane will be used during the four peak travel hours of the day for carpools and mass transit.</p> <ol style="list-style-type: none"> <li>1. CREATES an incentive to use transit and carpool because of less congestion and reduced travel times in the HOV lane.</li> <li>2. RESPECTS the scenic byway designation and enhances the entrances to each community.</li> <li>3. IMPROVES safety in the transportation corridor.</li> <li>4. SERVES users transportation needs in the most efficient manner</li> <li>5. MAINTAINS and protects Wood River Valley residents' quality of life by reducing traffic growth and congestion over time.</li> <li>6. REFLECTS our communities' adopted transportation goals and policies.</li> <li>7. ACCOMODATES traffic growth and mitigates congestion with a variety of travel options (e.g., transit and HOVs), beyond single occupant vehicles as the region continues to grow.</li> <li>8. SUPPORTS Idaho Transportation Department's current funding of transit and rideshare programs in the Wood River Valley.</li> </ol> <p>Name: <u>MARK HOEMAN</u></p> <p>Physical Address: <u>150 Flower Drive # F</u></p> <p>Mailing Address: <u>PO Box 940, SUN VALLEY, ID. 83353</u></p> <p>Signature: <u></u></p> <p>If you are unable to submit this letter at the public hearing on January 24<sup>th</sup>, 2006 or if you would like to submit separate comment, please email <a href="mailto:Gwen.Smith@itd.idaho.gov">Gwen.Smith@itd.idaho.gov</a> or mail to:  Gwen Smith, Idaho Transportation Department  3311 W. State Street, PO Box 7129  Boise, ID 83707  C-7</p>	<p>5-3</p>	<p>Alternative preference so noted.</p>





Letter 6  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or E-mail:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho-75 project:

It's A Waste of Tax Payers Money

1. HOV lanes do not work; that is the reason  
6-1 I moved from Seattle! Less than  
5% of autos used the lane. I lived  
there 36 years.

2. Why doesn't some of you travel to Seattle  
or L.A. and witness the traffic!

3. What works -

6-2 Good bus service and make it  
free. Or pay the passengers  
to ride the public transportation.

Name:

Jim Gatz

Address:

1020 Buckskin Dr.

City, State:

Hailey, ID.

Comments become part of the public record for this project.

C-8

Comment #

Response to Comment


6-1

Section 4.1.2, page 4-9 of Chapter 4 of this FEIS describes the HOV operations. The HOV alternative was proposed by several stakeholders in the Wood River Valley and addressed as one alternative during the Draft EIS.

6-2

Mountain Rides has taken over Peak Bus and is providing valley wide bus service, as well as other services, as described on page 1-10 of this FEIS. As a new regional transportation authority, they are beginning to develop plans for additional service and transit infrastructure, as well as a fare structure.

Letter 7  
10



**IDAHO TRANSPORTATION DEPARTMENT**

**TESTIMONY FORM**

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

**7-1** I would of liked to see plans or future plans for a light rail of some kind. with the prices of gas increasing it would be beneficial and safer. (less autos on the roads)

**7-2** I hate to see more traffic lights set up. I know it may be safer, but what about "roundabouts" or some kind of <sup>overpass or grade pass</sup> on <sup>keep the</sup> off ramps. (flow going)

Seems like the lights can cause more congestion & hazards when people try to "beat the light"

**7-3** Of the choices I like the Alternative 3

Name: Mary Hogan  
Address: PO Box 3113  
City, State: Hailey 83833

Comments become part of the public record for this project.

C-9

Comment #

Response to Comment

7-1

Light rail was considered in the initial phase of alternatives development. It was eliminated from further consideration as it would result in adverse impacts to properties from noise and vibration, delays to local traffic circulation from the 34 at-grade street crossings of LRT tracks in the cities of Bellevue and Hailey, low potential ridership, and Federal Transit Administration capital and local operations funding requirements for projects that Blaine County would be unable to finance.

7-2


Roundabouts were evaluated during the DEIS. Section 2.2.1 of this FEIS, page 2-5, describe what was considered. A roundabout at Gannett Road is now included in the Preferred Alternative.

7-3

Alternative preference noted.

Comment #	Response to Comment
8-1	Alternative preference noted.
8-2	The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.



**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

*Letter 8*

RECEIVED AT PUBLIC HEARING

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

8-1 1. I think the HOV lane is unnecessary & probably unworkable. I favor Act 2.

8-2 2. Four lanes should extend all the way in to downtown Ketchum, otherwise the traffic will back up like a hose with a kink in it.

Name: Steve Kearns

Address: Box 1262

City, State: Hailey 83333


Comments become part of the public record for this project.

C-10

Comment #	Response to Comment
9-1	<p>The location of pedestrian underpasses was reviewed as part of this FEIS. The results are documented in Section 2.2.2, page 2-10 of this FEIS. A pedestrian underpass is now proposed at Spruce Way. An underpass at Deer Creek would require the removal of the home in the northwest corner of the intersection of SH-75 and Deer Creek. That home is a designated affordable housing unit.</p>

Letter 9

12



**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

RECEIVED AT  
PUBLIC HEARING

**Public Hearing**  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

9-1 A PEDESTRIAN UNDERGROUND ACCESS TO THE  
BIKE PATH SHOULD BE A HIGH PRIORITY  
AT 75 & DEER CREEK RD.

Name: FRANKLIN E HALL

Address: PO BOX 1988

City, State: SUN VALLEY, ID 83353

Comments become part of the public record for this project.

C-11



	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 11</b></p> <p>As a resident of the Wood River Valley, I Support <u>Alternative 3</u> for the following reasons:</p> <p><b>Alternative 3:</b> Four lanes with center turn lane and HOV lane. The HOV lane will be used during the four peak travel hours of the day for carpools and mass transit.</p> <p>I FEEL THIS VERY IMPORTANT ISSUE DESERVES A PUBLIC HEARING IN KETCHUM.</p> <ol style="list-style-type: none"> <li>1. CREATES an incentive to use transit and carpool because of less congestion and reduced travel times in the HOV lane.</li> <li>2. RESPECTS the scenic byway designation and enhances the entrances to each community.</li> <li>3. IMPROVES safety in the transportation corridor.</li> <li>4. SERVES users transportation needs in the most efficient manner</li> <li>5. MAINTAINS and protects Wood River Valley residents' quality of life by reducing traffic growth and congestion over time.</li> <li>6. REFLECTS our communities' adopted transportation goals and policies.</li> <li>7. ACCOMMODATES traffic growth and mitigates congestion with a variety of travel options (e.g., transit and HOVs), beyond single occupant vehicles as the region continues to grow.</li> <li>8. SUPPORTS Idaho Transportation Department's current funding of transit and rideshare programs in the Wood River Valley.</li> </ol> <p>Name: <u>TERRY TRACY</u></p> <p>Physical Address: <u>127 SADDLE RD. E1 - KETCHUM 83340</u></p> <p>Mailing Address: <u>P.O. Box 1718 - SUN VALLEY 83353</u></p> <p>Signature: <u>Terry Tracy</u></p> <p>If you are unable to submit this letter at the public hearing on January 24<sup>th</sup>, 2006 or if you would like to submit separate comment, please email <a href="mailto:Gwen.Smith@itd.idaho.gov">Gwen.Smith@itd.idaho.gov</a> or mail to:  Gwen Smith, Idaho Transportation Department  3311 W. State Street, PO Box 7129  Boise, ID 83707  C-13</p>	<p>11-1</p> <p>11-2</p>	<p>Alternative preference noted.</p> <p>Based on comments received at the public hearing on the DEIS, ITD offered to hold a public hearing in the City of Ketchum. The City of Ketchum decided not to hold this hearing.</p>



Letter 12  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

Additional comments is: Support  
of Alt 2

12-1

1) peak hours are when unrestricted use  
of 4 lanes is needed most

12-2

2) Blue collar workers are unlikely to commute  
because they need their independence.

Name: Doug & Lisa Niedrich

Address: P.O. Box 291

City, State: Hailey ID. 83333

Comments become part of the public record for this project.

C-14

Comment #

Response to Comment

12-1

Alternative preference noted. No restrictions on lane  
usage are included in this alternative.

12-2

Comment noted.



Letter 13  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

16

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

I Think Alternative 3  
13-1 is a crock of crap. Supported  
by true believers who think they  
can get over people to car pool and  
ride the Bus by stealing one lane  
from most of the TAX payers and  
favoring a few bus riders and carpools.  
It's basically ~~the~~ government  
sanctioned theft.

Name: Mickey Garcia  
Address: Box 2555  
City, State: Sun Valley ID 83352

Comments become part of the public record for this project.

C-15

Comment #

13-1

Response to Comment

Alternative preference noted.



	Comment #	Response to Comment
<div style="text-align: right; margin-bottom: 10px;">17</div> <div style="text-align: center; margin-bottom: 10px;"> <b>Letter 14</b> </div> <div style="margin-bottom: 10px;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;">14-1</div> </div> <p>As a resident of the Wood River Valley, I Support <u>Alternative 3</u> for the following reasons:</p> <p><u>Alternative 3:</u> Four lanes with center turn lane and HOV lane. The HOV lane will be used during the four peak travel hours of the day for carpooling and mass transit.</p> <ol style="list-style-type: none"> <li>1. CREATES an incentive to use transit and carpool because of less congestion and reduced travel times in the HOV lane.</li> <li>2. RESPECTS the scenic byway designation and enhances the entrances to each community.</li> <li>3. IMPROVES safety in the transportation corridor.</li> <li>4. SERVES users transportation needs in the most efficient manner</li> <li>5. MAINTAINS and protects Wood River Valley residents' quality of life by reducing traffic growth and congestion over time.</li> <li>6. REFLECTS our communities' adopted transportation goals and policies.</li> <li>7. ACCOMMODATES traffic growth and mitigates congestion with a variety of travel options (e.g., transit and HOVs), beyond single occupant vehicles as the region continues to grow.</li> <li>8. SUPPORTS Idaho Transportation Department's current funding of transit and rideshare programs in the Wood River Valley.</li> </ol> <p>Name: <u>Brian Deane</u></p> <p>Physical Address: <u>105 Thistle</u></p> <p>Mailing Address: <u>PO 2172</u> <u>Wood Valley, ID 83353</u></p> <p>Signature: <u>[Signature]</u></p> <p style="font-size: small;">If you are unable to submit this letter at the public hearing on January 24<sup>th</sup>, 2006 or if you would like to submit separate comment, please email <a href="mailto:Gwen.Smith@itd.idaho.gov">Gwen.Smith@itd.idaho.gov</a> or mail to:  Gwen Smith, Idaho Transportation Department  3311 W. State Street, PO Box 7129  Boise, ID 83707  C-16</p>	14-1	Alternative preference noted.



Letter 15  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or E-mail to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

- 15-1 Strongly advocate for Alternative #3 -  
we really need to encourage HOV, mass transit  
to mitigate traffic impacts. Also ITD needs to
- 15-2 work with city of Ketchum to address highway improvements  
all the way through town to Saddle Road.
- 15-3 Really hate the idea of retaining walls  
anywhere along the highway - talk about  
awful visual impacts!

Name: Carol Waller  
Address: 620 Eastridge Dr.  
City, State: Hailey, ID 83333

Comments become part of the public record for this project.

C-17

Comment #

Response to Comment

15-1

Alternative preference noted.

15-2

Based on meetings with the City of Ketchum in March 2007, improvements from Elkhorn Road to River Street are included. Section 2.3.3, page 2-16 of this FEIS, describes why no improvements are included from River Street to Saddle Road.

15-3

Retaining walls are only proposed in one location to minimize the cut into the west mountain slope just north of Broadway Run.



Letter 16  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

16-1 I am in support of Alternative 2 - Online  
HOV lanes have not been proven in mountain  
locations

16-2 Why is there no improvement from  
the Elkhorn Road to Ketchum

16-3 No way Alternative #3

Name: Mark Mortens - All Seasons Limousine  
Address: 166 Hidden Hollow 901 S Main St  
City, State: Blaine, Idaho 83313

Comments become part of the public record for this project.

C-18

Comment #

Response to Comment

16-1

Alternative preference noted.

16-2

The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.

16-3

Alternative preference noted.



Letter 17  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

17-1 I think the decision not to improve  
the highway into Ketchum is a mistake  
because it will become the bottle-neck  
delaying all the traffic south.

Name:

Ed Lawson

Address:

POB 3310

City, State:

Ketchum Id 83340

Comments become part of the public record for this project.

C-19

Comment #

17-1

Response to Comment

The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.



Letter 18  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

18-1 Patricia Weaver: my property is located north of  
Albertsons on West side. The noise impact within  
200 feet of stop light for 1/4 mile is over  
67 decibels. I want a big big noise barrier  
put on the front of my property 354 feet.  
Either that or be able to beam the front driveway  
up to my property line.

18-2 Frankly, I feel that by 2025 the traffic will  
not be travelling to Ketchum. More and more  
people are settling and working in S. Valley.  
The state should be looking at that impact  
steady (and) especially if the air port gets  
moved out of Hailey - there will be even less  
travel to Kel. Patricia Weaver  
Address: 101 Mt View Ln.  
City, State: Box 1413 Hailey, Id.

Comments become part of the public record for this project.

C-20

Comment #

Response to Comment

18-1

Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. Two additional measurements were taken in the vicinity of this property; the results are shown on Figure 5-1 on page 5-5 of this FEIS. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise. Under these regulations, a noise barrier is not warranted for this property.

Construction of a berm would require the acquisition of additional right-of-way to provide sufficient room to construct a berm.

18-2

The development of the future travel demand model for SH-75 took into account a redistribution of population and employment within the Wood River Valley. This was developed in consultation with planners representing Blaine County and the Cities of Bellevue, Hailey, Ketchum, and Sun Valley.



Letter 19  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

19-1

I was 3 hrs to go Oct 2.

Problems w/ Alt 3:

more signage on roadside

more markings on road

more law enforcement

not able to pass a slow driver

Name:

Lisa Niedrich

Address:

Px 201

City, State:

Hailey, Id

Comments become part of the public record for this project.

C-21

Comment #

19-1

Response to Comment

Alternative preference noted.



Letter 20  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

#1 IN SEPTEMBER 2006 THE NEW ELEMENTARY SCHOOL  
20-1  
WILL BE OPENING IN WOODSIDE. CURRENTLY IT IS  
VERY DIFFICULT TO COME OUT (SOUTH) ON WOODSIDE  
AND PROCEED SOUTH ON HWY 75. ONCE THE  
SCHOOL TRAFFIC ADDS TO THE CURRENT TRAFFIC  
A SIGNAL WILL BE NEEDED FOR SAFETY A  
CONVENIENCE. THIS SHOULD BE DONE NOW.

#2 I FAVOR PLAN #2. NO HOV LANE  
20-2

Name: LOWELL THOMAS  
Address: 3170 STEPHENSON DR  
City, State: HAILEY, ID 83333 (208) 788 5466

Comments become part of the public record for this project.

C-22

**Comment #**

**Response to Comment**

20-1

A signal at Woodside Boulevard is included in the Preferred Alternative. Installation of a traffic signal is dependent upon programming of transportation projects within the State of Idaho, and the availability of funds.

20-2

Alternative preference noted.



Letter 21  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

My NAME is Kamy Yates -  
21-1 I would like to see Alternative #2  
I feel that we need to know how  
to govern ourselves in respect to the  
turning lane.  
21-2 I would also if it would help  
to get out of the corner where  
ERA AND RAISE the speed limit in hailey  
and Bellevue main streets I would  
vote for at least 30 if not 35  
as well as shoulder.

Name: KAMY YATES  
Address: 1021 Sunrise Dr  
City, State: Hailey ID 83333

Comments become part of the public record for this project.

C-23

Comment #

Response to Comment


21-1


Alternative preference noted. The turning lane would operate the same as the existing turning lane in the City of Hailey and the City of Bellevue. Drivers would pull into that lane to make a left hand turn.

21-2

Speed limits are set taking into account the speed at which 85 percent of the traffic is driving, the engineering design of the road, and items such as the environment through which the roadway passes, lane width, parking, and pedestrian traffic. After all these variables have been considered, a speed limit is established such that traffic should flow at a safe and efficient level. Within the Cities of Hailey and Bellevue, the existing speed limit takes into account on-street parking, pedestrian crossings, and the number of cross-streets that intersect SH-75, as well as the need for traffic to move through the cities and to circulate within the cities.



Comment #	Response to Comment
<div data-bbox="157 235 1045 1393">  <p style="text-align: center;"><b>Letter 22</b> <b>IDAHO TRANSPORTATION DEPARTMENT</b> <b>TESTIMONY FORM</b></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Public Hearing</b> January 26, 2006</p> <p>Idaho 75 Timmerman to Ketchum Project Number: STP-F-2392 (035) Project Key Number 30773 p.m. to 8 p.m. Blaine County Senior Center 721 3rd Avenue South, Hailey, Idaho.</p> </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Leave Comments, Mail, Fax or Email to: Gwen Smith Public Involvement Coordinator PO Box 7129 Boise Idaho 83707 Fax: (208) 334-8563 Email: <a href="mailto:gwen.smith@itd.idaho.gov">gwen.smith@itd.idaho.gov</a></p> <p><b>MAIL COMMENTS BY FEB. 24, 2006</b></p> </div> </div> <p>Testimony regarding the Draft Environmental Document and the Idaho 75 project:</p> <p><b>22-1</b> First and foremost we must build something that reflects the scale of the W.R.V. To some degree building five lanes of traffic and sound walls is contrary to every reason I moved here. Though we must do something. To my mind we must buy ourselves a bus system and Alternative 3 gets us closest to that. To make this happen we need:</p> <ul style="list-style-type: none"> <li>• Expensive parking in Ketchum</li> <li>• Comfortable Bus station for waiting out of the weather.</li> <li>• Bus Halls in Harley, Bellevue, and Ketchum</li> <li>• A goal of 15 min schedules 10 min at peak.</li> </ul> <p><b>22-2</b> In addition, the new highway must be kind to the land. Build for a maximum speed limit of 45mph between Bellevue and Elkhorn. Include swales along the median where left hand turns are not needed.</p> <p><b>22-3</b> <sup>think</sup> Name: <u>George Girard</u> Address: <u>Box 7077</u> City, State: <u>Ketchum, ID 83340</u></p> <p style="text-align: center;">Comments become part of the public record for this project.</p> <p style="text-align: center;">C-24</p> </div>	<p><b>22-1</b> Comment noted. The five-lane cross-section is needed to accommodate Year 2025 traffic, and the turning movements to and from driveways and roadways that connect to SH-75.</p> <p><b>22-2</b> Both Alternative 2 and Alternative 3 assume that a substantive increase in bus service will be in place by Year 2025. The City of Ketchum considered paid parking in a recent parking study and continue to address the issue of parking in the City. In May 2006, KART too over Peak Bus in the first step of creating a regional transportation authority. In 2007, Mountain Rides became the official regional transportation authority; KART and Peak Bus are now part of that organization. Mountain Rides is developing a plan for additional transit service and for additional transit infrastructure, including bus shelters and park and ride lots. The Preferred Alternative includes bus pullouts at several locations between McKercher Boulevard and Hospital Drive.</p> <p><b>22-3</b> The proposed speed limit between Bellevue and Hospital Drive is 45 miles per hour in the future. Where left hand turns are not needed, the center median is reduced from 14 feet to a 4-foot safety median to minimize impacts on adjacent properties.</p>



**Letter 23**

**IDAHO TRANSPORTATION DEPARTMENT**

**TESTIMONY FORM**

RECEIVED AT  
PUBLIC HEARING

28

**Public Hearing**  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

**MAIL COMMENTS BY FEB. 24, 2006**

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

**23-1** I am greatly in Favor of the Highway improvements. I have had traffic Engineering classes as a Civil Engineer, and wish more people could say the same. Between commercial vehicles & slow drivers cause great delays. As well as making the drive SAFER, it would reduce effects from accidents, maybe reduce the number, and save the commuters time, which is always valuable, especially when it comes to people behind the wheel. I would also be in favor of "Slower Vehicles Stay Right" signage and some sort of push to use the right lane as the travel lane. As well, people in this valley hate to merge or use both lanes at a light with 2 designated lanes. Currently, slow motorists will travel 35-45mph until the double lane, then go 165 until the lane ends & then go 35-45 again.

Name: Mark Phillips I think that the pride of the driver takes over. More people need to know the Rules of the Road.

Address: PO Box 6420

City, State: Ketchum ID

Comments become part of the public record for this project.


C-25

Comment #

23-1

Response to Comment

Support for the highway improvements noted.

	Comment #	Response to Comment
<div data-bbox="157 235 1045 1393"> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p><i>Letter 24</i></p> <p><b>IDAHO TRANSPORTATION DEPARTMENT</b></p> <p><b>TESTIMONY FORM</b></p> </div> <div style="text-align: right;"> <p>29</p> <p style="transform: rotate(-45deg); border: 1px solid black; padding: 2px;">RECEIVED AT PUBLIC HEARING</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p><b>Public Hearing</b> January 26, 2006</p> <p>Idaho 75 Timmerman to Ketchum Project Number: STP-F-2392 (035) Project Key Number 30773 p.m. to 8 p.m. Blaine County Senior Center 721 3rd Avenue South, Hailey, Idaho.</p> </div> <div style="width: 45%;"> <p>Leave Comments, Mail, Fax or Email to: Gwen Smith Public Involvement Coordinator PO Box 7129 Boise Idaho 83707 Fax: (208) 334-8563 Email: <a href="mailto:gwen.smith@itd.idaho.gov">gwen.smith@itd.idaho.gov</a></p> <p><b>MAIL COMMENTS BY FEB. 24, 2006</b></p> </div> </div> <p>Testimony regarding the Draft Environmental Document and the Idaho 75 project:</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>24-1      I would like to express my support for Alt 2 (less government pluse)</p> </div> <div style="margin-top: 20px;"> <p>Name: <u>Doug Niedrich</u></p> <p>Address: <u>P.O. Box 291</u></p> <p>City, State: <u>Hailey ID 83333</u></p> </div> <p style="text-align: center; font-size: small;">Comments become part of the public record for this project.</p> <p style="text-align: center; font-size: x-small;">C-26</p> </div>	<p>24-1</p>	<p>Alternative preference noted.</p>



Letter 25  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

25-1 I have attached an article about BRT: Bus Rapid Transit. BRT treats buses like trains: there are boarding stations where passengers, buy their tickets, wait for buses out of the weather, and then board at the bus floor level. Drivers don't deal with fares and tickets. Many features of BRT can be incorporated here in our new highway improvement.

The ideal would be to be able to keep our rural 3 lanes and handle the peaks with frequent fast buses.

Even more ideal would be running BRT next to our bike lane. Dream big. It can happen here. We could be a model to community if we apply our creativity.

Name: George Giron

Address: Box 7077

City, State: Ketchum, ID 83340

Comments become part of the public record for this project.

C-27

Comment #

25-1

Response to Comment

Bus Rapid Transit is a form of mass transit that operates buses on a lane that is restricted for transit vehicles only. As part of the development of alternatives for improving mobility on SH-75, a bus only option was evaluated. The analysis showed that a buses only approach would not remove sufficient vehicle trips from SH-75 to eliminate the need for additional highway capacity on SH-75.

Section 2.4, page 2-18 of this FEIS describes the potential future conversion to HOV operations from McKercher Boulevard to Elkhorn Road. The decision of whether and when to convert to HOV operations will be made by ITD. FHWA will not be involved in that decision and HOV operations are not part of the Preferred Alternative identified by the FHWA in this FEIS.



Letter 26  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

26-1

I am in favor of a signal at Woodside and Hwy 75. Presently, I don't feel we need one at Countryside and Hwy 75. I feel because the new school will be opening in Woodside, in Sept, 2006. The signal at Woodside will be needed very much; with the parents bringing their children to school and picking this up. Hopefully, this can be done soon.

26-2

Regarding the H&V lane, I am very much against it. It will cause more problems, I believe.

Name:

Sharon Thomas

Address:

3170 Shenandoah Dr.

City, State:

Hailey, Id. 83333

Comments become part of the public record for this project.

C-30

Comment #


Response to Comment

26-1

The Preferred Alternative includes a traffic signal at both Woodside and Countryside. Both signals are needed to accommodate traffic entering and exiting SH-75.

26-2

Comment so noted.

Comment #	Response to Comment
<div data-bbox="184 227 1066 1388"> <div>  <div> <p><b>Letter 27</b></p> <p><b>IDAHO TRANSPORTATION DEPARTMENT</b></p> <p><b>TESTIMONY FORM</b></p> </div> <div> <p>Public Hearing January 26, 2006</p> <p>Idaho 75 Timmerman to Ketchum Project Number: STP-F-2392 (035) Project Key Number 30773 p.m. to 8 p.m. Blaine County Senior Center 721 3rd Avenue South, Hailey, Idaho.</p> </div> <div> <p>Leave Comments, Mail, Fax or Email to: Gwen Smith Public Involvement Coordinator PO Box 7129 Boise Idaho 83707 Fax: (208) 334-8563 Email: <a href="mailto:gwen.smith@itd.idaho.gov">gwen.smith@itd.idaho.gov</a></p> <p>MAIL COMMENTS BY FEB. 24, 2006</p> </div> </div> <p>Testimony regarding the Draft Environmental Document and the Idaho 75 project:</p> <p>27-1 As one of the mobile home owners currently being considered for removal, I would hope to get more info on this part of the project. Currently, I have merely rec'd. a card notifying me of the hearing only.</p> <p>27-2 In addition, the plan in general seems to ignore the reality that fossil fuel consumption and its traffic is not the future esp. in our narrow valley.</p> <p>27-3 You also have the same # of cars during the same small time frame trying to enter very narrow corridors.</p> <p>Name: Andrea Bell Address: Cold Springs Park #8 (12565? 75) City, State: PO Box 25 SV ID 83353</p> <p>Comments become part of the public record for this project.</p> <p>C-31</p> </div>	<p>32</p> <p>RECEIVED AT PUBLIC HEARING</p> <p>27-1 The Preferred Alternative would require the acquisition and removal of 4 mobile homes and 7 single family homes. Once the NEPA process is complete with a Record of Decision signed by FHWA, and funding is approved for final engineering design and right-of-way acquisition, negotiations with landowners and tenants can begin. This process must follow the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>27-2 The Preferred Alternative assumes a substantial increase in use of transit and carpooling by Year 2025. It is also based on planned and expected land use development in the Wood River Valley. There is no objective evidence that the use of fossil fuels will decline in the next 20 years.</p> <p>27-3 Comment noted.</p>



Letter 28  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email To:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

28-1 TRAFFIC SIGNALS @ HWY 75 & WINDSIDE  
AND AT HWY 75 AND COUNTRYSIDE. IT IS  
LISTED IN THE DOCUMENTS BUT NOT  
SHOWN ON THE PLANS. RECONSIDER COULD  
BE ANOTHER POSSIBILITY.

28-2 AT HWY 75 AND WINDSIDE INTERSECTION, WHEN  
THE AIRPORT MOVES THIS COULD BECOME  
A 4-WAY INTERSECTION. PLAN FOR THIS  
WITH THE DESIGN OF THE DECANTAN POND  
SHOWN ON THE WEST SIDE OF THE HIGHWAY.

28-3 FURTHER COMMENTS ON COUNTRY SENSITIVE  
DESIGN IN DOWNTOWN HAILEY WILL BE COMING.

Name: Tom Hellen - CITY ENGINEER, HAILEY

Address: 115 MAIN ST. S.

City, State: HAILEY, ID

Comments become part of the public record for this project.

C-32

Comment #

Response to Comment

28-1


The traffic signal locations have been added to the conceptual engineering drawings contained in Volume II of the DEIS (included as Appendix E of this FEIS).

28-2

FHWA and ITD are aware that the Federal Aviation Administration has begun a NEPA process for the potential relocation of the Friedman Memorial Airport. As that process is expected to take about 3 years and may or may not result in an approved airport relocation, the SH-75 project cannot pre-suppose the results of that potential relocation and its impacts.

28-3

Comment noted.

<p style="text-align: center;"><b>Letter 29</b></p> <p style="text-align: right;">34 JAN 20 2006</p> <p style="text-align: center;">P. O. Box 443 Ketchum, ID 83340 January 18, 2005</p> <p>Gwen Smith, Idaho Transportation Department 3311 West State Street, P.O. Box 7129 Boise, ID 83707-7129</p> <p>Dear Ms. Smith,</p> <p>I have reviewed the Draft Environmental Impact Statement for the SH-75 Timmerman to Ketchum Project. I notice that the Dean Tire property located at 12588 Highway 75 has been identified as one which will be acquired by the Transportation Department in order to expand the highway following Alternatives 2 and 3. I am the owner of said property. The owners of Dean Tire, Inc., Brent Anderson and Kenneth Wheeler, are in the process of buying the business from me. They are presently leasing this property from me as well as the parcel immediately south of it in order to operate their business. One of my concerns is the likelihood that no suitable location can be found in the area for Dean Tire to continue operating. My other concern is that I will lose the income from the rent being paid to me by Dean Tire, Inc. <span style="border: 1px solid black; padding: 0 2px;">29-1</span></p> <p><span style="border: 1px solid black; padding: 0 2px;">29-3</span> I realize a great deal of work has gone into the planning of the expansion of Highway 75, but I am wondering why the property on the east side of the highway where no business is located was not considered for widening the highway in this area.</p> <p>I look forward to attending the public hearing on January 26<sup>th</sup>.</p> <p style="text-align: right;">Sincerely,  Peggy Dean</p> <p style="text-align: center;">C-33</p>	<p style="text-align: center;">Comment #</p> <p>29-1</p> <p>29-2</p> <p>29-3</p>	<p style="text-align: center;">Response to Comment</p> <p>The Preferred Alternative would require the acquisition and removal of 2 commercial properties. Once the NEPA process is complete with a Record of Decision signed by FHWA, and funding is approved for final engineering design and right-of-way acquisition, negotiations with landowners and tenants can begin. This process must follow the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended. This Act specifies the process and requirements. ITD's brochure entitled <i>Uniform Relocation Assistance and Relocation and Real Property Acquisition Policies and Relocation Services</i> provides landowners with more detail on the process.</p> <p>The widening of SH-75 through this area was done equally on both sides of the existing highway to maintain the existing centerline. This minimizes the impacts of the widening on both sides and allows the widened highway to still connect with the existing alignment of the Big Wood River Bridge. It also acknowledges the planning for the future potential redevelopment of the McCannville area.</p>
---	--	---



This page intentionally left blank



Letter 30  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

30 2006  
1574

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

- 30-1 As a resident of the Wood River Valley I support Alternative 3. Incentives for car pooling and mass transit need to be provided and Alternative 3 would do this by decreasing the commute time by use of an HOV lane during the four peak travel hours of the day. To encourage mass transit and car pooling, this project should also include land acquisition where necessary for Park and Ride lots. Appropriate locations include the junction of Hwy 75 and Hwy 20, the intersection of Gannett/Picabo Rd and Hwy 75, the intersection of Fox Acres, the intersection at Butterscup Rd, and the intersection at Ohio Gulch Rd, and the intersection at East Fork Rd. I also support the bus
- 30-2

Name: Jim Jaquet  
Address: P.O. Box 783 (510 Mesquite - Helen Meadows is physical address)  
City, State: Ketchum, ID 83340

Comments become part of the public record for this project.

C-34

Comment #

Response to Comment

30-1

Alternative preference noted.

30-2

With the creation of a regional transportation authority, Mountain Rides, as of September 2007, and in consultation with the Idaho Public Transportation Division of the Idaho Transportation Department, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year. This FEIS must not presuppose the results of this local planning process for transit infrastructure. When the need for and specific locations for park and ride lots have been identified by Mountain Rides through its planning process, implementation of them, including funding, any additional environmental clearances, and design and construction, will be coordinated through Mountain Rides and the Idaho Public Transportation Division of ITD.



## IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

284

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

turnouts as shown and the pedestrian  
undercrossings as shown. In the final design  
phase <sup>Local</sup> mass transit officials should be consulted  
for locations of Park & Ride lots and bus turnouts.  
At least 3 new traffic signals are proposed;  
at Woodside Road, Countryside Rd, and Buttercup  
Rd. Our experience with the <sup>new</sup> traffic signals  
at St. Luke's and East Fork Rd. is that they  
tend to slow down traffic on Hwy 75. An  
alternative to consider is Roundabouts which  
are used successfully in Europe and one  
was installed on Hwy 82 in the Aspen corridor  
in Colorado. I would also suggest that a  
Round About at the intersection of Serenade

Name: Jim Jaquet  
Address: \_\_\_\_\_  
City, State: \_\_\_\_\_

Comments become part of the public record for this project.

C-35

### Comment #

### Response to Comment

30-3

See response to comment above.

30-4

Roundabouts were evaluated during the DEIS, including at the Serenade/SH-75 intersection, and for the intersections of Gannett Road and Elkhorn Road during preparation of this FEIS. Section 2.2.1 of this FEIS, page 2-5, describes what was considered. A roundabout at Gannett Road is now included in the Preferred Alternative.



## IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

3 of 4

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

Drive in Ketchum is appropriate. This would facilitate using Second Ave. as an alternative to Main St. in Ketchum ~~to~~ get to downtown Ketchum. Slowing the posted speed limit to 35 MPH at the RoundABOUTs should decrease the turning radius and hence the right-of-way required to construct the RoundABOUTs.

Alternative 3 with HOV lanes would also encourage Single Occupancy Vehicle traffic to use off peak hours to commute thus spreading out the traffic and making the 4 lane highway more efficient. Alternative 3 is supported by the Valley's elected

Name: Jim Jaquet  
Address: \_\_\_\_\_  
City, State: \_\_\_\_\_

Comments become part of the public record for this project.

C-36

Comment #

Response to Comment



IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

4 of 4

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

officials and reflects our communities' adopted transportation goals and policies. If Hwy 75 is constructed as a four lane highway without HOV lanes it will encourage single occupancy vehicle traffic, add to the congestion in Bellevue, Hailey, Ketchum, and Sun Valley, and as is the experience of other communities, the four lane highway will quickly fill up to capacity with vehicles and require further expansion of a highway in a very narrow and environmentally sensitive valley. The Wad River Valley can do better with Alternative 3 with HOV lanes to encourage mass transit and car pooling as an alternative to the single occupancy vehicle.

Name: Jim Jaquet

Address:

City, State:

Comments become part of the public record for this project.

C-37

Comment #

Response to Comment

Comment on page 4 of this letter noted.



Letter 31  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

JAN 30 2006

JAN 30 2006

30

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

Hi way people  
it's hard to build a new road  
without moving some dirt and  
it looks so much better later  
31-1 go ahead and build a 4 lane  
hiway from Timmerman to  
Ketchum  
I've driven this road since  
1933, when I came up here  
from Twin Falls on a 4 cylinder  
Henderson and every improvement  
no matter how much dirt has  
been welcome

Name: Repa House  
Address: 308 East Fork  
City, State: Hailey, Idaho

Comments become part of the public record for this project.

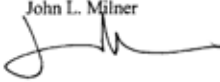
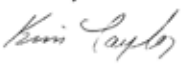
C-38

Comment #


31-1

Response to Comment

Alternative preference noted.

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 32</b></p> <p style="text-align: right;">JAN 31 2006 37</p> <p>To: Gwen Smith, ITD From: John L. Milner and Kim Taylor Re: Hwy 75 expansion and improvement</p> <p>January 29, 2006</p> <p>Dear Gwen,</p> <p>32-1 As residents of Blaine County and living in close proximity to highway 75 we would like to bring to your attention the increase in highway noise that has occurred. It has been our experience that as the highway was increased in width several years ago in the East Fork area and with the speed limit not being enforced it has resulted in the noise level from vehicles substantially increasing in volume. With the addition of the East Fork stop light and the merging traffic lanes in conjunction with the increased speeding in this area (due to the extra lanes) the noise level has risen dramatically for all home owners living on either side of the highway to the point that it has become an extreme annoyance. As you know we live in a relatively rural area of the Wood River Valley and seeing that it is a narrow valley the noise from increased traffic and traffic speeds has made it considerably less desirable to live here.</p> <p>Since the ITD and community leaders seem determined to expand Hwy 75 throughout the whole length of the valley from Timmerman Hill to Ketchum we strongly suggest you deal with the noise issue as part of your overall highway expansion and environmental plan.</p> <p>Thank you for your consideration of the noise issue as well as the impact it has on everyone living in the Wood River Valley.</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> <p>John L. Milner</p>  <p>137 Audubon Place Hailey, ID 83333</p> <p>P.O. Box 5946 Ketchum, ID 83340</p> </div> <div style="width: 45%;"> <p>Kim Taylor</p>  </div> </div> <p style="text-align: center; margin-top: 20px;">C-39</p>	<p>32-1</p>	<p>Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p>

Comment #	Response to Comment
33-1	The locations of the pedestrian under crossings were reviewed with the Blaine County Recreation District as part of the development of this FEIS. The Treasure Lane pedestrian underpass was developed in concert with the residents of Treasure Lane to facilitate pedestrian and bicyclist crossings of SH-75 from that community. It is also intended to tie into the southern portion of the proposed Peregrine Ranch development and connect to the Wood River Trail system.
33-2	The proposed pedestrian underpass at Spruce Way will tie into Deer Creek, providing both Big Wood River and Deer Creek Canyon access.
33-3	Section 2.2.2, page 2-10, and Figure 2-4, page 2-11, of this FEIS address the proposed location of a pedestrian underpass. It is being proposed at Spruce Way, rather than at Deer Creek, as the right-of-way is already going to be acquired at Spruce Way to accommodate a cul-de-sac. A pedestrian underpass at Deer Creek would require the acquisition of an affordable housing unit in the northwest corner of the Deer Creek and SH-75 intersection. Bicyclists and pedestrians would use the existing roadway to then access Deer Creek Road and Deer Creek Canyon.
33-4	Alternative preference noted. The FEIS assumes a speed limit of 45 miles per hour between McKercher and Hospital Drive.
33-5	A traffic signal at the intersection of SH-75 and Zincspur/Buttercup is included in the Preferred Alternative.



**Letter 33**  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

38  
FEB 01 2006

**Public Hearing**  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

**MAIL COMMENTS BY FEB. 24, 2006**

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

33-1 HIGH PRIORITY FOR THE DRAFT IS THE BIKE TRAIL  
CURRENTLY POSITIONED AT TREASURE LN (1.1 mi N of Hailey)  
PLEASE CONSIDER REVISING THE CROSSING TO NORTHWOOD WAY  
AND ACORN LANE DRIVE. 33-2 RIVER ACCESS IS PROVIDED AT TWO  
ENTRIES ON ACORN LANE. NORTHWOOD IS A DEVELOPED NEIGHBORHOOD  
AS OPPOSED TO THE PROPOSED RIVER LAND AND WOULD  
BE OF GREATER BENEFIT TO THOSE NORTH OF HAILEY -

33-3 A DEER CREEK CROSSING WOULD BE A  
GRAT ADDITION AS A SECONDARY CONSIDERATION

33-4 ALSO SUPPORT HOV LANE @ PEAK TRAFFIC HOURS  
LOWER SPEED LIMIT TO 45 MPH. 33-5 LIGHT  
AT 2ND SPRUCE / BUTTERCUP

Name: STEVE LANGE  
Address: P.O. Box 54  
City, State: South Valley ID 83353

Comments become part of the public record for this project.

C-40





Letter 34  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

39  
FEB 03 2006

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

34-1

I would encourage ITD to accept alternative 2 as the preferred choice and not make a mandatory HOV lane. A little encouragement to carpool would work without making it the law

34-2

I would also like to encourage ITD to forget about the concrete walls along the highway. These walls would be extremely ugly & block our scenic vistas. Even burns that exist at present are an impediment to the beautiful vistas in the Wood River Valley.

Robert H. Jost

Name:

Bob Jost

Address:

351 Galcon Rd.

City, State:

Hailey ID 83335

Comments become part of the public record for this project.

C-41

Comment #

Response to Comment

34-1

Alternative preference noted.

34-2

The Preferred Alternative includes only one retaining wall on the west side of SH-75 north of Broadway Run. It is necessary to minimize cuts into the mountain slope.

The use of concrete noise barriers to mitigate traffic noise was considered in the DEIS and reevaluated in this FEIS. Section 5.7 Noise (pages 5-4 through 5-11) describes this re-evaluation. Implementation of noise barriers is described on page 5-11. Section 1350.06 of ITD's Noise Policy states that:

Noise abatement will not be implemented if the majority (50% plus 1) of the impacted people are in opposition or indifferent to noise mitigation. Opposition to barrier construction shall be documented in writing, such as formal surveys or petitions.



**Letter 35**  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

FEB 03 2006  
40

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

Highway 75 definitely needs some attention but I feel the scope of this project is far larger than it should be. When all is said & done after hours of delays & frustration during the construction process, it seems as though we are going to be in a similar gridlock situation as we are today. It's not worth the time, effort & money to construct the highway as proposed if it isn't going to work considerably better than it does today.

35-1 Today, everyone wants a safe, fast moving highway between Hailey & Ketchum. That doesn't appear what the final result will be.

35-2 It's time to look at all of the interrelated problems facing the Wood River Valley & integrate a solution. This project only focus on moving cars up & down the highway in addition to a slightly expanded bus service.

Name: RICHARD STOPOL  
Address: Box 1281 (208) 788-9693  
City, State: Hailey, Id 83333

Comments become part of the public record for this project.

→ TURN OVER FOR CONTINUATION  
X

**Comment #**

**Response to Comment**

35-1

The Preferred Alternative will result in a much safer highway as it will meet the American Association of State Highway Transportation Officials (AASHTO) design standards. It will generally result in improved travel times and Level of Service over what Alternative 1, Year 2025 No Build, conditions would be (see Chapter 4 Transportation Impacts of this FEIS).

35-2

The Federal Highway Administration and the Idaho Transportation Department do not have land use planning authority. That lies with the county and city governments. The expected amount of future travel on SH-75 is based on the expected future land use, including distribution of population and employment, within the Wood River Valley.

	Comment #	Response to Comment
<p><sup>35-3</sup>  I believe a transit system no matter how unthinkable &amp; expensive it seems at the moment is where our transportation future lies. We need to move in that direction &amp; keep our options open.</p> <p>I believe some sort of electric assisted bicycle/motor scooter/smaller lightweight vehicles are in our future. This highway proposal seems to be a 20th century solution for accommodating more &amp; more larger vehicles. I believe we need to pursue a course that separates the large truck transport from the smaller, lighter forms of transportation that are going to be developed in the <u>NEAR</u> future so they don't have to compete for the same asphalt.</p> <p>In conclusion, it doesn't make sense to throw a fortune at this problem unless it solves it. To make the highway only slightly better than now exists is a lousy option. It's time for a paradigm shift. We need to look out of the box for a real 21<sup>st</sup> century transportation solution.</p> <p>Thanks  Richard Stegel 1/24/06  C-43</p>	<p>35-3</p>	<p>The Preferred Alternative assumes a substantial increase in transit usage by the year 2025. Section B6.3 of this FEIS, page B-52 provides a discussion of the transit assumptions, infrastructure and funding that provides additional clarification of how transit is being addressed in Blaine County</p> <p>With the creation of a regional transportation authority, Mountain Rides, as of September 2007, and in consultation with the Idaho Public Transportation Division of the Idaho Transportation Department, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year.</p>



Letter 36  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

46  
FEB 15 2006

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

36-1 1. Maps were outdated. Therefore  
hard to visualize areas of impact.  
Especially south of Bellevue to Timmerman  
Hill. New Housing projects?

36-2 2. Grass plantings along road /  
varieties that wild life don't like  
Fat chance! Those grasses always turn  
green first with heat and moisture away  
from asphalt.

36-3 3. People were great at taking care of  
our animals. Just use common sense for  
safety is our main concern.

Name: Carl H. Feldhusen

Address: PO Box 2745

City, State: Hailey, Idaho 83333

Comments become part of the public record for this project.

C-44

Comment #

Response to Comment

36-1

The aerial photographs were taken in May 2001. More recent aerial photography mapping is not available.

36-2

Comment noted.

36-3

Comment noted. The Preferred Alternative is designed to meet current safety standards set by AASHTO and ITD.



**Letter 37**  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

42  
FEB 16 2006

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

37-1 There is only one north-south highway/road corridor for this length from Galena (and north) south to Timmerman Hill (4 south from there). An HOV lane will not work. This is not a freeway - even if expanded to 4 lanes... the HOV cannot be the "inside" lane as it is on a freeway. It is planned on the out side where the HOV traffic will either slow when vehicles turn onto SH75 or will prevent vehicles entering SH75. Truck traffic exceeds averages and will by nature be non-HOV traffic. The non-HOV traffic will be backed up w/ no relief. BAD idea - this area is not suited to HOV - esp. SH75 not being a freeway.

Name: Linda Haavik  
Address: Box 1707 608 3rd Ave So  
City, State: Hailey ID 83333

Comments become part of the public record for this project.

C-45

**Comment #**

37-1

**Response to Comment**

Alternative preference noted.

The HOV operations are fully disclosed in Chapter 4, Section 4.1.2 Clarification of HOV Operations of this FEIS.



Letter 38  
IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

FEB 1 8 34 AM

43

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

38-1

Traffic congestion north from Elkhorn Rd to Ketchum actually is a problem only for a couple of hours in the morning and again late afternoon. Safety has been much improved by the center turn lane and the lowered speed limit. Installation of "smart" traffic signals in place of the timed light now in place would speed up traffic. Roundabouts are an obstacle for many people to deal with and are definitely not visitor friendly. They probably are not improved by snow and ice when lanes are obscured.

Name: MARY WRIGHT

Address: P.O. Box 5396

City, State: Ketchum, Idaho 83340

Comments become part of the public record for this project.

C-46

Comment #

38-1

Response to Comment

Comment noted.

The City of Ketchum is conducting transportation planning and traffic engineering studies that may result in changes to traffic signal timing.

Only one roundabout is being proposed in the Preferred Alternative – at Gannett Road and SH-75 intersection in south Bellevue.

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 39</b></p> <p style="text-align: right;">44 (BUTTERFIELD 396)</p> <p>As a resident of the Wood River Valley, I Support <u>Alternative 3</u> for the following reasons:</p> <p><u>Alternative 3:</u> Four lanes with center turn lane and HOV lane. The HOV lane will be used during the four peak travel hours of the day for carpools and mass transit.</p> <p>39-1 Please forget the HOV Lane</p> <ol style="list-style-type: none"> <li>1. <del>CREATES an incentive to use transit and carpool because of less congestion and reduced travel times in the HOV lane.</del></li> <li>2. RESPECTS the scenic byway designation and enhances the entrances to each community.</li> <li>3. IMPROVES safety in the transportation corridor.</li> <li>4. SERVES users transportation needs in the most efficient manner</li> <li>5. MAINTAINS and protects Wood River Valley residents' quality of life by reducing traffic growth and congestion over time.</li> <li>6. REFLECTS our communities' adopted transportation goals and policies.</li> <li>7. ACCOMODATES traffic growth and mitigates congestion with a variety of travel options (e.g., transit and HOVs), beyond single occupant vehicles as the region continues to grow.</li> <li>8. SUPPORTS Idaho Transportation Department's current funding of transit and rideshare programs in the Wood River Valley.</li> </ol> <p>Name: <u>Bob Post</u></p> <p>Physical Address: <u>351 Golconda Dr.</u></p> <p>Mailing Address: <u>Harley Id 83353</u></p> <p>Signature: <u>[Signature]</u></p> <p>If you are unable to submit this letter at the public hearing on January 24<sup>th</sup>, 2006 or if you would like to submit separate comment, please email <a href="mailto:Gwen.Smith@itd.idaho.gov">Gwen.Smith@itd.idaho.gov</a> or mail to:  Gwen Smith, Idaho Transportation Department  3311 W. State Street, PO Box 7129  Boise, ID 83707  2-47</p>	<p>39-1</p>	<p>Alternative preference noted.</p>

	Comment #	Response to Comment
<p> <span style="border: 1px solid black; padding: 2px;">40-1</span> <span style="float: right;">FEB 16 2006</span>  <b>Letter #40</b> <i>Do Not Support</i>            As a resident of the Wood River Valley, I <u>Support Alternative 3</u> for the following reasons: <i>45</i> </p> <p> <del>Alternative 3: Four lanes with center turn lane and HOV lane. The HOV lane will be used during the four peak travel hours of the day for carpools and mass transit.</del> </p> <ol style="list-style-type: none"> <li>1. CREATES an incentive to use transit and carpool because of less congestion and reduced travel times in the HOV lane. <i>Does Not Work ALLOWING DOGS ON BUSES WOULD BE A MUCH GREATER INCENTIVE.</i></li> <li>2. RESPECTS the scenic byway designation and enhances the entrances to each community. <i>How??</i></li> <li>3. IMPROVES safety in the transportation corridor. <i>How Does this improve safety? Encourages speeding.</i></li> <li>4. SERVES users transportation needs in the most efficient manner</li> <li>5. MAINTAINS and protects Wood River Valley residents' quality of life by reducing traffic growth and congestion over time. <i>What about the wildlife, scenic corridor, etc?</i></li> <li>6. REFLECTS our communities' adopted transportation goals and policies. <i>Community officials are a monthly developer, etc.</i></li> <li>7. ACCOMMODATES traffic growth and mitigates congestion with a variety of travel options (e.g., transit and HOVs), beyond single occupant vehicles as the region continues to grow. <i>has not happened across the country in cities. Carpool lanes are empty.</i></li> <li>8. SUPPORTS Idaho Transportation Department's current funding of transit and rideshare programs in the Wood River Valley.</li> </ol> <p>           Name: <u>Wright Family</u>            Physical Address: <u>12716 Hwy 75 12720 Hwy 75 • 12718 Hwy 75</u>            Mailing Address: <u>P.O. Box 5396, Ketchikan, ID</u>            Signature: <u>[Signature]</u> </p> <p>           If you are unable to submit this letter at the public hearing on January 24<sup>th</sup>, 2006 or if you would like to submit separate comment, please email <a href="mailto:Gwen.Smith@id.idaho.gov">Gwen.Smith@id.idaho.gov</a> or mail to:            Gwen Smith, Idaho Transportation Department            3311 W. State Street, PO Box 7129            Boise, ID 83707            C-48         </p>	<p>40-01</p>	<p>Alternative preference noted.</p>





**Letter 41**  
**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

46  
FEB 24 2006

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

41-1 The proposed Public Transit features in Vol. I pg. 79 of the D.E.I.S. are inadequate to meet the accessibility needs of transit users. There are no plans for park and ride facilities in the proposal and the bus pullouts are too few!

41-2 I support Alternative 3 w/ HOV. However for HOV to work there has to be access to public transportation at Buttercup road, at OHIO Gulch, and more pull-outs on the corridor. Additional pull outs are recommended at: Deer Creek Rd, Meadows, and mid way between Countryside & Fox Acres. These pullouts warrant pedestrian bridges ~~that~~ underpasses. Without park and ride facilities and more pullouts you are tying the hands of Public transit providers on Highway 75.

Name: JAMES FINCH

Address: P.O. 3772

City, State: Ketchum, ID 83340

Comments become part of the public record for this project.

C-49

**Comment #**

**Response to Comment**

41-1

With the creation of a regional transportation authority, Mountain Rides, as of September 2007, and in consultation with the Idaho Public Transportation Division of the Idaho Transportation Department, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year. This FEIS must not presuppose the results of this local planning process for transit infrastructure. When the need for and specific locations for park and ride lots, bull pullouts, and bust shelters have been identified by Mountain Rides through its planning process, implementation of them, including funding, any additional environmental clearances, and design and construction, will be coordinated through Mountain Rides and the Idaho Public Transportation Division of ITD.

41-2

Alternative preference noted.

Bus pullouts on SH-75 are included in the Preferred Alternative at McKercher Boulevard, Buttercup Road, and Ohio Gulch. These pull-outs use a widened shoulder, extending the proposed 8-foot shoulder to 14-feet to accommodate buses. Additional pullouts could be incorporated into the final design of SH-75 once the transit planning noted in the response to Comment 41-1 above has occurred.

## Letter 42


**IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM**

 47  
pg. 2 of 2

 Public Hearing  
January 26, 2006

 Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

 Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: gwen.smith@itd.idaho.gov

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project.

Gwen Smith

THANKS FOR THE OPPORTUNITY TO COMMENT.

42-1

 ① WHY WAS THE BIKE PATH TUNNEL PROPOSED  
1/2 MILE SOUTH OF DEER CREEK ROAD?

 IT SEEMS TO ME, THAT, AT THE DEER  
CREEK INTERSECTION YOU HAVE BETTER  
EXISTING GRADES & SPACE FOR TUNNEL.  
ITS NEXT TO LITE AND POWER. IT  
WOULD ~~SEEM~~ SERVE MORE PEOPLE TO  
ACCESS DEER CREEK. WHERE-AS THE PROPOSED  
LOCATION SERVES ONE SMALL SUBDIVISION  
ONLY. THE CONNECTOR FROM TUNNEL TO  
WOOD RIVER TRAIL SYSTEM WOULDN'T NEED  
TO GO UP A STEEP BENCH THRU A SENSITIVE  
ELK WINTERING GROUND IF IT WAS AT DEER CREEK  
ROAD.

Name: RODNEY KEGLEY

Address: 22063 KETCHUM 107 COYOTE BLUFF DR. 2 MILE SOUTH OF HAILEY

City, State: HAILEY ID 83333 Phone # 780-06087

Comments become part of the public record for this project.

Sec 2 of 50 Page

## Comment #

42-1

## Response to Comment

Section 2.2.2, page 2-10, and Figure 2-4, page 2-12, of this FEIS address the proposed location of a pedestrian underpass. It is being proposed at Spruce Way, rather than at Deer Creek, as the right-of-way is already going to be acquired at Spruce Way to accommodate a cul-de-sac. A pedestrian underpass at Deer Creek would require the acquisition of an affordable housing unit in the northwest corner of the Deer Creek and SH-75 intersection. Bicyclists and pedestrians would use the existing roadway to then access Deer Creek Road and Deer Creek Canyon.

42-2

ATTEN: GWEN SMITH

② ADDITIONAL, I OWN ABOUT 1/4 MILE OF  
HIWAY FRONTAGE. IT WASN'T CLEAR pg. 24.  
TO ME, ~~THE~~ AT THE PUBLIC UNVEILING  
OF THE PLAN, A COUPLE OF THINGS.

FIRST - FINISHED ELEVATION OF CENTER  
OF HIWAY.

SECOND - THE FULL EXTENT OF THE LAND  
YOU WOULD REQUIRE FROM ME  
FOR THE HIWAY & CLEAR ZONE.

I'M PLANNING SOME LANDSCAPING  
AND THE LOCATION AND HEIGHT OF  
PROTECTIVE BERM RELATE TO THE  
ABOVE ISSUES.

I UNDERSTAND THESE DETAILS HAVE  
NOT BEEN WORKED OUT BUT IF  
YOU HAVE ANYTHING NEW OR A  
TIME FRAME FOR THIS WORK,  
THAT WOULD BE HELPFUL

THANKS

Rod

PHONE# 208-720 0687  
COYOTE BLUFF SUB.

C-51

# Comment #

42-2

# Response to Comment

The engineering conducted to support the EIS process is conceptual engineering. The finished elevation of the highway is therefore approximate and will be subject to refinement once final engineering is conducted for the project.

Based on the conceptual engineering, a right-of-way impact line was defined and shown on the plans. This is a conservative line and will be refined once detailed engineering is conducted and right-of-way plans are developed. This engineering will be conducted after the EIS process is complete and funding for such engineering is authorized.

Section 2.3.4 on page 2-17 of this FEIS describes how the Preferred Alternative will be phased. The timing for development of detailed engineering plans will be based on this phasing plan.

Letter 43



IDAHO TRANSPORTATION DEPARTMENT  
TESTIMONY FORM

Page 1.

pg. 1 of 3

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:

Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: gwen.smith@itd.idaho.gov

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

43-1

We live in Zinc Spur Subdivision with our property adjoining the highway corridor. Most of our comments will address issues specific to our section of the highway. In general, the current improvement plan is very close to what we expected it to be after participating in many of the meetings the past few years, and, in general, we approve. Of the three alternatives, #3 is by far the most desirable. It addresses our future in a much more responsible way.

43-3

Regarding the highway in general, we believe that the issue of sound abatement has not been addressed well. I believe only two locations qualified for serious noise abatement measures, and if you talked to people in a number of locations (Zinc Spur, Treasure Lane, Alturas View, to name a few) noise is and will continue to be a problem, and so far, you have offered no remedy for these "marginal locations". An "all or nothing" response to the noise issue is

Name: Tracy Atwell Paul Bates, assorted children

Address: 118 Willow Rd. Zinc Spur - P.O. Box 1196

City, State: Ketchum, Id 83340

Comments become part of the public record for this project

C-52

Comment #

Response to Comment

43-1

Alternative preference noted.

43-2

Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.

The additional noise analysis did not show that existing or predicted future noise conditions warrant noise abatement in addition to what was discussed in the DEIS.

Atwell-Bades Page 2.  
pg. 2 of 3

not facing and responding to the fact that we have a real problem, though apparently not real enough to qualify for any relief. We understand the jury is still out on different surfaces for the new highway perhaps helping the sound issue. This should be explored thoroughly. Many of us would like relief.

43-4 To our surprise situation in Zinc Spur, we applaud the inclusion of a tunnel for pedestrian-bike traffic. We have been unable to cross the highway safely at peak traffic hours for too many years already. The intersection ~~the~~ of the highway with Buttercup Road and Zinc Spur Road I think has not been looked at closely enough. If you use it every day, you see it differently. We believe that the curve to the south of the intersection needs to be dealt with. Adding a light to the intersection makes that all the more imperative. We understand that the geometry of Buttercup Rd further complicates the situation, but straightening the curve out and moving the highway slightly east will make this a much safer area, the light from the south will be easier to see, the entire viewing ~~of~~ of conditions at the intersection will be easier and safer to understand as you approach an intersection that will become more and more significant in the future. The land to the east of the intersection is, I believe, state land, and even taking the historical railroad right of way into consideration, there is much that can be done.

C-53

## Comment #

## Response to Comment

43-3

Section 7.3 Commitment, page 7-12, of this FEIS commits ITD to examine the results of the Quiet Pavement Pilot Programs and their potential applicability and sustainability for SH-75 during final design as part of the pavement design process.

43-4

The alignment of SH-75 through this section of the corridor and through Buttercup Road was developed to avoid as many resources and property impacts as possible while maintaining the needed 5-lane cross-section. The conceptual engineering for all of the Preferred Alternative meets AASHTO and ITD Design Standards and will result in a much safer geometric design than is currently in place.

Page 3.  
pg. 3 of 3

A separate and comprehensive study of this intersection would be a good idea.

43-5

By the way, reducing the speed limit to 45 mph is a great idea, long overdue from the point of view of safety. We would suggest ~~implementation~~ implementation sooner rather than later.

Tracy Atwell  
Paul Bates  
Maddie Bates  
Eron Bates  
Graham Osburn

118 Willow Rd.  
Zinc Spur  
208-788-1206

## Comment #

43-5

## Response to Comment

Comment noted. Speed limits are set based upon ITD guidelines that take into account actual observed speeds, and typically reflect the speed at which 85 percent of the traffic is driving. As land adjacent to SH-75 continues to develop and traffic volumes increase, speeds on SH-75 are expected to decrease at which time reconsideration of the posted speed is warranted.

## Letter 44


**IDAHO TRANSPORTATION DEPARTMENT**  
**TESTIMONY FORM**

49

 Public Hearing  
 January 26, 2006

 Idaho 75 Timmerman to Ketchum  
 Project Number: STP-F-2392 (035)  
 Project Key Number 30773 p.m. to 8 p.m.  
 Blaine County Senior Center  
 721 3rd Avenue South, Hailey, Idaho.

 Leave Comments, Mail, Fax or Email to:  
 Gwen Smith  
 Public Involvement Coordinator  
 PO Box 7129  
 Boise Idaho 83707  
 Fax: (208) 334-8563  
 Email: gwen.smith@itd.idaho.gov

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

- 44-1 ① SIDEWALKS on BOTH SIDES of "75" from SERENADE LANE TO RIVERS ST. THIS IS CONSISTENT WITH KETCHUM'S COMP PLAN for a PEDESTRIAN ORIENTED COMMUNITY CORE.
- 44-2 ② BRIDGE AT TRAIL CREEK TO FOUR LANES.
- 44-3 ③ STRONGLY SUPPORT ALTERNATIVE ③ WITH HOV LANE.
- 44-4 ④ CONSIDERATION of Right of Way & ROUTE FROM NEW AIRPORT SITE WITH A SALT LAKE CITY OR SIMILAR LIGHT RAIL SYSTEM TO KETCHUM/SUN VALLEY.

 Name: GERALD SEIFFERT, Mayor City of Ketchum  
 Address: 389 WARM SPRINGS (Box 759) 1975 to 1988  
 City, State: Ketchum IDAHO 83340

Comments become part of the public record for this project.

C-55

## Comment #

## Response to Comment

44-1

The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.

44-2

The Preferred Alternative includes reconstruction of the Trail Creek bridge. The bridge would be constructed to 4 lanes but striped initially to 3 lanes, based on Ketchum's preference referenced in the response to comment 44-1 above. This reconstruction was evaluated in the DEIS.

44-3

Alternative preference noted.

44-4

This suggestion is outside the scope and purpose of this environmental impact statement.

**Letter 45**

51  
Mon, Jan 30, 2006 10:30 AM

**Subject:** Timm to Keth Comment  
**Date:** Monday, January 9, 2006 6:52 PM  
**From:** steve haims <shaims@cox.net>  
**To:** <Gwen.Smith@itd.idaho.gov>  
**Conversation:** Timm to Keth Comment

9 January 2006

Dear Gwen, et al,

I must say that the DEIS is one impressive document. I spent some time with the hard copy, and much more with the CD.

At some point ITD will have to make the tough decision of what to do. I hope that this time you will build for the future. I don't think we, the driving public, are going to change our use habits so it is up to you all.

In the past so many residents have felt that building out the highway will destroy "our way of life", but it is the no build alternative that is doing it. Had You built out in '74, we would not be in the pickle we are today. Please make the powers that be in Ketchum see they can no longer keep a two lane bridge coming into town. They have allowed so much building along the Hwy 75 that it is no longer recognizable as a small town.

45-1 I support your efforts to build 4 lanes all the way. (and to realign the Highway south to Shoshone someday) Any more bottle necks down to 2 lanes will only prolong the problem. Enough picking away at the problem, and just build it. None of us will enjoy the process, but hopefully all will be thankful when it is done.

45-2 On a personal note, as a resident of Deer Creek, if possible, please build the tunnel to the Bike Path at Deer Creek. Not only will we be able to cross safely, those on the East side will be able to access the National Forest.

Thanks for your consideration, and good luck with this important project.

Steve Haims  
PO Box 3828  
Ketchum, ID 83340

shaims@cox.net

C-56

Page 1 of 1

**Comment #**

**Response to Comment**

45-1

Comment noted.

45-2

Section 2.2.2, page 2-10, and Figure 2-4, page 2-11, of this FEIS address the proposed location of a pedestrian underpass. It is being proposed at Spruce Way, rather than at Deer Creek, as the right-of-way is already going to be acquired at Spruce Way to accommodate a cul-de-sac. A pedestrian underpass at Deer Creek would require the acquisition of an affordable housing unit in the northwest corner of the Deer Creek and SH-75 intersection. Bicyclists and pedestrians would use the existing roadway to then access Deer Creek Road and Deer Creek Canyon.






<p style="text-align: right;"><b>Letter 46</b></p> <p style="text-align: right;">52 Mon, Jan 30, 2006 10:31 AM</p>	Comment #	Response to Comment
<p><b>Subject:</b> timm to keth EIS request  <b>Date:</b> Tuesday, December 20, 2005 6:11 PM  <b>From:</b> steve haims &lt;shaims@cox.net&gt;  <b>To:</b> &lt;gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> timm to keth EIS request</p> <p>46-1</p> <p>Hello Gwen,  Today I visited the DEIS for the Timmerman to Ketchum project. It is a very impressive document with which I spent 45 minutes looking at key issues.  I hope you'll send me the CD so that I might better craft my remarks.  For now let me say that I think the ITD needs to do what they think is best, while taking into consideration the general public's wishes. Had Hwy 93 been built as your planners thought in the later 70's, we wouldn't be in this mess now.  Thanks,  Steve Haims  PO Box 3828  Ketchum, ID 83340</p> <p>or if you are using a delivery service:  Steve Haims  106 Spruce Way, Deer Cr.  Hailey, ID 83333</p> <p style="text-align: right;">C-57 Page 1 of 1</p>	46-1	Comment noted.

	Comment #	Response to Comment
<p style="text-align: right;"><b>Letter 47</b> <span style="float: right;">53</span></p> <p style="text-align: right;">Mon, Jan 30, 2006 10:31 AM</p> <hr/> <p><b>Subject: FW: Gannett road to Fox Acres (Highway 75 project)</b>  <b>Date:</b> Friday, December 16, 2005 1:35 PM  <b>From:</b> Atkins, Diana &lt;Atkins@pbworld.com&gt;  <b>To:</b> Chuck Camohan &lt;Chuck.Camohan@itd.idaho.gov&gt;, Gwen Smith &lt;Gwen.Smith@itd.idaho.gov&gt;  <b>Conversation:</b> Gannett road to Fox Acres (Highway 75 project)</p> <p>Here is the first comment we have received for the record. I will record it for the admin record.</p> <p>I believe that we will need a type of response that acknowledges receipt of the comment and indicates that it will be addressed in the FEIS.</p> <p>-----Original Message-----  <b>From:</b> Trent_Heitzman@fsafood.com [mailto:Trent_Heitzman@fsafood.com]  <b>Sent:</b> Friday, December 16, 2005 2:06 PM  <b>To:</b> Atkins, Diana  <b>Subject:</b> Gannett road to Fox Acres (Highway 75 project)</p> <p><b>47-1</b></p> <p>In reveiwling the puposed changes to the highway in the Gannett to Fox Acres stretch, I did not see any indication of a berm or noise reduction structure for the houses facing the highway. I live on creekside dr and the back of my house faces the highway. It is already a noisey environment, and with the road being brought closer to the homes I would hope that something would be put in place to help with the noise. Also would it be possible to place signage to prevent the use of "jake" brakes on trucks stopping at the Fox Acres intersection.</p> <p>Thank You  Trent Heitzman</p> <p style="text-align: center;">C-58</p> <p style="text-align: right;">Page 1 of 1</p>	<p>47-1</p>	<p>Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. A total of 11 locations in the residential community east of SH-75 between north Bellevue and Fox Acres Drive were measured and analyzed for existing and future noise levels.</p> <p>These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>The additional noise analysis did not show that existing or predicted future noise conditions warrant noise abatement in addition to what was discussed in the DEIS.</p> <p>The use of "jake" brakes is governed by cities. Cities have the authority through ordinances to regulate or restrict the use of "jake" brakes. Once an ordinance is based, ITD can install appropriate signing.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 48</b></p> <p style="text-align: right;">54 (Answer 1:30-40 and 2:20-40)</p> <p>To Whom It May Concern,</p> <p>My name is Lars Hovey and I reside at 109 Treasure Lane. I would like to make an "official" comment concerning the DEIS project. I have obtained the CD-ROM and attended the public hearing on January 26<sup>th</sup>.</p> <p>Our area of impact contains a majority of positive alterations. The sliding of the project to the east of Treasure Lane was huge sigh of relief. The ability of us to keep our current property/fence lines is invaluable. Also, the consideration of a cul-de-sac, bike path access and possible connection to Flying Heart for river access, are indeed exciting. As the area grows, areas such as Peregrine Ranch are sure to reap the benefits. In all, most everything we could have wished for is included in the DEIS.</p> <p>48-1 My only bone of contention is the consideration of a noise barrier wall. My initial thought was that there could be no area more deserving than the Treasure Lane area. After all, who could be closer to the highway?! After consulting the CD-ROM and representatives at the public forum, I see that this is not the case. Our area will supposedly drop below Federal standards after a reduction of speed limit (will this indeed happen?) and moving the lanes to the east. This seems to make sense at first thought, but on further review it doesn't seem to add up. How can a 1000 foot frontage LOSE decibels when twice the possible traffic is added to the equation. Projecting increased traffic in the future makes the very real possibility of twice the amount of traffic passing through the Treasure Lane area at any given time. Since the possibility of traffic backup is reduced with the increase lanes, we have the likelihood of twice the traffic at an increased speed. Result-more noise.</p> <p>Ms. Atkins confirmed that the majority (if not all) of the residence would desire a noise barrier wall. Please reconsider numbers used to determine the feasibility of this wall.</p> <p>Thank you for all your efforts,</p> <p>Lars Hovey 109 Treasure Ln. Hailey, Id. 83333</p> <p style="text-align: center;">C-59</p>	<p>48-1</p>	<p>Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. Section 5.7.2.1 Treasure Lane of the FEIS (page 5-9) documents a re-analysis of the noise at Treasure Lane as well as the potential impact of a 6-foot high wall. Although a 6-foot high wall would provide some noise attenuation and comply with the Blaine County ordinances, it would not be eligible for funding by FHWA as a noise wall.</p>

<p style="text-align: right;"><b>Letter 49</b></p> <p style="text-align: right;">Thu, Feb 2, 2006 5:04 PM </p> <p><b>Subject:</b> Highway 75 Timmerman to Ketchum DEIS  <b>Date:</b> Thursday, February 2, 2006 3:55 PM  <b>From:</b> Kathy Grotto &lt;kathy.grotto@haileycityhall.org&gt;  <b>To:</b> &lt;Gwen.Smith@itd.idaho.gov&gt;  <b>Conversation:</b> Highway 75 Timmerman to Ketchum DEIS</p> <p>I would like to take this opportunity to comment on the proposed alternatives for the SH-75 improvements. These comments are my own personal opinion as a resident of the Wood River Valley and as a professional planner. (The City of Hailey has made or will make their comments separately by letter from the City Council.)</p> <p><b>49-1</b> I strongly support Alternative 3 providing for an HOV lane. This alternative is most consistent with the City of Hailey's comprehensive plan, which supports alternatives to single occupant vehicle transportation. I believe the comprehensive plans of the County and other municipalities also support measures to reduce traffic congestion. The HOV lane would create incentives to carpool and/or use public transportation. Government entities have funded and will hopefully continue to fund public transportation and rideshare programs in the Wood River Valley; the HOV alternative is most consistent with encouraging the continuation of these programs.</p> <p>Thank you for the public information that has been provided to valley residents during this process, and for the opportunity to comment.</p> <p>Kathy Grotto, AICP  Planning Director  City of Hailey  115 South Main St, Ste H  Hailey, ID 83333  Phone: 208-788-9815 x13  Fax: 208-788-2924</p> <p style="text-align: center;">C-60</p> <p style="text-align: right;">Page 1 of 1</p>	<p>Comment #</p>	<p>Response to Comment</p>
	<p>49-1</p>	<p>Alternative preference noted.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 50</b></p> <p style="text-align: right;">Fri, Feb 3, 2006 11:02 AM</p> <hr/> <p><b>Subject:</b> Comment on DEIS for Highway 75 Timmerman to Ketchum  <b>Date:</b> Friday, February 3, 2006 10:59 AM  <b>From:</b> Kathie Rivers &lt;kerivers@cox.net&gt;  <b>To:</b> &lt;gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Comment on DEIS for Highway 75 Timmerman to Ketchum</p> <p>Dear Sir/Madam:</p> <p>I am a property owner in So. Woodside. On behalf of several specific neighbors of mine and all So. Woodside owners as a class, I object to the Draft EIS for the following reason:</p> <p><b>50-1</b> Neither the DEIS in general nor any alternative addresses the increased noise that would occur as a result of any increase in highway elevation between Woodside Blvd. and Countryside Blvd. At present, there is a dip in the highway in that stretch so that at its current elevation, the vehicles traveling that stretch of highway are blocked entirely by the railroad right of way. The current noise level from the highway is greatly dampened by the railroad berm. If the proposed highway is raised in elevation at all, (in other words if the dip is filled in and smoothed out in this area), the railroad berm will no longer block the view of traffic nor the noise. Even a foot will make a difference. Any small increase in highway elevation will cause the highway traffic to be seen and heard whereas now they are not seen nor heard very loudly. The elevation must stay at its current elevation in this area.</p> <p>This huge social and noise impact on the hundreds of So. Woodside residents is not addressed at all in any alternative. It must be addressed in the DEIS. The noise studies discuss traffic noise generally but do not consider this huge specific impact of the proposed highway if the elevation is increase at all in this area.</p> <p>I was told in 2003 that this issue had been taken care of in the design of the project but am concerned that it was not addressed in the DEIS. The email I received below is the response I received on this issue:</p> <p><b>"From:</b> Atkins, Diana [mailto:Atkins@pbworld.com]  <b>Sent:</b> Friday, August 01, 2003 9:53 AM  <b>To:</b> krivers@az.rmci.net  <b>Cc:</b> Chuck Carnohan  <b>Subject:</b> Highway 75 Concerns North of Bellevue</p> <p>During the first two weeks of July, you had several email conversations with Chuck Carnohan of the Idaho Transportation Department concerning proposed SH-75 highway improvements in the Woodside and Countryside areas of the corridor. As the consultant project manager for the project, I have reviewed this correspondence and understand that you have concerns with respect to noise, visual impacts, and maintaining the integrity of the berm east of the existing highway.</p> <p>I have worked with our highway design engineers to review the proposed highway plans and</p> <p style="text-align: center;">C-61 <span style="float: right;">Page 1 of 2</span></p>	<p>50-1</p>	<p>Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>A total of 11 locations in the residential community east of SH-75 between north Bellevue and Fox Acres Drive were measured and analyzed for existing and future noise levels, including locations in south Woodside.</p> <p>These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>The additional noise analysis did not show that existing or predicted future noise conditions warrant noise abatement in addition to what was discussed in the DEIS.</p> <p>Given the relatively low existing and predicted noise levels from SH-75 (all less than 60 dB), a minor change in highway elevation is unlikely to increase noise levels to approach or exceed the FHWA Noise Abatement Criteria of 67 dBA.</p>

	Comment #	Response to Comment
<p>the associated drainage concept referenced in ITD's July 11th email to you. In re-examining those plans, the drainage needs can be accommodated without raising the grade of the highway 2 to 3 feet. The existing elevation of SH-75 will remain the same in this area.</p> <p>It is always better to have visual materials before you to help explain what is being proposed. We will have aerial photography with the proposed highway improvements and the results of the noise analysis at an August 19th open house at the Wood River Middle School. My staff, representatives from ITD, and I will be there from 11 a.m. to 7 p.m. and would be happy to discuss this area with you. If you are unable to attend that day, I will be in the Wood River Valley Monday from about 1 p.m. on. I do have one meeting at 2 p.m. until 3:30 but am available other than that.</p> <p>Please contact me at this email address or by calling 801-288-3227. I look forward to chatting with you on the 19th or other meeting as you prefer.</p> <p>Diana Atkins Project Manager Parsons Brinckerhoff"</p> <p>Please make sure this concern is included in the DEIS and carried through into the construction phase. Thank you for your attention to this.</p> <p>Kathie Rivers</p> <p>Kathleen E. Rivers Attorney At Law P.O. Box 3531 Ketchum, ID 83340 tel. 208-578-9250 fax 208-578-9250 kerivers@cox.net</p> <p>C-62</p> <p>Page 2 of 2</p>	<p>Page 2 of Letter 50.</p>	

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 51</b></p> <p style="text-align: right;">Fri, Feb 3, 2006 4:35 PM</p> <p><b>Subject: Highway 75</b>  <b>Date:</b> Friday, February 3, 2006 4:30 PM  <b>From:</b> Lila Wagner &lt;lilawagner@cox-internet.com&gt;  <b>To:</b> &lt;gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Highway 75</p> <p>Dear Gwen</p> <p>I live on the Highway at 106 Timber Way, very near to the intersection of the highway and Greenhorn/East Fork (stop light mid-valley).</p> <p>51-1 At one time I was a proponent of the highway expansion, however I have changed my mind due to the tremendous increase in traffic noise. It is so deafening that I can no longer sit out on the highway side of the house, and according to my local appraiser, highway noise is a contributing factor in lowering the appraised value of a home.</p> <p>51-2 When we were advised of the initial highway widening, we were told that the base of the road would be lowered by 3 feet, instead the base of the road went UP 3 feet. Due to the added height, the noise of the tires and engines passes straight up to my house (and all of the neighbors for that matter). We were quite disappointed in the misrepresentations of the DOT, or their mistake in properly measuring the road base height. In either event, they screwed up.</p> <p>51-3 My next comment has to do with the noise barriers. You have got to be kidding. Have you been to Boise and seen how UGLY they are when you are driving next to them????? My only suggestion is to either scrap that idea, or go to the Bay area in California and check out the walls that they have sculpted to look like real rock. Very beautifully done. If you just put up an ugly concrete block wall, then shame on you.</p> <p>51-4 Lastly, with regards to the HOV lanes. Please call the city of Seattle. They have horrible traffic and tried these lanes. It was a complete and utter failure, and have since been removed. All you will have is a massive traffic jam in the "free" lanes and nothing in the HOV lane. Please don't make that mistake. It sounds good on paper but it is ridiculous.</p> <p>You can contact me at any time if you wish to discuss my opinions.</p> <p>Thanks,  Lila Wagner</p> <p>106 Timber Way  Blaine County  208-726-8007 ext 12 (work)  208-788-4245 (home)</p> <p style="text-align: center;">C-63</p> <p style="text-align: right;">Page 1 of 1</p>	<p>51-1</p> <p>51-2</p> <p>51-3</p> <p>51-4</p>	<p>Comment noted. Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>Two additional sites were measured at 106 Timber Way and 101 Timber Way. Neither site will exceed the federal Noise Abatement Criteria and therefore do not warrant noise mitigation.</p> <p>Comment noted. ITD Policy states:</p> <p>Noise abatement will not be implemented if the majority (50% plus 1) of the impacted people are in opposition or indifferent to noise mitigation. Opposition to barrier construction shall be documented in writing, such as formal surveys or petitions.</p> <p>Additional coordination with the landowners of properties that would be protected by the noise barriers will be undertaken during final design of the roadway to determine if a barrier will be built.</p> <p>Comment noted.</p>



	Comment #	Response to Comment
<p style="text-align: right;"><b>Letter 52</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 2:07 PM</p> <hr/> <p><b>Subject:</b> Highway 75 Alternatives  <b>Date:</b> Monday, February 6, 2006 8:22 PM  <b>From:</b> John Todd Stewart &lt;stewartjt@cox.net&gt;  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Highway 75 Alternatives</p> <p>Dear Ms. Smith:</p> <p>52-1 We join with Citizens for Smart Growth and most government officials in the Wood River Valley in supporting Alternative 3 for the widening of Highway 75. An HOV lane is the best way to ease congestion and speed traffic with the smallest negative impact on our environment.</p> <p>Sincerely,</p> <p>John Todd Stewart  Georgia E. Stewart  P.O. Box 3200  (14 Villa Ct.)  Sun Valley, ID 83353</p> <p style="text-align: right;">59</p> <p style="text-align: center;">C-64      Page 1 of 1</p>	<p>52-1</p>	<p>Alternative preference noted.</p>

**Letter 53**

Tue, Feb 7, 2006 2:06 PM

**Subject:** Highway 75 Public Comment  
**Date:** Monday, February 6, 2006 7:06 PM  
**From:** Wilhelm Northrop <wnorthrop@cox.net>  
**To:** <Gwen.smith@itd.idaho.gov>  
**Conversation:** Highway 75 Public Comment

60

- 53-1 I would like to advocate for the Highway 75 plan. As a whole I think the plan is insightful and relevant. I am very excited about the HOV lane possibility as the time is now to adopt a change of that magnitude. Trying to add the lane in later years would be an easy target of the anti-change advocates but as part of a master plan the HOV lane has a greater chance of success.
- 53-2 I have two comments reflecting the positive impact of the plan on my neighborhood. First, the pedestrian tunnel for the mid valley located by Ohio Gulch and Starweather Drive would be fabulous. Our neighborhood has a number of young children (under 5 years old) who as they grow-up will clearly benefit from the safety of a tunnel to access the bike path and meet friends. I cannot imagine allowing the kids to try and cross the highway on foot or a bike. As an avid cyclist I routinely spend five minutes or more waiting for small gaps in the traffic so I can shoot across the highway either leaving Starwather or returning home. I admit that at times the opening in the traffic are slim and the consequences very high if I fail to make the sprint across the five lanes (including turning lanes). This part of the project would keep our neighborhood vibrant and connected instead of isolated.
- 53-3 Second, I recently stepped down as a volunteer on the Ketchum Fire Department after nearly ten years. Part of the reason for my stepping down was that I could no longer reliably make the emergency calls paged to the Greenhorn Station. I would say that 50% of the time I would return home after the engine or ambulance had rolled to a call because I was still stuck at Starweather Drive unable to make a turn to the north. A traffic light would be an amazing addition to the safety and security of residents on both sides. Additionally, we have avoided a half dozen head-on accidents over the past two years with people turning south from Ohio Gulch using the north bound left-hand turn lane (dedicated for Starweather Drive) as their personnel 'on' ramp. It is dangerous and done more frequently every year. Recently trucks from the transfer station have been using the lane as a way to merge, causing us to make emergency maneuvers in order to avoid them and still try and find a way to turn into our residence.

Thank you for taking public comment,  
Will Northrop  
309 Starweather Dr.  
Hailey, ID 83333

Wilhelm Northrop  
Ketchum, ID

C-65

Page 1 of 2

**Comment #****Response to Comment**

53-1

Alternative preference noted.

53-2

Based on written comments received from the Starweather Homeowners Association during preparation of the DEIS, the proposed Ohio Gulch and Starweather pedestrian underpass is no longer included in the Preferred Alternative. Section 2.2.2 of this FEIS (page 2-10) provides additional information on this underpass.

53-3

A traffic signal at the intersection of SH-75 and Ohio Gulch is included in the Preferred Alternative.

<p style="text-align: center;"><b>Letter 54</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 2:05 PM</p> <hr/> <p><b>Subject:</b> Hiway 75  <b>Date:</b> Monday, February 6, 2006 6:21 PM  <b>From:</b> Linda &lt;lindahackett@earthlink.net&gt;  <b>Reply-To:</b> lindahackett@earthlink.net  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Hiway 75</p>	<p style="text-align: center;">Comment #</p>	<p style="text-align: center;">Response to Comment</p>
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">54-1</div> <div> <p>A part-time resident of Ketchum, my home is in New York City. My family and I use the Long Island Expressway every weekend. The HOV lanes are somewhat helpful at peak travel times, but more and more drivers are flaunting the rules that are meant to prevent driving over the double lines, resulting in accidents, some fatal. Seldom do we see an arrest. I worry that HOV lanes on highway 75 might make that road more dangerous than it already is, especially in the winter with snow on the roads.</p> <p>Sincerely, Linda Hackett</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <span>C-67</span> <span>Page 1 of 1</span> </div>	<p>54-1</p>	<p>Comment noted.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 55</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 2:04 PM</p> <p><b>Subject:</b> hwy 75</p> <p><b>Date:</b> Monday, February 6, 2006 4:27 PM</p> <p><b>From:</b> steve haims &lt;shaims@cox.net&gt;</p> <p><b>To:</b> &lt;rparsons@ketchumidaho.org&gt;</p> <p><b>Cc:</b> &lt;baird@ketchumidaho.org&gt;, &lt;ttracy@ketchumidaho.org&gt;, &lt;sshafran@ketchumidaho.org&gt;, &lt;rhall@ketchumidaho.org&gt;, &lt;Gwen.smith@itd.idaho.gov&gt;</p> <p><b>Conversation:</b> hwy 75</p> <p>Dear Ron et al,</p> <p><b>55-1</b> hope as part of your plan to revitalize Ketchum you will allow the IDOT to improve the Trail Creek Bridge and bring 4 lanes into and out of town. I think it would be a shame to do all that work and have Ketchum be the bottle neck. Maybe it is time to revisit the Second Ave. Extension to help move traffic out Warm Springs.</p> <p>As the build up of Main Street continues, a charming two lane bride, with questionable pedestrian safety, no longer makes sense. We are all very lucky to have the Rienhiemer Ranch as dedicated open space that really lends a rural feel to Ketchum.</p> <p><b>55-2</b> Although I applaud your effort to reduce vehicular traffic coming into town, I don't think the HOV lane is the answer. So much of the traffic heading is of a service nature and would be excluded from using said lane. Wouldn't it be better if traffic just flowed? Luckily, should an HOV be chosen and it doesn't work out it can revert to a simple 4-lane hiway.</p> <p>Good luck with your water bond issue, and thanks for excepting my comments.</p> <p>Sincerely, Steve Haims shaims@cox.net</p> <p style="text-align: center;">C-68</p> <p style="text-align: right;">Page 1 of 1</p>	<p>55-1</p> <p>55-2</p>	<p><b>Response to Comment</b></p> <p>The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.</p> <p>The Preferred Alternative includes reconstruction of the Trail Creek bridge. The bridge would be constructed to 4 lanes but striped initially to 3 lanes, based on Ketchum's preference referenced in the response to comment 44-1 above. This reconstruction was evaluated in the DEIS.</p> <p>Comment and alternative preference noted.</p>



	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 56</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 1:50 PM</p> <hr/> <p><b>Subject: Hwy 75 Public Comment</b>  <b>Date:</b> Monday, February 6, 2006 1:23 PM  <b>From:</b> David Kipping &lt;dkipping@mindspring.com&gt;  <b>To:</b> &lt;gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Hwy 75 Public Comment</p> <p style="text-align: right;">63</p> <p><b>Public Comment on Hwy 75 Timmerman to Ketchum</b></p> <p>56-1 I am in favor of improvement of the highway, providing 2 lanes in each direction, left turn lanes, and traffic signals at appropriate locations. I believe this improvement provides an opportunity to encourage public transportation as well as to provide better travel for private and commercial vehicles.</p> <p>I have studied the various alternatives and <u>I support Alternative 3 which includes an HOV lane</u>. Here are my reasons for supporting HOV travel:</p> <ul style="list-style-type: none"> <li>• I lived in the San Francisco Bay area for 30 years and observed major growth leading to increased traffic and eventually gridlock. As freeways were expanded, HOV lanes were added. They were heavily used although always moving faster than general traffic. The HOV lanes provided a major incentive to me and many of friends to change their driving behavior. <u>HOV lanes in California are a major success.</u></li> <li>• HOV lanes on Hwy 75 will be a real incentive to use public transportation (PEAK bus, expanded KART, etc). Not only is the cost less than driving a car, but <u>the rush hour trip will be faster</u> since the buses will be able to use the HOV lane.</li> <li>• The Wood River Valley is now dealing with public transportation on a regional basis and buses on the HOV lanes will be a strong argument for <u>additional Federal and state funding</u> for that effort. With more funding, there can be more buses and a variety of routes to serve the public.</li> <li>• School buses can also use the HOV lanes, shortening the time children spend on the bus.</li> </ul> <p>I also support other aspects of the highway improvement including maintaining the scenic byway, enhancing the entrances to the various communities, improving safety, slowing traffic growth, and minimizing congestion. Providing HOV lanes is a major tool to achieving these goals.</p> <p>Sincerely,</p> <p>David Kipping</p> <p>206 East Gulch Road  Indian Creek Ranch  Hailey, ID 83333  (208) 788-0071</p> <p style="text-align: center;">C-69</p> <p style="text-align: right;">Page 1 of 1</p>	<p>56-1</p>	<p>Alternative preference and comment noted.</p>



<p style="text-align: right;"><b>Letter 57</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 1:49 PM</p> <hr/> <p><b>Subject:</b> hurray for HOV!  <b>Date:</b> Monday, February 6, 2006 2:37 PM  <b>From:</b> Thia Konig &lt;thiakonig@sunvalley.net&gt;  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> hurray for HOV!</p> <p>57-1</p> <p>Finally! I've been trying to get this going for years! A HIGHLY enforced HOV!!!!</p> <p>If the bus could beat the traffic, then how great would that be. Or if you carpool, you'll get there faster.</p> <p>Pick up a friend, have time to pick up coffee, and still get there faster than if you would if you were alone.</p> <p>Thia</p> <p style="text-align: right;">C-70</p> <p style="text-align: right;">Page 1 of 1</p>	<p>Comment #</p>	<p>Response to Comment</p>
	<p>57-1</p>	<p>Alternative preference noted.</p>

<p style="text-align: center;"><b>Letter 58</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 1:49 PM</p>	Comment #	Response to Comment
<p><b>Subject:</b> Fw: new highway</p> <p><b>Date:</b> Monday, February 6, 2006 11:24 AM</p> <p><b>From:</b> MARIA DUDUNAKIS &lt;dudem44@msn.com&gt;</p> <p><b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;</p> <p><b>Conversation:</b> new highway</p> <p style="text-align: right;">65</p> <p>----- Original Message -----</p> <p><b>From:</b> MARIA DUDUNAKIS &lt;mailto:dudem44@msn.com&gt;</p> <p><b>To:</b> GwenSmith@idt.idaho.gov</p> <p><b>Sent:</b> Thursday, February 02, 2006 7:48 PM</p> <p><b>Subject:</b> new highway</p> <p>To whom it may concern:</p> <p>58-1 There is no doubt a serious problem with traffic from south valley to Ketchum/Sun Valley. I don't have all the answers, but one observation is the number of vehicles with one person in them heading from Hailey to Ketchum. Also, I would be curious the number of parents or students driving to schools from Hailey to Ketchum.</p> <p>It seems that as human beings change does not occur unless it causes us some discomfort. I am not sure that widening the highway or adding the commuter lane will make a big difference. There are too many people traveling this narrow valley that is the problem. I'm not sure there is a solution since we are accepting the continuous growth without a plan or consequence that really affects us dramatically.</p> <p>Thanks for reading, Maria</p> <p style="text-align: center;">C-71</p> <p style="text-align: right;">Page 1 of 1</p>	58-1	Comment noted.



<p style="text-align: center;"><b>Letter 59</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 1:49 PM</p>	Comment #	Response to Comment
<p><b>Subject:</b> HOV lanes in Blaine County  <b>Date:</b> Monday, February 6, 2006 11:12 AM  <b>From:</b> Vivian Ivie &lt;vivie@co.blaine.id.us&gt;  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> HOV lanes in Blaine County</p> <p>To Whom It May Concern:</p> <p><b>59-1</b> As A Bellevue City Commissioner, I am not in favor of the HOV lanes. My reasons are as follows:</p> <ol style="list-style-type: none"> <li>1. obstructs the lanes in the towns for people turning right</li> <li>2. How do police determine HOV traffic from people who are driving slower or turning?</li> <li>3. Snow accumulation in this lane is last to be removed in winter</li> </ol> <p><b>59-2</b> am in favor of busing throughout Blaine County, but believe we need park and ride lots and better bus stops to keep them out of the travel lanes. They already have the outside Lane stopped in several places in town for pickups.</p> <p>Vivian C. Ivie  Box 196  Bellevue, Idaho</p> <p style="text-align: center;">C-72 <span style="float: right;">Page 1 of 1</span></p>	<p>59-1</p> <p>59-2</p>	<p>Alternative preference noted.</p> <p>With the creation of a regional transportation authority, beginning in May 2006 and officially created as Mountain Rides in 2007, and in consultation with the Idaho Public Transportation Division of the Idaho Transportation Department, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year. This FEIS must not presuppose the results of this local planning process for transit infrastructure. When the need for and specific locations for park and ride lots, bull pullouts, and bust shelters have been identified by Mountain Rides through its planning process, implementation of them, including funding, any additional environmental clearances, and design and construction, will be coordinated through Mountain Rides and the Idaho Public Transportation Division of ITD.</p> <p>Bus pullouts are included in the Preferred Alternative at McKercher Boulevard, Buttercup Road, and Ohio Gulch. Bus pullouts consist of an extension of the 8-foot shoulder to 14-feet to accommodate buses. Additional pullouts could be incorporated into the final design of SH-75 once the transit planning noted in the response to Comment 59-1 above has occurred.</p>

<p style="text-align: center;"><b>Letter 60</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 2:07 PM</p>	<p style="text-align: center;">Comment #</p>	<p style="text-align: center;">Response to Comment</p>
<p> <b>Subject:</b> Hwy 75  <b>Date:</b> Tuesday, February 7, 2006 8:52 AM  <b>From:</b> tisajune &lt;tisajune@highstream.net&gt;  <b>Reply-To:</b> "tisajune" &lt;tisajune@highstream.net&gt;  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Hwy 75         </p> <p style="text-align: right;">67</p> <p>Dear Ms. Smith,</p> <p><b>60-1</b> As resident living on Hwy 75, a few miles south of Ketchum, I am impacted by whatever happens to the Hwy. Having 4 lanes where possible is of course the practical thing to do, with HOV lanes strictly observed. I still worry about noise, however, and impact on the surrounding environment and views.</p> <p>Is there any research on paving materials which might dampen traffic noise? And then what about where there is literally no room for 4 lanes? These are rhetorical questions of course.</p> <p>In short, I support HOV lanes, and also continued expansion of a public transport system, with parking areas to support pick-up/drop off places.</p> <p>Thank you for reading this e-mail.</p> <p>Tisa McCombs  12529 Hwy 75  Ketchum  ID 83340</p> <p style="text-align: center;">C-73 <span style="float: right;">Page 1 of 1</span></p>	<p>60-1</p>	<p>Alternative preference noted.</p> <p>There is on-going research on paving materials and their impact on traffic noise. Section 7.3 Commitments, page 7-12 of this FEIS commits ITD to examine the results of the Quiet Pavement Pilot Programs and their potential applicability and sustainability for SH-75 during final design as part of the pavement design process..</p> <p>Additional right-of-way will be required to reconstruct SH-75. A total of 134.25 acres will be acquired between US-20 and Elkhorn Road to accommodate the widening.</p> <p>With the creation of a regional transportation authority, beginning in May 2006 and officially created as Mountain Rides in 2007, and in consultation with the Idaho Public Transportation Division of the Idaho Transportation Department, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year. This FEIS must not presuppose the results of this local planning process for transit infrastructure. When the need for and specific locations for park and ride lots, bus pullouts, and bus shelters have been identified by Mountain Rides through its planning process, implementation of them, including funding, any additional environmental clearances, and design and construction, will be coordinated through Mountain Rides and the Idaho Public Transportation Division of ITD.</p> <p>Bus pullouts are included in the Preferred Alternative at McKercher Boulevard, Buttercup Road, and Ohio Gulch. Bus pullouts consist of an extension of the 8-foot shoulder to 14-feet to accommodate buses. Additional pullouts could be incorporated into the final design of SH-75 once the transit planning noted in the response to Comment 59-1 above has occurred.</p>

	Comment #	Response to Comment
<p>mhbtm/main: <b>Letter 61</b> 2/7/06 1:47 PM</p> <p></p> <p>Owen Smith,</p> <p>My wife and I was born and grow up here in the valley all our lives. SH- (93) 75 has been a big item when groups of people would gather and talk about it through the years of growing up here.</p> <p>I am 51 years old and have had the opportunity to work with the ITD on Hailey Main Street in the pass years. I am sure you folks are aware of what causes the traffic problems doing the work week between Bellevue and Ketchum.</p> <p><b>61-1</b> With the money power and politics of Ketchum and area around I. T. D. Has always back down when it come time to widen S.H.-75. I am and have been for project to widen the highway. It would make it safer to exit and enter S.H.-75 From side Roads or Streets and make the traffic flow smoother. We will still have the rage drivers that causes problems today no matter what is done but least with four or five lanes would allow our E. M. S. People can get up and down the highway safer and with room for drivers to give up the right of way for them. I support the widening of S.H.-75 from Timmerman to Ketchum. Even if the speed limit stay 55 M.P.H. Or it is lowered to 45 or 50 M.P.H. From Bellevue north to Ketchum. The driver will still push the speed limit up 55 or 60 M.P.H.</p> <p>So I hope the Environmental Study goes well for you folks and that we can get S. H.-75 widen in the near future.</p> <p>Sincerely,</p> <p>Stephen L. Dick 26 Shooting Star Lane Hailey, Idaho 83333</p> <p>FREE Emoticons for your email <a href="#">Click Here!</a></p> <p></p> <p>mhbtm/main: C-74 Page 1 of 1</p>	61-1	Support for widening SH-75 noted.

	Comment #	Response to Comment
<p style="text-align: right;"><b>Letter 62</b></p> <p style="text-align: right;">Tue, Feb 7, 2006 5:00 PM</p> <hr/> <p><b>Subject: Hwy 75 Project</b>  <b>Date:</b> Tuesday, February 7, 2006 4:52 PM  <b>From:</b> PEGTOMSV@aol.com  <b>To:</b> &lt;Gwen.Smith@itd.idaho.gov&gt;  <b>Conversation:</b> Hwy 75 Project</p> <p>62-1 I have a couple of suggestions as the last widening project was just a few years ago! It appears that was a government boondoggle -- complete with poor materials that caused stretches of roadway to be replaced; bridges that should have been widened then were only partially done; absolutely no improvement in traffic flow.</p> <p>I suggest:</p> <p>Top grade and proven contractor  Top grade materials  Burial of power lines - on this point there will have to be movement/replacement of current line so why not do the project correctly and completely to avoid future problems  Assurance that traffic flow will improve  Avoid destroying the gateway into Ketchum  Avoid making this part of the valley look like Vail (and if your architects/committee are not aware of the "cold" approach into Vail, I suggest a trip)</p> <p>Peggy Tierney  PO Box 645  Sun Valley, ID 83353</p> <p style="text-align: right;">69</p> <p style="text-align: right;">C-75</p> <p style="text-align: right;">Page 1 of 1</p>	62-1	<p>Section 7.2.10, pages 7-6 to 7-12 of this FEIS specify a number of construction mitigation measures that will address construction impacts on adjacent lands and on traffic during construction.</p> <p>The undergrounding of utilities is eligible for Federal-aid if certain criteria are met, as defined in the Program Guide, Utility Relocation and Accommodation on Federal-Aid Highway Projects, Sixth Edition, January 2003. This document can be accessed online at <a href="http://www.fhwa.dot.gov/reports/utilguid/">http://www.fhwa.dot.gov/reports/utilguid/</a>. Once the SH-75 project is funded for design and right-of-way acquisition, an analysis of the eligibility of SH-75 under this federal program will be investigated.</p> <p>The Idaho Statutes, Title 40 Highways and Bridges Chapter 9 Contracts – Bids, governs how contractors are selected. Section 40-902(3) states "Bids shall be opened publicly at the time and place specified in the advertisement and the contract let to the lowest responsible bidder ...". Construction contracts contain a list of specifications and mitigation requirements that govern how the work is to be performed and to what standard and quality.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 63</b></p> <p style="text-align: right;">71 pg. 1 of 2</p> <p>To: Idaho Transportation Department  From: Julie Dahlgren, 103 Garnet St., Ketchum, ID 83340 (P.O. Box 4402)  (208) 726-2505  Subj: Public Comment Highway 75 Improvement Project  Date: February 8, 2006</p> <p><b>63-1</b> My main concern is that the Mayor and Ketchum City Council has not taken a position as to what is best for the Highway 75 entrance from Elkhorn Rd. past Serenade Drive, over the Trail Creek Bridge, and through town. Diana Atkins (Parsons Binckerhoff) two years ago strongly suggested that the mayor and city council have a plan or ITD will make that decision for them.</p> <p>I have attended public meetings since the inception of improvements. My house is on the corner of Garnet St. and Highway 75. In my 18-year residency here I have been aware of traffic issues in my front yard.</p> <ol style="list-style-type: none"> <li>1) It is unsafe in winter to walk along the highway into town.</li> <li>2) It is moderately unsafe to walk or ride a bike into town in the summer.</li> <li>3) It is difficult to make a left hand (south bound) turn from any of the Gem streets, especially with tall winter berms.</li> <li>4) In 2005 three high-density condominium projects were built on the shoulders of Highway 75 within ½ mile of my house with no published traffic studies.</li> <li>5) In my opinion, other than in rush hours, construction related vehicles generate most traffic.</li> <li>6) The turn into Garnet Street from the southbound lane is dangerous in the winter because snow piles are left in front of the lift tower (Lift Tower Lodge). Drivers impatient to get home to Hailey and beyond either give a honk, a finger, or rage past on the right. My neighbor was rear-ended.</li> <li>7) A light was to be put in at Serenade Drive and Highway 75; however, mysteriously, that light ended up at River Street.</li> </ol> <p>I would like you to take into consideration these points.</p> <p><b>63-2</b></p> <ol style="list-style-type: none"> <li>1 The appearance of the entrance corridor should be of major importance. The engine of Ketchum is tourism. Let's make the entrance to the town calming and reflect the beauty of the area like it already is by the Reinheimer Ranch.</li> <li>2 Consider new traffic patterns for Ketchum, such as Highway 75 one way into town, 2<sup>nd</sup> Avenue one way out.</li> <li>3 Consider the influence of metered parking and park-and-ride lots in Ketchum. (Lot's of studies have been done on that).</li> <li>4 What happens when 4 lanes of traffic and an HOV lane reach the entrance of Ketchum? Where does the traffic go?</li> <li>5 Don't allow any high-density project on the highway without a traffic safety study.</li> <li>6 Always tie in snow removal with any additional lane or shoulder. It was just a few years ago that I had to snow blow a path so my daughter and neighborhood</li> </ol> <p style="text-align: center;">C-76</p>	<p>63-1</p> <p>63-2</p>	<p>The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.</p> <p>The City of Ketchum considered alternative traffic patterns in a transportation planning study but did not adopt any of its recommendations. The City also conducted a parking study, including paid parking and did not approve that parking concept.</p> <p>The potential conversion of McKercher Boulevard to Elkhorn to HOV operations is described in Section 2.4, page 2-18 of this FEIS. The northbound HOV lane would terminate at the existing traffic signal at Elkhorn Road. Traffic would continue northward on a 4-lane roadway to Serenade Lane, and transition to 3 lanes between Serenade Lane and River Street, per the decision referenced in response to Comment 63-1 above. Traffic would circulate on the existing roadway network.</p> <p>The City of Ketchum adopted a Downtown Master Plan in September 2006 that includes policies, guidelines and recommendations for pedestrian circulation, parking, and development. It also addresses gateway concepts at both the south and north entrances to Downtown Ketchum.</p> <p>Land use planning and approvals are a local mandate. ITD and FHWA do not have land use planning or approval authority.</p>

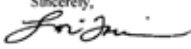
	Comment #	Response to Comment
<p style="text-align: right;">pg. 2 of 2</p> <p>kids could catch the bus to school without having to stand in the highway right-of-way.</p> <p>7 Reducing the speed limit at Serenade Drive to 25 mph to match other city speed limits.</p> <p>8 If sidewalks are build who will maintain them? This should be a Ketchum responsibility, not the homeowners who live on the highway.</p> <p>Since the traditional public hearing was cancelled I respectfully submit this memo to be added into public comment.</p> <p>Julie Slocum Dahlgren</p> <p style="text-align: center;">C-77</p>		<p>Section 7.3 Commitments, page 7-12 of this FEIS, include a commitment that ITD will continue working with each of the Cities of Ketchum, Sun Valley, Hailey and Bellevue to help determine, fund and implement SH-75 traffic calming and pedestrian improvements within the existing SH-75 right-of-way. This may include sidewalks and speed limit changes.</p> <p>Within the City of Ketchum, maintenance of sidewalks along SH-75 are the City's responsibility.</p>

	Comment #	Response to Comment
<p style="text-align: right;"><b>Letter 64</b></p> <p style="text-align: right;">Thu, Feb 9, 2006 8:07 AM</p> <p><b>Subject: Highway 75 improvements</b></p> <p><b>Date:</b> Wednesday, February 8, 2006 3:12 PM</p> <p><b>From:</b> Elise Lufkin &lt;elisel1@mindspring.com&gt;</p> <p><b>To:</b> Gwen Smith &lt;Gwen.smith@itd.idaho.gov&gt;</p> <p><b>Conversation:</b> Highway 75 improvements</p> <p style="text-align: right;">72</p> <p>Gwen Smith Idaho Department of Transportation</p> <p>64-1 I support HOV Alternative 3 for the following reasons:</p> <ol style="list-style-type: none"> <li>1. It provides an incentive for using carpools and public transportation</li> <li>2. It improves public safety on the highway</li> <li>3. It supports ITD's current funding of public transportation and rideshare programs in the Wood River Valley</li> <li>4. It reflects our community's transportation goals and policies</li> </ol> <p>Thank you for your consideration of this important issue.</p> <p>Elise Lufkin 101 Greenhorn Loop Ketchum, ID, 83340</p> <p style="text-align: center;">C-78</p> <p style="text-align: center;">Page 1 of 1</p>	64-1	Alternative preference noted.

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 65</b></p> <p style="text-align: right;">Thu, Feb 9, 2006 8:06 AM</p> <hr/> <p><b>Subject:</b> Hwy 75---finally got correct address  <b>Date:</b> Wednesday, February 8, 2006 1:50 PM  <b>From:</b> Lowie Graves &lt;emeralds@mindspring.com&gt;  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Hwy 75---finally got correct address</p> <p>73</p> <p><b>65-1</b></p> <p>Hello Gwen, I would like to support the HOV lane proposals outlined by Citizens for Smart Growth!!  I have a particular interest in proposed changes since my home is the first Log Home in the row just North of the Elkhorn traffic light!!!  The _address is 12694 Hwy 75_. Right now it is a pretty hazardous entry/exit for me because the _center lane _begins AFTER my driveway (going north) and I have to use the south bound LEFT turn lane for those turning up Elkhorn Road.  In checking the maps at the County Court House recently, I found that there are no proposed widening plans for the HWY at my address. I hope the HOV lane will serve to make my access safer!! Thank you for listening! Sincerely, Lois G. Graves</p> <p style="text-align: center;">C-79</p> <p style="text-align: right;">Page 1 of 1</p>	65-1	<p>Alternative preference noted.</p> <p>The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.</p>





	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 66</b></p> <p style="text-align: right;"><b>FEB 07 2006</b> 74</p> <p>Lori Takahashi P.O. Box 4133 Hailey, ID 83333</p> <p>Gwen Smith, ITD 3311 West State Street Box 7129 Boise, ID 83707</p> <p>February 7, 2006</p> <p>Dear Ms. Smith,</p> <p><b>66-1</b> I felt compelled to write in order to make my feelings known on the expansion of Highway 75 from Timmerman Hill to Ketchum, ID. While I agree that more lanes are necessary to accommodate the large volume of traffic on Highway 75, I oppose any HOV lanes. The reason I do not support HOV lanes is that I believe they are in large part an unused resource. It would be far better to accommodate the flow of commuter traffic than to try and modify the commuter's driving habits. The work force in this valley that use Hwy 75 day in and day out are mainly laborers that work for small companies such as construction firms. The workers need their automobiles to transport themselves and their tools to their ever changing work locations. Carpooling really is not an option for most workers here for a few reasons. Carpooling takes extra time. It cuts down on flexibility after work for things such as running errands, socializing, exercising, etc. because you must now consider your fellow riders. The workforce in Ketchum and surrounding areas do not work shifts such as those that would be found in industrial cities that have large factories. Therefore the hours worked are variable and do not make carpooling appealing.</p> <p><b>66-2</b> I have spent many years in Southern California and have witnessed HOV lanes. In large part these HOV lanes go unused while the other lanes are jammed full of one occupant vehicles. I consider this a great waste of real estate and resources--especially when you consider that Highway 75 will not have 3 or 4 lanes of traffic in each direction in addition to HOV lanes. We need additional lanes for traffic that will deal in reality and serve to move cars during peak hours. Design the expansion of Hwy 75 for additional lanes that can in the future be designated HOV lanes.</p> <p><b>66-3</b> Another idea that does work can be seen on the Coronado Bridge in San Diego California. There is a physical barrier that can be moved to accommodate the flow of traffic. They nickname this barrier <i>the zipper</i>. The addition of a reversible lane during rush hours to move cars in a safe manner does help immensely. Perhaps an idea like this can be studied.</p> <p><b>66-4</b> I am not opposed to carpooling. I think it is a fine idea. However, I do not think the "build it and they will use it" mindset will work here. It just does not make sense in a narrow valley with harsh winter driving conditions and a workforce that is not dominated by large corporations that do shift work. We can't afford the real estate to devote to HOV lanes. It just doesn't deal with our reality.</p> <p><b>66-5</b> Market conditions will make carpooling sexy. When gasoline costs \$3.00 per gallon and upwards, perhaps more people will want to share the expense and ride together. At that time, HOV lanes can be designated. But until needed, HOV lanes are frivolous.</p> <p>Sincerely, </p> <p style="text-align: center;">C-80</p>	<p>66-1</p> <p>66-2</p> <p>66-3</p> <p>66-4</p> <p>66-5</p>	<p>Alternative preference noted.</p> <p>Section 2.4, page 2-18 of this FEIS describes the potential conversion to HOV operations between McKercher Boulevard and Elkhorn Road.</p> <p>Reversible lanes were considered early in the EIS process as part of alternatives development but this initial alternative was not advanced for the following reasons. There is a high potential for driver confusion and accidents resulting from traffic entering from driveways and cross streets. To maintain access from the over 100 access points between Hailey and Ketchum, an additional lane would be required to accommodate turning movements. Winter conditions would make lane markings difficult to see and increase the accident risk.</p> <p>Comment noted.</p> <p>Comment noted.</p>

<p style="text-align: center;"><b>Letter 67</b></p> <p style="text-align: right;">Thu, Feb 9, 2006 4:31 PM</p>	Comment #	Response to Comment
<p><b>Subject:</b> Hwy 75 north of Route 20  <b>Date:</b> Thursday, February 9, 2006 3:11 PM  <b>From:</b> john.k.dean@accenture.com  <b>To:</b> &lt;gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Hwy 75 north of Route 20</p> <p style="text-align: right;">75</p> <p>Hi,</p> <p>I would like to comment on proposed improvements to Highway 75 north of Route 20 through Bellevue, Hailey, Ketchum, and potentially all the way to Galena.</p> <p><b>67-1</b> believe it is critical that any improvements to the highway include making the highway safer for bicyclists. Therefore, I strongly endorse having wide, 8-foot shoulders wherever possible. I also strongly endorse painting the international symbol for bicycle on the road at regular intervals, all the way from Route 20 through Ketchum, and potentially all the way to Galena. I recommend the bicycle symbols be centered on the white line marking the shoulder, to indicate that bicycles have the right to use not only the shoulder, but also the traffic lane itself.</p> <p><b>67-2</b> To supplement the bicycle stencils on the pavement, I would like to suggest that signs be placed along the highway at regular intervals notifying car drivers that they are in a "bike-friendly community" and asking them to "share the road" with bicycles.</p> <p><b>67-3</b> Lastly, I would like to request that the Blaine County Recreation District be able to work closely with the Idaho Transportation Department regarding intersections and tunnels where Highway 75 and the Wood River Trails System (also known as "the bike path") come together. For example, if earth-moving work is going to be done as part of the planned highway improvements at such intersections, I would like to request that the Blaine County Recreation District be able to partner with ITD to make critical safety improvements to the intersection and/or tunnel at the same time.</p> <p>Thank you,  John K. Dean  1510 Heroic Dr.  Hailey, ID 83333</p> <p>This message is for the designated recipient only and may contain privileged, proprietary, or otherwise private information. If you have received it in error, please notify the sender immediately and delete the original. Any other use of the email by you is prohibited.</p> <p style="text-align: center;">C-81 <span style="float: right;">Page 1 of 1</span></p>	<p>67-1</p> <p>67-2</p> <p>67-3</p>	<p>During final design of SH-75, placement of appropriate signage and pavement markings will be determined and incorporated into the construction plans.</p> <p>See previous response.</p> <p>Coordination with the Blaine County Recreation District occurred during May 2006 to obtain their input on the pedestrian underpasses. Additional coordination will occur as part of ITD's commitment to continue working with Blaine County and other local jurisdictions.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 68</b></p> <p style="text-align: right; margin-right: 100px;">76 page 1 of 2</p> <p><b>2-13-06</b></p> <p><b>Gwen Smith</b> Idaho Transportation Department <a href="mailto:Gwen.Smith@ITD.idaho.gov">Gwen.Smith@ITD.idaho.gov</a></p> <p><b>Subject: Ketchum to Timmerman Highway Project</b></p> <p><b>Hello Gwen,</b></p> <p><b>68-1</b> I am completely in support of the Highway improvement project, and at this point I would lean towards the #2 Alternative of four lanes with a center turn lane.</p> <p><b>68-2</b> More importantly there is a great opportunity here to dramatically improve the pedestrian and bicycle environment in and around our communities. Please consider the following points that I have listed as your projects go forward, it would be a crime to not also improve the transportation opportunities for pedestrian and bicycle commuters as an integral part of the highway projects.</p> <ol style="list-style-type: none"> <li>1. At a minimum there should be 8' (8 foot) shoulders outside the fog line, to be utilized by more aggressive cyclists and or a motorist who needs to pull over and change a tire.</li> <li>2. We need a comprehensive signage program to let the motorists know that we are a cycle friendly community, and that there will be cyclists out on the highway.</li> <li>3. The existing bike path tunnels at East Fork, the Hospital area, and the Elkhorn intersection desperately need some improvements. With the widening of the highway it gives us all an opportunity to correct the sight alignments and grading in and out of the tunnels, thereby improving some very marginal safety issues.</li> <li>4. As the Boulder Flats highway project north of the SNRA headquarters building begins to take shape, there also should be an automatic improvement of the highway shoulders and signing going North of Ketchum.</li> <li>5. Highway 75 is a scenic corridor with enormous recreational opportunities, so the continued improvement of the shoulders outside of the fog line should be constantly evolving.</li> </ol> <p style="text-align: center;">C-82</p>	<p>68-1</p> <p>68-2</p>	<p style="text-align: center;"><b>Response to Comment</b></p> <p>Alternative preference noted.</p> <p>The Preferred Alternative includes 8-foot shoulders between US-20 and Elkhorn Road that can be used by bicyclists.</p> <p>During final design of SH-75, placement of appropriate signage and pavement markings will be determined and incorporated into the construction plans.</p> <p>Improvements to the existing bike path tunnels are outside the scope of the SH-75 project.</p> <p>The relocation of SH-75 and the Harriman Trail in the vicinity of Boulder Flats arises from the need to provide mitigation for wetland losses and is not in and of itself an objective of the SH-75 project. The mitigation concept that was developed is a refinement of one proposed by the U.S. Forest Service (USFS) and the Sawtooth National Recreation Area (SNRA) for many years. However, the wetland mitigation concept provided an opportunity to eliminate at-grade crossings of SH-75 at two locations of the Harriman Trail.</p> <p>The Harriman Trail is located within the SNRA and is under the jurisdiction of the USFS. ITD coordinated with the SNRA and the USFS to identify the location of both the proposed relocated SH-75 and the relocated Harriman Trail. SNRA and USFS wished to maintain the existing cross-section for SH-75 to minimize natural and cultural resource impacts and to maintain continuity of the design through the SNRA. As a result, the reconstruction of SH-75 through Boulder Flats will incorporate 6-foot shoulders.</p> <p>Neither the USFS, SNRA nor ITD have plans to reconstruct other portions of SH-75 that would provide an opportunity to construct 8-foot shoulders between the SNRA headquarters and Galena Summit.</p>

	Comment #	Response to Comment
<p style="text-align: right;">pg. 2 of 2</p> <p><b>Blaine County Recreation District is currently hosting a task force on bike and pedestrian trail issues throughout our valley, and would look forward to helping you in this process whenever possible.</b></p> <p><b>Thanks for considering the future of pedestrian and bicycle transportation in your plans for Highway 75, they are equally important components in the transportation mix.</b></p> <p><b>Eric Rector</b>  <b>208-788-2093</b></p> <p style="text-align: center;">C-83</p>		<p>Coordination with the Blaine County Recreation District occurred during May 2006 to obtain their input on the pedestrian underpasses. Section 7.3 Commitments of the FEIS includes a commitment that ITD will consult with local communities.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 69</b></p> <p style="text-align: center;">77 pg. 1 of 2</p> <p><b>2-13-06</b></p> <p><b>Gwen Smith</b> Idaho Transportation Department <a href="mailto:Gwen.Smith@ITD.idaho.gov">Gwen.Smith@ITD.idaho.gov</a></p> <p><b>Subject: Ketchum to Timmerman Highway Project</b></p> <p><b>Hello Gwen,</b></p> <p><b>I served for twenty years on the board of Blaine County Recreation, I have owned and operated an Outdoor Specialty Retail Store here in Ketchum for 30 years, and have been a resident of Blaine County for thirty six years.</b></p> <p><b>69-1 I am completely in support of the Highway improvement project, and at this point I would lean towards the #2 Alternative of four lanes with a center turn lane.</b></p> <p><b>69-2 More importantly there is a great opportunity here to dramatically improve the pedestrian and bicycle environment in and around our communities. Please consider the following points that I have listed as your projects go forward, it would be a crime to not also improve the transportation opportunities for pedestrian and bicycle commuters as an integral part of the highway projects.</b></p> <ol style="list-style-type: none"> <li><b>1. At a minimum there should be 8' (8 foot) shoulders outside the fog line, to be utilized by more aggressive cyclists and or a motorist who needs to pull over and change a tire.</b></li> <li><b>2. We need a comprehensive signage program to let the motorists know that we are a cycle friendly community, and that there will be cyclists out on the highway.</b></li> <li><b>3. The existing bike path tunnels at East Fork, the Hospital area, and the Elkhorn intersection desperately need some improvements. With the widening of the highway it gives us all an opportunity to correct the sight alignments and grading in and out of the tunnels, thereby improving some very marginal safety issues.</b></li> <li><b>4. As the Boulder Flats highway project north of the SNRA headquarters building begins to take shape, there also should</b></li> </ol> <p style="text-align: center;">C-84</p>	<p>69-1</p> <p>69-2</p>	<p><b>Response to Comment</b></p> <p>Alternative preference noted.</p> <p>The Preferred Alternative includes 8-foot shoulders between US-20 and Elkhorn Road that can be used by bicyclists.</p> <p>During final design of SH-75, placement of appropriate signage and pavement markings will be determined and incorporate into the construction plans.</p> <p>Improvements to the existing bike path tunnels are outside the scope of the SH-75 project.</p> <p>The relocation of SH-75 and the Harriman Trail in the vicinity of Boulder Flats arises from the need to provide mitigation for wetland losses and is not in and of itself an objective of the SH-75 project. The mitigation concept that was developed is a refinement of one proposed by the U.S. Forest Service (USFS) and the Sawtooth National Recreation Area (SNRA) for many years. However, the wetland mitigation concept provided an opportunity to eliminate at-grade crossings of SH-75 at two locations of the Harriman Trail.</p> <p>The Harriman Trail is located within the SNRA and is under the jurisdiction of the USFS. ITD coordinated with the SNRA and the USFS to identify the location of both the proposed relocated SH-75 and the relocated Harriman Trail. SNRA and USFS wished to maintain the existing cross-section for SH-75 to minimize natural and cultural resource impacts and to maintain continuity of the design through the SNRA. As a result, the reconstruction of SH-75 through Boulder Flats will incorporate 6-foot shoulders.</p> <p>Neither the USFS, SNRA nor ITD have plans to reconstruct other portions of SH-75 that would provide an opportunity to construct 8-foot shoulders between the SNRA headquarters and Galena Summit.</p>

	Comment #	Response to Comment
<p style="text-align: right;">pg. 2 of 2</p> <p>be an automatic improvement of the highway shoulders and signing going North of Ketchum.</p> <p>5. Highway 75 is a scenic corridor with enormous recreational opportunities, so the continued improvement of the shoulders outside of the fog line should be constantly evolving.</p> <p>Blaine County Recreation District is currently hosting a task force on bike and pedestrian trail issues throughout our valley, and would look forward to helping you in this process whenever possible.</p> <p>Thanks for considering the future of pedestrian and bicycle transportation in your plans for Highway 75, they are equally important components in the transportation mix.</p> <p>Respectfully, Bob Rosso <a href="mailto:brosso@elephantsperch.com">brosso@elephantsperch.com</a> 208-726-3497</p> <p style="text-align: center;">C-85</p>		<p>Coordination with the Blaine County Recreation District occurred during May 2006 to obtain their input on the pedestrian underpasses. Section 7.3 Commitments of the FEIS includes a commitment that ITD will consult with local communities.</p>

<p style="text-align: center;"><b>Letter 70</b></p> <p style="text-align: right;">Wed, Feb 15, 2006 10:43 AM</p> <hr/> <p><b>Subject:</b> ITD  <b>Date:</b> Monday, February 13, 2006 10:54 AM  <b>From:</b> Baird Gourlay &lt;baird7@cox.net&gt;  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> ITD</p> <p style="text-align: right;">75</p>	<p style="text-align: center;">Comment #</p>	<p style="text-align: center;">Response to Comment</p>
<p>70-1 From Elkhorn to Downtown, I'd like to look into a three lane (center turn lane) scenario w/ sidewalks after the ranch. HOV, parking, carpooling and public transit need to be encouraged.  Baird Gourlay (Ketchum City Council)</p> <p style="text-align: center;">C-86</p> <p style="text-align: right;">Page 1 of 1</p>	<p>70-1</p>	<p>The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.</p>



	Comment #	Response to Comment
<p style="text-align: right;"><b>Letter 71</b></p> <p style="text-align: right;">Wed, Feb 15, 2006 10:38 AM</p> <hr/> <p><b>Subject:</b> HWY 75  <b>Date:</b> Monday, February 13, 2006 9:48 PM  <b>From:</b> Party of Ford &lt;partyofford@cox-internet.com&gt;  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> HWY 75</p> <p>71-1 Help us out, we need 4 lanes the whole way with on and off ramps instead of stoplights to keep traffic flowing.  Thank you, Nanette Ford  p.o. box 1666 Ketchum</p> <p style="text-align: right;">79</p> <p style="text-align: right;">Page 1 of 1</p> <p style="text-align: right;">C-87</p>	<p>71-1</p>	<p><b>Response to Comment</b></p> <p>The Preferred Alternative includes two through lanes in each direction from south Bellevue through to River Street. From US-20 to South Bellevue, the Year 2025 traffic volumes warrant a 3-lane cross-section (1 lane in each direction with a center turn lane) and passing lanes.</p> <p>The use of on and off ramps was considered in the DEIS. On and off ramps would require a grade-separated interchange. Section 2.6.2, pages 2-13 through 2-16 of the DEIS (included as Appendix D of this FEIS) describe the analysis of interchanges. They were not advanced into the DEIS based on substantially higher right-of-way requirements, higher costs, higher impacts on adjacent properties and natural resources, and visual impact. The predicted year 2025 traffic volumes at all SH-75 intersections can be adequately handled using at-grade intersections with signals at key locations as defined in the Preferred Alternative.</p>

**Letter 72**

Parsons Brinckerhoff  
Commerce Park  
488 East Winchester Street, Suite 400  
Murray, UT 84107

Attn: Diana Atkins

Project: SH-75 Timmerman to Ketchum  
Project No. 22669A

Dear Ms. Atkins:

Thank you for the large scale plot map of the area requested. We appreciate your assistance.

72-1

In looking at the maps, we are concerned about the area north of Baseline Road. We have a pivot on 160 acres north and adjacent to Baseline Road, east of SH 75. This circle pivot reaches just inside the current property fenceline along SH 75. We did not install the customary end gun on the pivot because it would spray over the highway. Moving the highway to the east at all would not allow the pivot to complete its circle. Shortening the pivot would leave more land unirrigated in the remainder of the circle.

Also there is a holding pond and pump station along this eastern boundary of SH 75. Any change in the highway to the east in this area would remove this irrigation system.

Your attention to this area would be appreciated.

Sincerely,



A.W. Molyneux

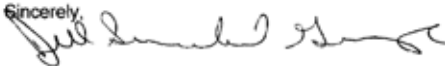
John Molyneux  
10407 Highway 75  
Bellevue, ID 83313

**Comment #**

72-1

**Response to Comment**

Once the EIS process is completed, ITD will begin final design and begin negotiations with individual landowners. At that time the specific needs of each landowner will be determined and appropriate compensation negotiated in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended.

	Comment #	Response to Comment
<p>COLIN R. GEORGE, JILL SMIEKEL GEORGE 39754 N. 98 TH. WAY SCOTTSDALE, AZ 85262</p> <p><b>Letter 73</b></p> <p><b>FEB 1 5 2006</b></p> <p>PHONE: 480 488 2664 FAX: 480 488 2664 E MAIL: JLSM@AOL.COM</p> <p>DEIS February 13, 2006</p> <p>Dear Gwen,</p> <p><b>73-1</b></p> <p>We live in Starweather a community along Hwy 75 between Hailey and Ketchum. We are there in the summers. Our concern is the noise from the widening of Hwy 75. We are near the river and have a nice acre lot in the trees. But, it now sounds like a freeway is next to us.</p> <p>In Arizona they have covered some of their freeways with a new rubberized asphalt that greatly reduces the noise from the cars and trucks on the road. Is this a possibility up in Idaho?</p> <p>Thank you for your time.</p> <p>Sincerely,  Jill Smiekel-George 39754 N. 98<sup>th</sup> Way Scottsdale, AZ 85262</p> <p>C-89</p>	<p>73-1</p>	<p>Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>A total of 13 locations in the residential community east of SH-75 between Ohio Gulch and Timber Way were measured and analyzed for existing and future noise levels, including locations in south Woodside.</p> <p>These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>The additional noise analysis did not show that existing or predicted future noise conditions warrant noise abatement in addition to what was discussed in the DEIS.</p> <p>The predicted noise levels from SH-75 do not approach or exceed the FHWA Noise Abatement Criteria of 67 dBA and noise mitigation in this area is therefore not warranted under Federal regulations.</p> <p>Section 7.3 Commitments, pages 7-12 and 7-13, of this DEIS commits ITD to examine the results of the Quiet Pavement Pilot Programs and their potential applicability and sustainability for SH-75 during final design as part of the pavement design process.</p>

<p style="text-align: center;"><b>Letter 74</b></p> <p style="text-align: right;">Thu, Feb 16, 2006 10:33 AM</p>	Comment #	Response to Comment
<p><b>Subject:</b> Highway 75  <b>Date:</b> Thursday, February 16, 2006 9:36 AM  <b>From:</b> Dave Shotswell &lt;dave.shotswell@haileycityhall.org&gt;  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Highway 75</p> <p>82</p> <p>74-1 The only things that concern me about the proposal is the idea of a HOV lane. I have been driving from Shoshone to Hailey for over four years now, and the problem I have seen is traffic that will not even drive the posted speed limit. I would propose two lanes in each direction or passing areas between timmerman hill and Bellevue and then possibly Hov lanes between Hailey &amp; Ketchum. The other thing to take into consideration would be the fact that at this time there is a school bus that stops traffic on the highway at several points between highway 20 &amp; Bellevue every morning. To me that's dangerous, especially on snowy/ icy days. A turnout for the bus should be considered. Thanks, Dave Shotswell, City of Hailey wastewater treatment plant maint.</p> <p style="text-align: center;">C-90</p> <p style="text-align: right;">Page 1 of 1</p>	74-1	<p>During the development of possible alternatives, a 4-lane section from US-20 to Gannett Road was considered but was questioned by the Environmental Protection Agency as it would have extensive impacts on natural wetlands. Additional traffic analysis was conducted and it was determined that a 3-lane section plus passing lanes in this segment of SH-75 would safely accommodate future year 2025 traffic. This narrower cross-section would reduce the impact on natural wetlands, relative to a 4-lane cross-section.</p> <p>Passing lanes between US-20 and Gannett Road are included in the Preferred Alternative.</p> <p>Section 2.4, page 2-18 of this FEIS, describes the potential conversion of McKercher Boulevard to Elkhorn Road to HOV operations.</p>


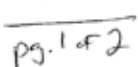


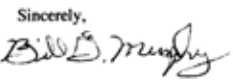

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 76</b></p> <p style="text-align: right;">Tue, Feb 21, 2006 8:15 AM</p> <p><b>Subject: FW: Comment on Proposed Changes - SH-75 DEIS</b>  <b>Date:</b> Monday, February 20, 2006 5:18 PM  <b>From:</b> Atkins, Diana &lt;Atkins@pbworld.com&gt;  <b>To:</b> Gwen Smith &lt;Gwen.Smith@itd.idaho.gov&gt;  <b>Conversation:</b> Comment on Proposed Changes - SH-75 DEIS</p> <p>Gwen, please add this to the official comments received on the DEIS. It came directly to me.</p> <p>I will send an acknowledgement to them.</p> <p>Thanks.</p> <p>-----Original Message-----  <b>From:</b> Premier Construction [mailto:premierconst@sunvalley.net]  <b>Sent:</b> Monday, February 20, 2006 4:10 PM  <b>To:</b> Atkins, Diana  <b>Subject:</b> Comment on Proposed Changes</p> <p>Dear Planner,</p> <p><span style="border: 1px solid black; padding: 0 2px;">76-1</span> In response to the proposed expansion plan for SH-75, we are opposed to the widening of the highway to the west side. We live at 101 Alturas Drive, which sits directly adjacent to the highway. A closer road may significantly decrease not only our family's quality of life, but also the property value. This is unfair to us as land owners. A more practical approach would be to expand toward the east side of the highway, where there is expansive unoccupied space. Thank you for your consideration of our position.</p> <p>Sincerely,</p> <p>Ryan Kyle and Sadie Hopkins</p> <p>Premier Construction Company  Tenth Street Center, Suite B-13  Post Office Box 18</p> <p style="text-align: center;">C-92</p> <p style="text-align: right;">Page 1 of 2</p>	<p>76-1</p>	<p>The alignment of SH-75 is shifted to the east, as shown in Volume II of the DEIS, Figures II-71 to II-74.</p>

	Comment #	Response to Comment
<p data-bbox="205 289 527 402"> Ketchum, Idaho 83340  Phone: 208.726.4447  Fax: 208.726.4496  premierconst@sunvalley.net  www.premierconstructioncompany.net </p> <p data-bbox="926 289 1062 326"><i>pg. 2 of 2</i></p> <p data-bbox="596 1360 630 1377">C-93</p> <p data-bbox="968 1354 1050 1370">Page 2 of 2</p>		

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 77</b></p> <p style="text-align: right;">Tue, Feb 21, 2006 8:14 AM</p> <p><b>Subject:</b> Hwy 75 public comment from Chris Leman  <b>Date:</b> Monday, February 20, 2006 11:35 PM  <b>From:</b> Leman &lt;2lemans@cox.net&gt;  <b>To:</b> &lt;gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> Hwy 75 public comment from Chris Leman</p> <p>Dear Ms. Smith,  I respectfully submit the following comments regarding the proposed improvements to Highway 75 in Blaine County.</p> <p><b>77-1</b> First and foremost - I support 8 foot wide bicycle shoulders along the entire length of the Highway 75 corridor from Route 20 to Galena Lodge.</p> <p><b>77-2</b> 2. I would like to see a highway sign program identifying the highway as a shared corridor for motorists and bicyclists. I would like to see signs which encourage a sharing of the road.</p> <p><b>77-4</b> 3. Please revisit the proposed locations of pedestrian tunnels and site them to improve linkages to the Wood River Trail system and to best accommodate our residents and projected populations. I would also ask the ITD to study the safety of any existing tunnel alignments as your work moves forward. Some of the tunnel entrances are not safe and need attention.</p> <p><b>77-5</b> 4. I understand that the highway may be realigned through the Boulder Flats area/Phantom Hill area. There should be enough distance between the highway and the Harriman Trail to keep snowplow debris from landing on the trail. Also, To allow for maximum parking, the parking area at Phantom Hill/Boulder Flats should be sufficient in design and size to allow for adequate plowing and snow storage.</p> <p>Thank you for the opportunity to comment on the proposed changes to Highway 75.</p> <p>Sincerely,  Chris Leman  Box 3631  Ketchum, ID 83340  (208) 726-2948  2lemans@cox.net</p> <p style="text-align: center;">C-94</p> <p style="text-align: right;">Page 1 of 1</p>	<p>88</p> <p>77-1</p> <p>77-2</p> <p>77-3</p> <p>77-4</p>	<p>The Preferred Alternative includes an 8-foot shoulder from US-20 to Elkhorn Road. The City of Ketchum selected a 4-lane cross-section from those considered in the DEIS for the segment from Elkhorn Road to River Street. This cross-section was evaluated in the DEIS. There is insufficient existing right-of-way through this area to provide an 8-foot shoulder through this section of SH-75.</p> <p>During final design of SH-75, placement of appropriate signage and pavement markings will be determined and incorporate into the construction plans.</p> <p>The location of pedestrian underpasses was reviewed as part of this FEIS. The results are documented in Section 2.2.2, page 2-10 of this FEIS.</p> <p>Comment noted. During final design of the relocated SH-75 and Harriman Trail and the associated parking lot, adequate snow storage will be taken into consideration.</p>



	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 78</b></p> <div style="text-align: right;">   <b>FEB 21 2006</b>   </div> <p>121 Treasure Lane P.O. Box 1635 Hailey, ID 83333 208-788-1286</p> <p>February 16, 2006</p> <p>Public Involvement Coordinator P.O. Box 7129 Boise, ID 83707</p> <p><b>RE: Highway 75 Timmerman to Ketchum DEIS, Project STP-F-2392 (035)</b></p> <p>We are property owners alongside Highway 75 in the Treasure Lane neighborhood north of Hailey. We have actively participated in the NEPA review of highway expansion impacts being conducted by the ITD and attended the January 26, 2006 public hearing regarding the DEIS. We are submitting the following comments regarding this project for your consideration, and for the official public record.</p> <p>ITEM 1) We support the DEIS plans for an alignment shift east in the project area near our neighborhood. This modification will not adversely impact undeveloped properties to the east, while avoiding unnecessary impacts to existing homeowners to the west of the highway. We would vigorously oppose any change from this plan as currently shown.</p> <p><b>78-1</b></p> <p>ITEM 2) The project analysis and design should include a noise barrier for the Treasure Lane subdivision. No barrier was considered due to modeling projections indicating post-construction levels of 62 dBA, 4 dBA's short of the State's abatement requirements. <b>A noise barrier is warranted for study, and appears to meet all of the State's tests for "reasonableness," including benefited receptors, cost effectiveness, and local concerns.</b> We believe the rationale for not studying a noise barrier at this location, based on a minor dBA difference, is fundamentally flawed due in part to the following:</p> <p><b>78-2</b></p> <p>a) The DEIS Noise Technical Report, page 11, states that the Traffic Noise Model (TNM) estimate is only capable of being within 2 dBA of measured levels for the <b>current</b> peak hour noise level. A modeled estimate of future conditions always contains a wider margin of error due to the difficulty of projecting numberable variables. Independent nationwide tests have indicated actual highway noise conditions, measured post-construction, are frequently 2-5 dBA's outside the number originally projected by the TNM. <u>Impacts to this neighborhood should be considered at the State's level requiring abatement, given the models' inherent margin of error.</u></p> <p>Additionally, Site 17a at Treasure Lane was modeled and calibrated at separate locations, introducing additional variability. (page 11, Noise Technical Report)</p> <p>b) The noise measurements for the analysis were taken during the summer months. Sound propagation can be profoundly influenced by changes in humidity, temperature, vegetation, and atmospheric pressure. Studies have shown a variability of 20 dBA is not uncommon between seasons, with winter nighttimes yielding the highest dBA readings. (in the absence of fresh snow) <u>The noise analysis failed to accurately represent the full range of current conditions, thus distorting modeled project impacts to reflect a probable bias for underestimation.</u></p> <p>c) Parsons Brinkerhoff consultants have stated that the proposed highway expansion design by Treasure Lane is engineered for an operational speed of 50 mph, acknowledging actual travel speed exceeds posted speed. The Traffic Noise Model departs from the engineered design criteria by modeling impacts at 45 mph posted speeds. <u>Design and review must use consistent criteria in the DEIS analysis. The noise model must be rerun at 50 mph projected speeds or risk being indefensibly arbitrary.</u></p> <p style="text-align: center;"><small>C-95</small></p>	<p>78-1</p> <p>78-2</p>	<p>Comment noted.</p> <p>Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>The noise analysis was done for existing conditions, future No-Build and future year 2025 with the reconstructed SH-75. The existing conditions used 55 mile per hour posted speed, the future Alternative 1 No Build and Alternatives 2 and 3 used 45 miles per hour, consistent with the assumptions elsewhere in the DEIS and FEIS. The <i>design speed</i> that was the basis for the engineering is 50 miles per hour. That is the speed that the proposed improvements are designed for, not the posted speed.</p> <p>Section 5.7.2.1. on page 5-9 presents additional modeling and analysis conducted for the Treasure Lane area to determine whether a 6-foot high wall would provide noise attenuation. A total of 5 locations were used to assess noise impacts and effects of attenuation, as shown in Table 5.7-2, page 5-9. Although a 6-foot wall would provide some attenuation and comply with the Blaine County berm ordinance, it would not be eligible for funding by FHWA as a noise barrier under the federal regulations.</p> <p>The additional noise analysis did not show that existing or predicted future noise conditions warrant noise abatement in addition to what was discussed in the DEIS.</p>

	Comment #	Response to Comment
<p style="text-align: right;">pg 2 of 2</p> <p>d) ITD's Environmental Process Manual requires noise testing to include the closest residence to the roadway. This does not appear to have been the location of either of the noise receptors for Treasure Lane. Testing procedures appear to have not followed internal ITD policy.</p> <p>ITEM 3. We support the inclusion of a pedestrian underpass as shown in the DEIS plans for the north end of Treasure Lane. An underpass in this vicinity could also be designed to reduce the large number of collisions between vehicles and wildlife. <u>The DEIS acknowledges the area north of Hailey as a "hot spot" for wildlife crossing, and should go further to explicitly link an underpass in this area to wildlife habitat improvement.</u></p> <p>ITEM 4. We support the inclusion of a pedestrian underpass as shown in the DEIS plans for the north end of Treasure Lane but are unclear regarding responsibilities for linking the underpass to the community bike path. The DEIS presents a functioning pedestrian underpass as an integral part of the overall project, laying claim to a net social benefit due to its presence and operation.</p> <p>ITD has previously indicated in personal correspondence that, "...the community would work independently of the NEPA process and work with the major land owners...to develop ways to extend accessibility of the pedestrian underpass to a broader residential community. Secondly, through the development process, Blaine County will obtain an easement through the property on the east side of the highway to construct a pathway from the underpass to the bike path." (Carnohan, 2003)</p> <p><u>With regard to a pedestrian underpass, please revise the DEIS to clarify responsibilities for funding both construction and right-of-way purchase (if needed) linking the bike path and the underpass. The DEIS should also include a written statement of support from local government entities recognizing their role in implementation.</u> Both items appear necessary for the DEIS to present the underpass as a functional design element yielding a net social benefit.</p> <p>The current DEIS project plan does not recognize that pedestrian access through the north border of Coyote Bluff subdivision, on the east side of the highway, is an existing reservation that the underpass design could perhaps incorporate and tier to. This further indicates a need for closer coordination between local government and the State on this project.</p> <p>We have gone on record supporting the purpose and need for Highway 75 improvements. We are also on record for advocating that these improvements do not diminish the enjoyment of our property but are instead designed to ensure our neighborhood is safe and livable. The alignment has been shifted east eliminating the need to take additional property in our backyards. The project design in this neighborhood also proposes lowering the speed limit, which should help compensate for residential area impacts. We are concerned however, that the State has failed to adequately consider adverse impacts to the residential community of Treasure Lane, a decision that may ultimately prove costly. <u>If either the current noise levels readings, or the modeled results are off, even slightly, its likely that the project will face remedial actions at substantially greater costs than had they been incorporated into the original design.</u> This would be bad for the homeowners and bad for the State.</p> <p><b>Compatible growth and development within existing residential use is essential.</b> We trust our State and local leaders want the ITD to take reasonable steps to protect our homes and the residential character of the neighborhood. A five-lane highway next to our homes, without an effective barrier, may significantly diminish our property use and value under current residential zoning. We look for a revised design, including a barrier, in the final EIS.</p> <p>Sincerely,      Bill Murphy and Kim Hofeldt</p> <p style="text-align: center;">C-98</p>	<p>78-3</p> <p>78-4</p> <p>78-5</p>	<p>Comment noted. The response to Comment 17, page B-8 of this FEIS provides the status of research being conducted on wildlife movement patterns and ungulate populations adjacent to SH-75 and how the results of this research may supplement the wildlife crossing mitigation measures described in Sections 7.2.6 and 7.2.7 of this FEIS.</p> <p>The placement of the Treasure Lane pedestrian underpass was based on meetings with the residents of Treasure Lane and their expressed commitment at that meeting to separately obtain connections through the communities to the west of SH-75. Discussions with Blaine County representatives during preparation of the DEIS indicated that they would obtain an easement from the east portal to the Wood River Trail to accommodate a pathway.</p> <p>The pedestrian underpass and the right-of-way necessary to construct it is included in the Preferred Alternative.</p> <p>See response to Comment 78-2. During the development of the DEIS, several refinements of the alignment of SH-75 adjacent to Treasure Lane were made to move the roadway centerline eastward to avoid impacts to the Treasure Lane community.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 79</b></p> <p style="text-align: center;">Steven L. Wolper PO Box 4287 Ketchum, ID 83340 1-208-788-1307 Email: <a href="mailto:steve2@swolper.com">steve2@swolper.com</a></p> <p>February 18, 2006</p> <p>Dear Ms. Smith:</p> <p>Please accept these comments for the record on the Draft EIS on the Highway 75 improvements.</p> <p>I have been a participant in the design discussions for Highway 75 for 30 years, since the controversy about removing the old two lane steel bridge, just south of Elkhorn Road. I recognized then that how the Highway developed would influence the aesthetic appeal and livability of this destination resort, Idaho's oldest and certainly most famous.</p> <p>Then, as now, I have always advocated for a comprehensive, context sensitive design for the Highway from Timmerman Hill to Smiley Creek, one that includes public transportation, pedestrian safety, and bicycle lanes.</p> <p>In 2000, I became concerned that, through segmentation and by not getting adequate public comment, the Idaho Transportation Department (ITD) was not complying with the National Environmental Policy Act (NEPA). Unfortunately, in the last five years, even after the present process, I have watched the process move inexorably to a design virtually the same one originally proposed, in segments, by ITD.</p> <p><span style="border: 1px solid black; padding: 0 2px;">79-1</span> In general, I support the comprehensive and thorough comments in the "Joint Comment Letter" from the cities and county that recommends adoption of Alternative 3 with their associated recommendations.</p> <p>My additional comments are divided into two sections; the first are general with respect to public transportation as an integral part of the only long-term solution to the problem of moving an ever-increasing number of people in a narrow mountain valley, and the second, regard a context sensitive design.</p> <p><u>Public Transportation:</u></p> <p>ITD's current support for regional public transportation (Blaine County Peak Bus service) and transportation demand management (Wood River Rideshare) in the Wood River Valley deserves commendation. However, why like the surgeon, who treats every medical issue with a scalpel, does the highway design treat the greater transportation problem primarily with asphalt? I do not believe this is the result of ill will but it is shortsighted. How many roads and highways have been built to save dollars today,</p> <p style="text-align: center;">C-97</p>	<p>90</p> <p>pg. 1 of 4</p> <p>(Between 2/21 and 2/24)</p> <p>79-1</p>	<p>Response to Comment</p> <p>Alternative preference noted.</p>

	Comment #	Response to Comment
<p>DEIS Comments 2</p> <p>putting off until later addressing obvious future growth, only to widen roads in the future, at predictably significantly greater cost?</p> <p>Even the best estimates in this DEIS only show a reduction in peak hour travel times from Timmerman Hill of 11 minutes and 5 minutes from Hailey. These minimal savings will be reached at a cost of over \$100 million and 10 years of construction and inconvenience.</p> <p>At great cost, an even greater opportunity is being lost to create something visionary and exceptional.</p> <p>The DEIS process has been driven by public sentiment that "something needs to be done right now -- anything," to relieve the present peak hour congestion. The solution proposed has always been asphalt. Honest public education has always lacked a serious dose of the truth; we can never pave our way out of our transportation problem with asphalt alone. No amount of asphalt is going to remove the traffic congestion as ever-increasing amounts of vehicles enter our cities where traffic speeds drop to 25 MPH, vehicles make left turns, and cross traffic and pedestrians demand access. These problems will only be exacerbated as economic forces move more and more of the working population south and commuting increases.</p> <p>The average housing cost in Hailey already exceeds \$500,000. It does not take a visionary to see that, regardless of any present planning process in Blaine County, to meet the demand for affordable housing, by 2025 there will be communities, on the County's southern and possibly western borders, or in Lincoln and Camas counties.</p> <p>79-2 The DEIS does not examine the affect of a new airport south of Timmerman Hill. This would be an ideal location for the beginning of a regional transportation system, capturing a significant amount of the daily and increasing workforce commuting.</p> <p>79-3 The DEIS does not seriously address an HOV lane and public transportation. The previous mayor of Ketchum's refusal to address paid parking effectively stymied any serious study. The new mayor and city council have been very clear that they will reverse this error. As justification for not proposing serious public transportation alternatives, surveys are always cited that the public <b>presently</b> does not support public transportation; this, from a public that does not have the complete facts.</p> <p>79-4 What would the response be to HOV lanes and public transportation if the public knew that the present alternatives do not take into account: the congestion from the southern migration, \$3 - \$5 a gallon gas, meaningful parking disincentives, an efficient intra and inter city public transportation system, Park and Ride lots, protected bus stops, and a system that can accommodate HOV and public transportation growth?</p> <p>C-98</p>	<p>79-2</p> <p>79-3</p>	<p>During the preparation of the DEIS, the relocation of the Friedman Airport was under discussion and local study. Since the DEIS was issued, FHWA and ITD are aware that the Federal Aviation Administration has begun a NEPA process for the potential relocation of the Friedman Memorial Airport. As that process is expected to take about 3 years and may or may not result in an approved airport relocation, the SH-75 project cannot pre-suppose the results of that potential relocation and its impacts.</p> <p>Section B6.3 Transit Assumptions, Infrastructure and Funding of FEIS Appendix B (pages B-52 to B-56) details how transit was addressed in the EIS process.</p> <p>Through the development of the DEIS, Ketchum requested that ITD conduct a travel demand forecasting run that reflected paid parking in the City of Ketchum. Paid parking can affect the travel choices and increase the use of carpooling or transit. The City of Ketchum was conducting a parking study at that time with the expectation that it would recommend a level of parking cost. ITD provided a written commitment to fund and conduct this analysis and requested that the City of Ketchum provide the parking cost that they would like evaluated, based on their parking study. As this study was not adopted by Ketchum and a parking cost level was not provided by the City of Ketchum, the model run was not conducted for the DEIS. Subsequent to close of public comment on the DEIS, the travel demand forecasting model was run with 3 different parking fee levels, ranging from \$5/day to \$15/day. Additional coordination with Ketchum's parking study consultant was conducted to obtain their confirmation on the level of parking fee to be tested. When factoring in the existence of an HOV lane and potential parking costs in Ketchum, the result is a 7 to 20 percent increase in the number of person trips using the HOV lane compared to not having parking costs in downtown Ketchum. This shift would have a minor benefit to traffic operations in the SOV lane on SH-75, but not enough to change the level-of-service from LOS F.</p>

	Comment #	Response to Comment
<p style="text-align: right;">pgs. 3 or 4</p> <p>DEIS Comments 3</p> <p>What would their response be if they knew that the preferred alternative includes 45 MPH speed limits, additional traffic lights, and the minimal peak hour travel time savings?</p> <p>What would they respond if they knew that only public transportation has the flexibility to handle increased demand with minimal impact and cost?</p> <p>Evidence from traffic engineers from other resort communities and many other jurisdictions reveals that there is a demonstrable increase in the acceptance and use of HOV lanes and public transportation if, in addition to infrastructure improvements and parking disincentives, a concerted effort is made to educate the population. Why is this not built into any alternative and the resultant benefit not represented?</p> <p>Why is it that others who have experienced similar problems can see our future and we cannot? Why do we not think it will work here? Are we really that insular and parochial?</p> <p><b>79-5</b> I beg you to reexamine the alternatives and provide one that demonstrates the long-term benefits of meaningful public transportation and transportation demand management.</p> <p><u>Context Sensitive Design:</u></p> <p><b>79-6</b> With proper attention to design, the highway improvements can be designed to be far more context sensitive and: respect the present Scenic Byway designation, enhance the entrances to each community, improve human and wildlife safety, and preserve and promote the "quality of life" of the Wood River Valley.</p> <p>When completed, with all the new traffic lights, reduced traffic speeds, the section from Bellevue to Ketchum will be far more like a suburban parkway than a rural highway. While it may be necessary, especially to accommodate public transportation, a wider footprint, surely there are aesthetic improvements that can be made to minimize the visual and social impacts. Just one simple example would be the use of an aesthetically pleasing and consistent lighting design, one more suited to a parkway than the present industrial mill-finished aluminum.</p> <p>Why can cities in the Rocky Mountain West that have similar winter conditions, such as Denver, design parkways to handle much greater demand and still work to make them as traffic calming and pleasing as possible and yet, we rely on uninterrupted asphalt?</p> <p>Why can other states (and entire countries) handle much greater traffic volumes with traffic circles or round-about, and we try to find every excuse possible to avoid proposing them as an alternative?</p> <p style="text-align: center;">C-99</p>	<p>79-4</p> <p>79-5</p> <p>79-6</p>	<p>See response to Comment 79-3 above. Both Alternative 2 and 3 were designed to accommodate existing and future transit service. Section 2.4 of this FEIS describes the potential conversion to HOV operations between McKercher Boulevard and Elkhorn Road by ITD when the requirements specified in Section 2.4 of this FEIS are met.</p> <p>With the creation of a regional transportation authority, initially in May, 2006 when KART and Peak Bus were combined, and then officially in 2007 with the creation of Mountain Rides, and in consultation with the Idaho Public Transportation Division of the Idaho Transportation Department, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year. This FEIS must not presuppose the results of this local planning process for transit infrastructure. When the need for and specific locations for park and ride lots have been identified by Mountain Rides through its planning process, implementation of them, including funding, any additional environmental clearances, and design and construction, will be coordinated through Mountain Rides and the Idaho Public Transportation Division of ITD.</p> <p>Discussions with the Colorado Department of Transportation were conducted to obtain information on the operations of the CO-82 HOV system in the Aspen area.</p> <p>Section B6.3 Transit Assumptions, Infrastructure and Funding of FEIS Appendix B (page B-52) details how transit and Transportation Demand Management (TDM) measures were addressed in the EIS process.</p> <p>The Preferred Alternative is the result of extensive interaction with resource agencies, local stakeholders and land owners, and the general public, and resulted in many changes to alignment and conceptual design detail to minimize impacts on adjacent land uses. Opportunities to improve existing conditions were also identified and incorporated (i.e. improved riparian wildlife crossings). During final design, additional opportunities to supplement the context sensitive elements of the Preferred Alternative will be pursued.</p>

	Comment #	Response to Comment
<p>DEIS Comments 4</p> <p>Why do other cities with similar weather conditions find ways to plow their roads, safely accommodate emergency vehicles, and still have aesthetic, context sensitive improvements, and we cannot? Why here, does the tail wag the dog?</p> <p>Why are there proposals to build large noise barriers (which cause an additional hazard to wildlife), or walls to retain berms that create a wildlife hazard, without the cost alternative to relocate the housing and the berms?</p> <p>79-7 As an avid road bike rider, I have an additional observation. Bicycle touring has become increasingly popular in this country. Whenever possible, I believe all highway improvements should be designed to accommodate bicycle use. Not only is Sun Valley a destination resort but Idaho is as well. Many western states specifically advertise to attract bicycle touring. The bike path between Bellevue and Hulen Meadows has become so successful for general recreation that it is often too crowded and unsafe for the ever-increasing mix of runners, in-line skaters, families and the higher speed road-bicycle riders -- as the population increases this problem will be exacerbated.</p> <p>This project is the perfect time to address this increased use. The present slightly widened fog lane from Hulen Meadows to the SNRA is a perfect example of how a modest amount of pavement, while not a bike path or bike lane, will facilitate bicycle travel and make it possible for bicycles to remain out of the traffic lanes, greatly increasing safety.</p> <p><u>Conclusion</u></p> <p>There is still time to revise this plan to make this project worth the time, money, and enormous inconvenience to the community and business, the construction process will create. Surely, there is nowhere else in Idaho where the ITD has a better opportunity to create a scenic, safe, friendly highway or, much better yet, parkway that integrates HOV and public transportation: a design that is the gateway to the Wood River and Sawtooth Valleys. This is an opportunity to move beyond the usual, to a visionary and comprehensive plan, one that will not be obsolete before it is completed.</p> <p>Certainly, the community deserves to see an Alternative that embraces such a vision.</p> <p>Sincerely,</p> <p>Steven L. Wolper</p> <p>C-100</p>	<p>pg. 4 of 4</p> <p>79-6 continued</p> <p>79-7</p>	<p>Roundabouts were examined in the DEIS and in the FEIS (Section 2.2.1, page 2-5). The Preferred Alternative includes a roundabout at Gannett Road and SH-75.</p> <p>The noise analysis was conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>The Preferred Alternative includes 8-foot shoulders between US-20 and Elkhorn Road that can be used by bicyclists. During final design of SH-75, placement of appropriate signage and pavement markings will be determined and incorporate into the construction plans.</p> <p>As part of the wetlands mitigation concept plan, ITD coordinated with the SNRA and the USFS to identify the location of both the proposed relocated SH-75 and the relocated Harriman Trail. SNRA and USFS wished to maintain the existing cross-section for SH-75 to minimize natural and cultural resource impacts and to maintain continuity of the design through the SNRA. As a result, the reconstruction of SH-75 through Boulder Flats will incorporate 6-foot shoulders.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 80</b></p> <p style="text-align: right;">Mon, Feb 27, 2006 1:06 PM</p> <hr/> <p><b>Subject:</b> SH-75 DEIS - FW: Data posted to form 1 of <a href="http://www.sh-75.com/contacts/default.htm">http://www.sh-75.com/contacts/default.htm</a></p> <p><b>Date:</b> Monday, February 27, 2006 8:00 AM</p> <p><b>From:</b> Atkins, Diana &lt;Atkins@pbworld.com&gt;</p> <p><b>To:</b> Gwen Smith &lt;Gwen.Smith@itd.idaho.gov&gt;</p> <p><b>Conversation:</b> SH-75 DEIS - FW: Data posted to form 1 of <a href="http://www.sh-75.com/contacts/default.htm">http://www.sh-75.com/contacts/default.htm</a></p> <p>Gwen, this was sent on Thursday so please add it to the official comment record.</p> <p>Thanks.</p> <p>-----Original Message-----  <b>From:</b> webmaster@sh-75.com [mailto:webmaster@sh-75.com]  <b>Sent:</b> Thursday, February 23, 2006 9:10 PM  <b>To:</b> Atkins, Diana  <b>Subject:</b> Data posted to form 1 of <a href="http://www.sh-75.com/contacts/default.htm">http://www.sh-75.com/contacts/default.htm</a></p> <p>*****  name: Robb Thomas  email: liftmech@cox.net  B1: Submit</p> <p>comments:</p> <div style="border: 1px solid black; padding: 2px; width: fit-content;">80-1</div> <p>I think that a lot of people who are the workers that use highway 75 would like you to not listen to the politicos as much and listen to the people who use the road. The idea of HOV lanes is totally out of touch with what we need on that road. I have driven it every day for 30 years and we only need to have a better road at this point. Thank you</p> <p style="text-align: center;">C-101 <span style="float: right;">Page 1 of 1</span></p>	<p>80-1</p>	<p>Alternative preference noted.</p>

<p style="text-align: center;"><b>Letter 81</b></p> <p style="text-align: right;">Mon, Feb 27, 2006 1:05 PM</p>	Comment #	Response to Comment
<p><b>Subject: Widening Highway 75</b>  <b>Date:</b> Friday, February 24, 2006 6:21 PM  <b>From:</b> john&amp;daralene &lt;daralene@mac.com&gt;  <b>To:</b> &lt;Gwen.Smith@itd.idaho.gov&gt;  <b>Conversation:</b> Widening Highway 75</p> <p>Dear Ms. Smith:</p> <p>81-1 I have recently moved to Hailey from California. We lived there for 25 years. The entire time we were there, I-680 was being widened. It continues to be a constant traffic jam. If an effective train system had been put in place we would be much better off today - less pavement, less cars, less pollution, less noise and less time wasted sitting in cars. I am sorry to see the same old solution being recommended for Highway 75. This valley would be ideal for a light-rail system. Wouldn't it be wonderful if it ran from the new airport through Bellevue, Hailey, Ketchum and on to Sun Valley.</p> <p>I am afraid that widening highway 75 is not a solution to our traffic problems, but rather adding to them.</p> <p>Thank you for your consideration.</p> <p>Sincerely,</p> <p>Daralene Finnell  Hailey, Idaho</p> <p style="text-align: center;">C-102 <span style="float: right;">Page 1 of 1</span></p>	81-1	<p>Light rail was considered in the initial phase of alternatives development. It was eliminated from further consideration as it would result in adverse impacts to properties from noise and vibration, delays to local traffic circulation from the 34 at-grade street crossings of LRT tracks in the cities of Bellevue and Hailey, low potential ridership, and Federal Transit Administration capital and local operations funding requirements for projects that Blaine County would be unable to finance.</p>



## Letter 82

Mon, Feb 27, 2006 1:03 PM

**Subject:** Highway 75 EIS

**Date:** Friday, February 24, 2006 5:20 PM

**From:** Dick Fosbury <rfosbury@galena-engineering.com>

**To:** <Gwen.Smith@ITD.Idaho.gov>

**Conversation:** Highway 75 EIS

Dear Ms Smith,

82-1 I would like to express my support for Alternative No 2, to expand the highway capacity.

While I was a member for 15 years of the Ketchum Area Rapid Transit (KART) Board, retiring as Chairman, I have supported the development of public transportation. However I am not in favor of Alternative 3 for several reasons.

82-2 1) The reservation of an HOV lane maintains the Level of Service for the majority of users at "F", which is in clear conflict against the Blaine County Comprehensive Plan and ITD State Policy. What will it mean for the citizens of Idaho to build a system which does not meet either County or State standards?

82-3 2) If the HOV lanes are reserved, and undue congestion exists in the center lane as the studies all indicate (and we local residents experience almost daily), how can the safety conditions be addressed as vehicles attempt to turn left or right against the clogged, stopped vehicles in the next lane?

82-4 3) How can we justify spending the necessary funds to increase highway capacity for a minority of commuters when other cities in the Pacific Northwest are eliminating HOV lanes due to congestion for the majority of commuters?

82-5 I have personally testified to the City of Ketchum how we can build two northbound & southbound lanes with a center turn lane by providing for sidewalks on private lands as the highway reaches Trail Creek. As City Engineer, this has been a standard, required by developers, on South Main as witnessed by the existing sidewalks along the west side. Have you considered how sidewalks may be constructed along the east side of South Main Street (Highway 75) since the City is currently planning to bury the power poles (previously a design concern)?

Thank you for your consideration.

Dick Fosbury, PE,LS  
Galena Engineering, Inc

## Comment #

## Response to Comment

82-1

Alternative preference noted.

82-2

Section 2.4, page 2-18 of the FEIS, describes the potential conversion of McKercher Boulevard to Elkhorn Road to HOV operations, when the requirements documented in this section are met. Requirement 4 requires an evaluation of HOV operations including travel time, LOS, and other travel performance indicators. This evaluation must occur no earlier than 6 months after HOV operations and no later than 12 months.

82-3

Section 4.1.2 of this FEIS (page 4-9) describes how HOV would operate, including how vehicles would enter and exit the HOV lane.


82-4

Alternative 2 is the Preferred Alternative. Only when the requirements described in Section 2.4 of this FEIS are met, would HOV be implemented by ITD. See response to 82-2 above.

82-5

The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS. The sidewalks between Serenade Lane and River Street would be within the existing SH-75 right-of-way.

	Comment #	Response to Comment
<div data-bbox="199 235 1039 397"> <p style="text-align: center;"><b>Letter 83</b>  <b>WILLIAM R. SNYDER &amp; ASSOCIATES, P.A.</b>  ATTORNEYS AND COUNSELORS  520 WEST FRANKLIN STREET, UPPER LEVEL  BOISE, IDAHO 83702  (208) 336-9080 - TELEPHONE  (208) 343-4530 - FACSIMILE</p> <p>MARK D. PRISON  WILLIAM R. SNYDER  * Admitted in Idaho  and California</p> <p style="text-align: right;">Postmarked  2/24/06  <b>FEB 28 2006</b>  97  MAILING ADDRESS  POST OFFICE BOX 2338  BOISE, IDAHO 83701-2338  www.wrslegal.com</p> </div> <p style="text-align: center;">February 24, 2006</p> <p><u>VIA FACSIMILE AND U.S. MAIL</u>  Idaho Transportation Department  Attn: Gwen Smith  3111 W. State Street  Boise, ID 83703</p> <p>Re: SH-75 Timmerman to Ketchum – Draft EIS  Project No. STP – F-2392 (035)</p> <p>Dear Ms. Smith:</p> <p>This letter is written on behalf of a property owner who is concerned about the environmental impact from noise produced by project improvements.</p> <p>The Draft EIS indicates that the EIS contractor conducted noise studies at or near certain residence properties, in an effort to forecast the noise impact at those locations from project alternatives. Specifically, it appears the EIS contractor placed noise receptors at 43 sites (which they claim affected coverage for 440 residences). The Draft EIS concludes that noise levels will be increased to an unacceptable level in three specific locations of the 43 sites tested. The test areas are too narrowly selected.</p> <p>The EIS should include a broader range of noise measurement locations, including some that, although they are not situate immediately adjacent to the existing Highway 75, may be exposed to unacceptable noise levels. It appears that there was no noise measurement along the East Fork Road or at any of the residence roads that spur off of it. The Idaho Transportation Department should require the EIS contractor to measure noise levels at various locations along the East Fork Road, and tributary residential properties accessed from the East Fork Road, and include the results of that test, and forecasting of impact of project improvements, in the final EIS.</p> <p style="text-align: center;">C-104</p>	<p>83-1</p>	<p>Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>A total of 16 locations in the residential community east of SH-75 between McKercher Boulevard and Timber Way were measured and analyzed for existing and future noise levels, including in the vicinity of East Fork Road and its connecting roadways (see Figures 5-1 and 5-2 on pages 5-5 and 5-6 of this FEIS).</p> <p>These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>The additional noise analysis did not show that existing or predicted future noise conditions warrant noise abatement in addition to what was discussed in the DEIS.</p> <p>The predicted noise levels from SH-75 do not approach or exceed the FHWA Noise Abatement Criteria of 67 dBA and noise mitigation in this area is therefore not warranted under Federal regulations.</p> <p>Section 7.3 Commitments, page 7-12, of this DEIS commits ITD to examine the results of the Quiet Pavement Pilot Programs and their potential applicability and sustainability for SH-75 during final design as part of the pavement design process.</p>

	Comment #	Response to Comment
<p>Idaho Transportation Department  Attn: Gwen Smith  February 24, 2006  Page 2</p> <p>Thank you for your consideration.</p> <p>Sincerely yours,    William R. Snyder</p> <p>WRS/es  cc: client</p> <p>pg. 2 of 2</p> <p>C-105</p>		

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 84</b></p> <p style="text-align: right;">FEB 24 2006</p> <p style="text-align: center;"><b>James and Claudette Patton</b></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Mailing address:</b> PO Box 1157 Sun Valley, ID 83353</p> </div> <div style="width: 45%;"> <p><b>Physical address:</b> 129 Treasure Lane Hailey, ID 83333</p> </div> </div> <p>February 22, 2006</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Gwen Smith, Public Involvement Coordinator Idaho Transportation Department 3311 W. State Street PO Box 7129 Boise, ID 83707-1229</p> <p>Charles Carnohan Idaho Transportation Department, Dist. 4 Box 2-A, 216 South Date Street Shoshone, ID 83352-0820</p> </div> <div style="width: 45%;"> <p>Ed Johnson Federal Highway Administration 3050 Lakeharbor Lane, #126 Boise, ID 83703</p> <p>Blaine County Idaho Commissioner Sarah Michael - Chair 219 First Avenue South, Suite 208 Hailey, ID 83333</p> </div> </div> <p><u>RE: Comments on Draft Environmental Impact Statement and Draft Section 4(f) Evaluation, submitted pursuant to 42 USC 4332 (2- c) and 49 USC 303</u></p> <p>Dear Federal, State and County Officials:</p> <p>Please allow me this opportunity to thank each of you for your efforts and dedication to addressing the needs of State Highway 75 from US-20 to Saddle Road in Ketchum, ID.</p> <p>This process is crucial to the future of our region and vital to preserving the Idaho we each have come to respect and admire.</p> <p>The Federal-aid highway program has always been based on a strong State-Federal partnership. At the core of that partnership is a philosophy of trust and flexibility, and a belief that the States are in the best position to make investment decisions that are based on the needs and priorities of their citizens. The Federal Highway Administration (FHWA) noise regulations give each State Highway Authority (SHA) flexibility in determining the <u>reasonableness and feasibility</u> of noise abatement and, thus, in balancing the benefits of noise abatement against the overall adverse social, economic and environmental effects and costs of the noise abatement measures.</p> <p>The SHA must base its determination on the feasibility and interest of the overall public good, keeping in mind all the elements of the highway program such as need, funding, environmental impacts, public involvement and others.</p> <p>Congress affirmed and extended the philosophy of partnership, trust and flexibility in the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) setting the course for future roles of federal, state, and local government in maintaining the country's highways, bridges, and mass transit facilities, and in strengthening highway safety programs.</p> <p style="text-align: center;">C-106</p>	<p style="text-align: center;">99 pg. 1 of 3</p>	

	Comment #	Response to Comment
<p>PATTON COMMENT LETTER – page 2 of 3</p> <p>In the spirit of REASONABLENESS, FEASIBILITY and FLEXIBILITY, I offer these comments on Noise Abatement, and Pedestrians and Bicycles, as they relate to the numerous homes and families located in the Treasure Lane area.</p> <p style="text-align: right;">pg. 2 of 3</p> <p style="text-align: center;"><b>NOISE ABATEMENT</b></p> <p><b>84-1 THE FINAL PROJECT DESIGN AND CONSTRUCTION SHOULD PLAN FOR AN ALIGNMENT SHIFT EAST IN THE PROJECT AREA AROUND TREASURE LANE.</b></p> <p>We support the Draft Environment Impact Statement (DEIS) and plan for an alignment shift east in the project area near and around Treasure Lane. The plan modification will not adversely impact undeveloped properties to the east of SH-75, while avoiding unnecessary impacts to existing homes to the west of SH-75. We would strongly oppose any change to shift the project west from the plan as currently shown.</p> <p><b>84-2 THE FINAL PROJECT DESIGN AND CONSTRUCTION SHOULD INCLUDE AN EARTHBERM NOISE BARRIER FOR THE HOMES AND FAMILIES LOCATED ON AND AROUND TREASURE LANE.</b></p> <p>Traffic in Blaine County has unquestionably increased over the past 4 hours since the 2002 noise study was completed and at an alarming rate – much greater than nominal projections for the same time period. The current road system is not meeting the sustained need. Should the noise study be conducted in 2006, it is reasonable to believe the levels monitored by the noise receptors would be dramatically higher than projected and any receptor that in 2002 was within 5 - 10 dBA would now exceed the Idaho Transportation Department (IDT) threshold noise impact standard and be required to include the noise abatement mitigation.</p> <p>The DEIS acknowledges the modeled average noise levels are generally within 2 dBA of the actual measured levels which would place current noise levels at Treasure Lane at or over the IDT noise impact standards during a sustained and significant period of time.</p> <p>Noise measurements were taken during the summer months which accounts for heavy vegetation and tree foliage coverage thereby yielding lower than actual year-round traffic noise levels. Sound propagation is profoundly influenced by changes in humidity, temperature, vegetation and atmospheric pressure. Valid national studies have shown a variability of 20 dBA is not uncommon between seasons with winter nighttimes yielding the highest dBA readings. The noise analysis failed to accurately represent the full range of current conditions thereby distorting modeled project impacts to reflect a potential bias for underestimation.</p> <p>Consultants have stated the proposed highway expansion design is engineered for an operational speed of 50 mph thereby acknowledging actual and expected travel speed to exceed the modeled speed of 45 mph. The DEIS must use consistent criteria in the analysis in order for the noise</p> <p style="text-align: center;">C-107</p>	<p>84-1</p> <p>84-2</p>	<p>Comment noted. The Preferred Alternative includes an eastward alignment shift in the Treasure Lane area. This shift was done in response to early requests from Treasure Lane residents.</p> <p>Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise.</p> <p>The noise analysis was done for existing conditions, future No-Build and future year 2025 with the reconstructed SH-75. The existing conditions used 55 mile per hour posted speed, the future Alternative 1 No Build and Alternatives 2 and 3 used 45 miles per hour, consistent with the assumptions elsewhere in the DEIS and FEIS. The <i>design speed</i> that was the basis for the engineering is 50 miles per hour. That is the speed that the proposed improvements are designed for, not the posted speed.</p> <p>Section 5.7.2.1. on page 5-9 of this FEIS presents additional modeling and analysis conducted for the Treasure Lane area to determine whether a 6-foot high wall would provide noise attenuation. A total of 5 locations were used to assess noise impacts and effects of attenuation, as shown in Table 5.7-2, page 5-9. Although a 6-foot wall would provide some attenuation and comply with the Blaine County berm ordinance, it would not be eligible for funding by FHWA as a noise barrier under the federal regulations.</p> <p>The additional noise analysis did not show that existing or predicted future noise conditions warrant noise abatement in addition to what was discussed in the DEIS.</p>




	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 85</b></p> <p style="text-align: right;">FEB 24 2006 106</p> <p style="text-align: center;">February 22, 2006</p> <p>Gwen Smith Idaho Transportation Department 3311 West State Street, P.O. Box 1129 Boise, Id. 83707-1129 Fax: 208-334-8563</p> <p>RE: Highway 15 HOV Lane</p> <p>Dear Ms. Smith,</p> <p><span style="border: 1px solid black; padding: 0 2px;">85-1</span> I am writing this letter to comment on the proposed Alternative #3 for the expansion of highway 15 between Hailey and Ketchum. I am opposed to the addition of the HOV Lane for a number of reasons.</p> <p><span style="border: 1px solid black; padding: 0 2px;">85-2</span> I was disappointed that our local governments, with the exception of the City of Ketchum, did not feel that public comment was warranted in this matter. I have been coming to meetings and open houses for years and we have not had the ability to comment in an open meeting with our elected officials in some years.</p> <p><span style="border: 1px solid black; padding: 0 2px;">85-3</span> I am surprised that they favored this concept as I don't think that many of them have experienced the Roaring Fork Valley's version, which I have been lead to believe is a one of a kind. How many of the elected officials will even be forced to use it. I experienced Aspen's version last winter on two occasions, both at rush hour. It didn't seem to work as well as it is being presented to us. The right lane gets most of the merging and exiting traffic, which slows it down to a speed equal to that of the left lane, which has single person vehicles. It was much like the Tortoise and the Hare.</p> <p style="text-align: center;">C-109</p>	<p>85-1</p> <p>85-2</p> <p>85-3</p>	<p>Alternative preference noted.</p> <p>Based on comments received at the public hearing on the DEIS, ITD offered to hold a public hearing in the City of Ketchum. The City of Ketchum decided not to hold this hearing.</p> <p>Comment noted.</p>

	Comment #	Response to Comment
<p>85-4 I was <u>very</u> disappointed at the signage that was posted along the roadway. People around here will be very displeased, as we prize our view corridor, and these signs 8'x5' occur much too frequently. This portion of the project has never been presented in any meeting I have ever attended. <i>pg. 2 of 4</i></p> <p>85-5 I was told by Parsons/Brinckerhoff that the reason the HOV Lane was included in that project was the Federal Government required they address Air Quality, and this is what they came up with. As our DEIS Document states that this is not a concern in any of the choices, I find it interesting we base our design on a concept that does not really concern itself with the movement of traffic.</p> <p>85-6 Ralph Trapani, a consultant that favors this concept is quoted by the Durango Telegraph as "favoring HOV lanes if monitored by police and combined with buses to reduce overall traffic". I see nowhere in the DEIS provisions for a transit system. Where are the parking lots with lighting and shelters that successful transit systems have, located in our highway plan? Who is going to pay for it? CalTrans in California runs the alternative systems. Will the State of Idaho fund this portion of the project. We have really no law enforcement at rush hour on our highway. Will the funds for this portion be available and will the State of Idaho supply the proper resources to this project. I have been commuting on this road for most of the time since 1971 and rarely see any officers enforcing anything. I favored a four lane road in 1974 and 32 years later I have to write this letter.</p> <p>85-7 Chuck Green of Parsons/Brinckerhoff has stated that there is little experience with HOV lanes on four laned roads. HOV lanes are less advantageous when</p>	<p>85-4</p> <p>85-5</p> <p>85-6</p> <p>85-7</p>	<p>Comment noted. The potential conversion of McKercher Boulevard to Elkhorn Road to HOV operations is described in Section 2.4, page 2-18 of this FEIS. If this conversion is implemented under the requirements described in Section 2.4, signing and pavement markings will be required and determined at that time.</p> <p>The inclusion of Alternative 3 with HOV operations in the DEIS was based on extensive community input and recommendations from the Work Group. Representatives from 18 different Blaine County governmental entities and non-governmental groups participated in this group.</p> <p>With the creation of a regional transportation authority, beginning with the consolidation of KART and Peak Bus in May, 2006, and the formation of Mountain Rides in 2007, and in consultation with the Idaho Public Transportation Division of the ITD, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year. This FEIS must not presuppose the results of this local planning process for transit infrastructure. When the need for and specific locations for park and ride lots have been identified by Mountain Rides through its planning process, implementation of them, including funding, any additional environmental clearances, and design and construction, will be coordinated through KART and the Idaho Public Transportation Division of ITD.</p> <p>The Preferred Alternative assumes a substantial increase in transit usage by the year 2025. Page 1-10 of this FEIS describes the transit services that have been implemented since Peak Bus was created.</p> <p>Section B6.3 of this FEIS, pages B-52 to B-56, provides a discussion of the transit assumptions, infrastructure and funding that provides additional clarification of how transit is being addressed in Blaine County. The requirements under which HOV operations could be implemented require that an enforcement, education, and monitoring plan be developed and funded.</p>


C-110



	Comment #	Response to Comment
<p>stoplights are involved. Carpooling is not successful unless people can save one minute per mile. Our HOV lanes will save less than half that. <i>pg. 3 of 4</i></p> <p>A Texas Transportation Institute suggests that HOV lanes that are not separated from regular lanes by a physical barrier experience a 41-56 percent increase in injury accidents. Combined with our left turn lane that is used as a center merge lane I cannot help but think that this Alternative will be much more dangerous.</p> <p>There are four parts to this concept. The HOV lanes, a bus system, law enforcement and paid parking in Ketchum. I have been told by a local elected official that consultants have estimated that much of the traffic problem would be alleviated if nothing else was done but having paid parking in Ketchum. Will Ketchum step up to the plate and mandate this?</p> <p>If all of these portions are not in place, with proper funding, when the Idaho Department of Transportation is ready to place the HOV lane in use I think that it is truly wrong. We need alternatives rather than a punitive stand alone concept.</p> <p>When 80% of the people voiced their support for a four lane road, I don't think they envisioned two lanes for some and four lanes for others. There are other things we can explore and put into use before we resort to a HOV lane. I was told by a principal of one of the local elementary schools that 176 children that lived in Hailey went to Hemingway School in Ketchum. That's 176 cars off the highway if children were required to go to school in their own town. Only 30% of the local students ride the bus. How would you feel, if you were like me and needed my car for my work, and I was passed by 176 parents taking their child to school. When school is out traffic is less, even now.</p> <p>C-111</p>	<p>85-7 continued</p>	<p>Requirement 4 specifies that a process for evaluating the HOV operations be developed, and specifies the transportation performance and public comment criteria that must be included in the evaluation. The decision on whether to continue or terminate HOV operations lies with ITD.</p>

	Comment #	Response to Comment
<p>These people, then cannot take advantage of carpooling, buses or flex schedules. <span style="float: right;">pg. 4 of 4</span></p> <p>If paid parking was in place, we had a bus system, equal to Aspen's, law enforcement of existing laws and needless traffic was prohibited, I cannot believe the need for a HOV lane would not be as great.</p> <p>If this HOV lane on a four lane highway concept was such a good idea why do we not see them all over the country. I cannot believe that a transportation professional supports such an idea. I am an Architect and bad design is bad design. If you do not have to include it in the project don't. There is no doubt more people who will appreciate not having it than those that do.</p> <p>Respectfully,</p>  <p>Joseph Knox Barclay AIA</p> <p style="text-align: center;">C-112</p>		



	Comment #	Response to Comment
<p>Beth Callister 109 N 3<sup>rd</sup> St Bellevue, ID 83313</p> <p>February 23, 2006</p> <p>Idaho Transportation Department 3311 W. State St. Box 7129 Boise, Idaho 83707-1129</p> <p>Attention: Ms. Gwen Smith</p> <p>Dear Representatives of ITD and FHWA:</p> <p>I have been involved in transportation planning in Blaine County since 1996. In 1999 I began organizing a transportation demand management organization and oversaw its launch in 2000. In 2002, with the assistance of Blaine County and ITD, I organized and launched the first regional transit system supported by all of the jurisdictions in the SH-75 corridor.</p> <p>These actions were purposeful; to establish a local commitment to a multi-modal transportation system. These efforts in fact demonstrate local commitment and local policies have been developed and adopted to further demonstrate local commitment. ITD has also demonstrated a commitment to our local efforts through funding support of regional transit and TDM programs. In fact, without ITD's commitment and leadership it would have been difficult to accomplish as much as we have. I would like to take this time to speak to the disappointment in how the Highway 75 EIS process has not supported local and ITD commitment to the development of a balanced multi-modal transportation system.</p> <p><b>86-1</b> As a member of the technical advisory committee, I know first hand that the discussion throughout the EIS process was accentuated by the desire to see more than just additional lanes laid, the desire for a holistic approach to transportation planning, the desire for a system that accommodated people, not just cars. The purpose and need statement does not reflect this, the development of alternatives does not reflect this, the modeling and analysis of alternatives does not reflect this. While I greatly value the working relationship I have developed over the years with ITD representatives, I believe what has resulted from this process is a watered down, artificial response to local goals, policies and demonstrated commitment and a lack of coordination between the various divisions of state and federal transportation agencies.</p> <p>It was admittedly easy to enable the process to evolve in this way because the perception of moving forward seemed pressing; as long as we were diligent and persistent in the trenches - building a regional transit service and TDM services - that somehow the powers that be would do the right thing.</p> <p><b>86-2</b> With that said, I support the statements included in the joint letter submitted by the five jurisdictions within Blaine County, the letter submitted jointly by the Cities of Ketchum and Sun Valley and the letter submitted by the City of Bellevue. I look forward to working with ITD in my capacity as both Ketchum city staff and Bellevue Planning and Zoning Commissioner to develop a more comprehensive transportation system and context sensitive designs.</p> <p>Respectfully submitted,  Beth Callister</p> <p style="text-align: right;">C-113</p>	<p>FEB 24 2006 102</p> <p>86-1</p> <p>86-2</p>	<p>Comment noted.</p> <p>Comment noted.</p>

<p style="text-align: center;"><b>Letter 87</b></p> <p style="text-align: right;">Thu, Feb 16, 2006 1:15 PM</p> <hr/> <p><b>Subject:</b> TIMMERMAN TO KETCHUM  <b>Date:</b> Thursday, February 16, 2006 11:16 AM  <b>From:</b> WOODSPARIS@cs.com  <b>To:</b> &lt;Gwen.smith@itd.idaho.gov&gt;  <b>Conversation:</b> TIMMERMAN TO KETCHUM</p>	<p><b>Comment</b></p> <p>#</p>	<p><b>Response to Comment</b></p>
<div style="position: relative;"> <div style="position: absolute; top: 100px; right: 100px; font-size: 2em;">104</div> <div style="border: 1px solid black; padding: 2px; width: 50px; margin-bottom: 5px;">87-1</div> <p>Please everything possible to extend four lanes plus turn lane all the way to Serenade Lane turnoff. It would help significantly to diminish the gridlock that now occurs after East Fork Road. Thanks for your efforts -- Rich Paris.</p> </div> <div style="display: flex; justify-content: space-between; margin-top: 400px;"> <span>C-114</span> <span>Page 1 of 1</span> </div>	<p>87-1</p>	<p>The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.</p>

	Comment #	Response to Comment
<p style="text-align: center;"><b>Letter 88</b></p> <p>February 22, 2006</p> <p style="text-align: right;">FEB 24 2006 105</p> <p>Gwen Smith Public Involvement Coordinator P.O. Box 7129 Boise, Idaho 83707 Re: Public Hearing, January 26, 2006 on Idaho 75 Timmerman to Ketchum Project</p> <p>88-1 1. I support alternative 3 with HOV lanes at peak times, only if there is a clear provision that if the HOV lanes are found to markedly increase congestion and decrease driving time for the non-HOV lanes that they be changed back to regular traffic lanes within a given period of time to be decided upon jointly by ITD and public officials in advance.</p> <p>88-2 2. I am very concerned by the multi-jurisdictional comment letter from cities in the area about installing a roundabout at Serenade Lane in Ketchum. For an area that gets a lot of new tourist traffic, some of which is sure to come in snowstorms, I feel this will be an unexpected configuration and therefore could be dangerous. There is also the factor of alcohol that comes in a tourist (or any area) and again I feel this type of configuration could result in accidents. Plus a large amount of land is sure to be required, which may be both expensive and visually offensive. Please do a thorough safety study of other projects like this in heavy snow areas before going ahead with this possibility.</p> <p>88-3 3. Please consider including a stoplight for north-south traffic at the intersection of Highway 75 and Highway 20 in this project. Plus the addition of a double flashing yellow light on both sides of the east-west traffic to add another warning to the stoplight for east-west traffic in addition to the bumps in the road. The present size of letters on the sign stating that through traffic does not stop is too small and insignificant to be read or understood until it is too late. The flashing yellow light is used very effectively on the south approach to St. Luke's Hospital. Let's try it at Highway 75 and 20 intersection.</p> <p>88-4 4. Make sure that the public has a chance to see actual samples or large-scale photos of materials that are suggested for any of the large retaining walls proposed, especially on the west side of the highway by the Engle Property and Owl-Rock and have a chance for public input. Don't let this be a case of people saying "I had no idea that fake rock wall was going to look so fake." This is a scenic corridor, and we need to keep it scenic.</p> <p>88-5 5. I support traffic signals at Buttercup/Zinc Spur and Ohio Gulch, plus a pedestrian underpass at Buttercup/Zinc Spur.</p> <p>88-6 6. If possible, retain the cottonwoods lining the old canal south of Bellevue.</p> <p>88-7 7. Keep any "Noise Barriers" to a minimum, and only after citizen input as to size and type.</p> <p>Sincerely, Beth Duke P.O. Box 1915 Hailey, Idaho 83333 208-578-7958</p> <p style="text-align: center;">C-115</p>	<p>88-1</p> <p>88-2</p> <p>88-3</p> <p>88-4</p> <p>88-5</p> <p>88-6</p> <p>88-7</p>	<p>Alternative preference noted. Section 2.4, page 2-18 of this FEIS states the conditions under which HOV operations would be implemented and their performance evaluated. It requires the establishment of a SH-75 Corridor Operations Management Team that is composed of representatives from ITD, Blaine County, Mountain Rides, and the Cities of Bellevue, Hailey, Ketchum and Sun Valley.</p> <p>The Preferred Alternative does not include a roundabout at Serenade Lane.</p> <p>The Preferred Alternative includes a traffic signal at US-20 and SH-75. Signing in accordance with MUTCD Manual on Uniform Traffic Control Devices and lighting in accordance with the ITD Design Manual will be incorporated throughout the project.</p> <p>ITD anticipates that there will be continued coordination with the local communities during final design of the Preferred Alternative.</p> <p>Comment noted.</p> <p>During the development of the DEIS, the alignment of SH-75 was moved west in this location to preserve the canal, avoid wetlands, and retain the line of cottonwoods.</p> <p>The use of concrete noise barriers to mitigate traffic noise was considered in the DEIS and reevaluated in this FEIS. Section 5.7.2 (page 5-8) describes this re-evaluation. Two locations are proposed for noise barriers. ITD Traffic Noise Analysis and Abatement Policy and Procedures states that</p> <p>Noise abatement will not be implemented if the majority (50% plus 1) of the impacted people are in opposition or indifferent to noise mitigation. Opposition to barrier construction shall be documented in writing, such as formal surveys or petitions.</p>

	Comment #	Response to Comment
<p>FROM : FAX NO. : Letter 89 Feb. 24 2006 05:57PM P1 109</p> <p>To: Idaho Department of Transportation From : Mary Jane Conger Date: February 24, 2006</p> <p>89-1 On returning from a two month absence from my home area, Ketchum, I read in today's local paper that today is the deadline for an opportunity to give comments pro and con for inclusion in the final Environmental impact Statement due this year. This deadline after the only information made available to the public came in the form of piece meal displays at an open house ("meeting"???) in late January in the Senior Center in Hailey is a big disappointment, even from the IDOT many of us have tried to worked hard with for the past decade.</p> <p>The " Meeting" and Procedure used to present this important long-awaited information to Blaine County residents were in violation of the National Environmental Act which requires a PUBLIC MEETING with an IDOT presenter of all information relative to the topic of discussion, followed by audience participation of questions answers and comments in a large enough area to hold all those wanting to participate.</p> <p>A draft study as large and complex as this 1200 page draft study of the 27 mile long project is too comprehensive and in need of explanations to the public who will be living with this large project into the next century for IDOT to brush off 1) without a serious presentation by a knowledgeable representative from IDOT and 2) refusing to hold more than one MEETING.</p> <p>I will address several concerns in the short time I have to write this:</p> <p>89-2 1. It appears that the basic design IDOT decided to build through Wood River Valley more 20 years ago is the same one being proposed today with slight variations... after endless well attended meetings and strong voices for a Transportation Corridor. Even as the Highway commission says it has changed to a multi modal philosophy I do not see or hear where any of the three IDOT given alternatives embrace this philosophy: 1) Where is the HOV alternate provision ? work on ground for a car pool and transit system? 2) Plans exclude bus accommodation: Appropriate bus turn outs . Park and ride lots . . Acquisition of land</p> <p>89-3 3) What happened to serious discussions about a future mass transit system such as a LIGHT RAIL SYSTEM more and more aware and concerned communities are adopting throughout our country as autos proliferate? 2. I am unaware that a documented problem has been seriously addressed for a WILDLIFE PASSAGE in the East Fork Area and near Hailey??</p> <p>89-4 3. Has the EIS proposed designs for VISUAL qualities along the Highway (a main purpose of having an EIS done in the first place) that include safety and protection for wild life? 1)If projected solid walls replace pushed back berms(= higher), there is no safety net for autos or animals. Animals, attracted to green berms will jump off solid walls onto highway, reducing auto safety as well .</p> <p>89-5 4. How can the public know if or how you are planning for a multi modal transportation system and how the funding will take place if we are not told up front. "TRUST ME" (US) is not a good alternative, and the people of Blaine County deserve better explanations and information from the IDOT than you have given us thus far.</p> <p>Respectfully,  Mary Jane Conger, Ketchum, Idaho tel 726-3440</p> <p>C-116</p>	<p>89-1</p> <p>89-2</p> <p>89-3</p> <p>89-4</p> <p>89-5</p>	<p>The advertised public hearing is in full compliance with the National Environmental Policy Act, FHWA Technical Advisory 6640.8A, and ITD policies and procedures. The format of a public hearing is not prescribed. Based on comments received at the public hearing on the DEIS, ITD offered to hold a public hearing in the City of Ketchum. The City of Ketchum decided not to hold this hearing.</p> <p>Both Alternative 2 and Alternative 3 assumed that a substantive increase in bus service will be in place by Year 2025. Section B6.3 of this FEIS, pages B-52 through B-55, provides additional clarification of how transit is being addressed in Blaine County. As of May 2006, KART and Peak Bus were consolidated into one organization. As of September, 2007, Mountain Rides is the new regional transportation authority that includes both KART and Peak Bus. The new organization is developing a plan for additional transit service and for additional transit infrastructure, including bus shelters and park and ride lots. The Preferred Alternative includes bus pullouts at several locations between McKercher Boulevard and Hospital Drive. Section 2.4, page 2-18 of this FEIS describes the potential conversion of McKercher Boulevard to Elkhorn Road to HOV operations by ITD when several requirements have been met.</p> <p>Light rail transit (LRT) was considered in the DEIS. It was eliminated from further consideration as it would result in adverse impacts to properties from noise and vibration, delays to local traffic circulation from the 34 at-grade street crossings of LRT tracks in the cities of Bellevue and Hailey, low potential ridership, and Federal Transit Administration capital and local operations funding requirements that Blaine County would be unable to finance.</p> <p>No solid walls along berms are proposed. ITD assisted Blaine County in obtaining enhancement funds to document wildlife movement patterns and ungulate populations adjacent to SH-75 and how currently available animal detection and animal warning systems could be applied to prevent or reduce animal-vehicle collisions in the project corridor. The results of this research will determine which methods to incorporate into the final design of SH-75 to mitigate wildlife crossing/vehicle conflicts. This was disclosed in the DEIS.</p> <p>This information was fully disclosed during the public involvement process and technical documentation contained in the DEIS.</p>

Letter 90



# IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

117

Public Hearing  
January 26, 2006

Idaho 75 Timmerman to Ketchum  
Project Number: STP-F-2392 (035)  
Project Key Number 30773 p.m. to 8 p.m.  
Blaine County Senior Center  
721 3rd Avenue South, Hailey, Idaho.

Leave Comments, Mail, Fax or Email to:  
Gwen Smith  
Public Involvement Coordinator  
PO Box 7129  
Boise Idaho 83707  
Fax: (208) 334-8563  
Email: [gwen.smith@itd.idaho.gov](mailto:gwen.smith@itd.idaho.gov)

MAIL COMMENTS BY FEB. 24, 2006

Testimony regarding the Draft Environmental Document and the Idaho 75 project:

Gwen Smith,

90-1

I live in the county and see no reason  
the bike path tunnel shouldn't be at  
the deer creek ~~intersection~~ intersection rather  
than south. The bike path is already there  
and there would be no need to build a  
new ramp. Also my folks would have  
a hard time, biking from underground  
at the way up the hill than to the  
bike path.

Thanks

Scott Crabtree

PO Box 7074 Ketchum, ID

C-117

Comment  
#

90-1

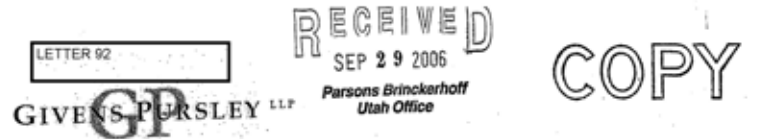
Response to Comment

The location of pedestrian underpasses was reviewed as part of this FEIS. The results are documented in Section 2.2.2, page 2-10 of this FEIS. A pedestrian underpass is now proposed at Spruce Way. An underpass at Deer Creek would require the removal of the home in the northwest corner of the intersection of SH-75 and Deer Creek. That home is a designated affordable housing unit.

The proposed pedestrian underpass at Spruce Way will allow pedestrians and bicyclists to access Deer Creek Road via North Aspen or Spruce Way, providing both Wood River and Deer Creek Canyon access.



	Comment #	Response to Comment
<div data-bbox="168 211 997 235" style="font-size: small;">             IDOT 2006 10-1-06 2006-02-07 01:00 PM CHRIS GRATHWOHL PAGE 01           </div> <div style="text-align: right; font-size: 2em; margin-right: 50px;">113</div> <div style="text-align: center; border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <b>Letter 91</b>  <b>IDAHO TRANSPORTATION DEPARTMENT</b>  <b>TESTIMONY FORM</b> </div> <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 5px; width: 45%;"> <p><b>Public Hearing</b> January 26, 2006</p> <p>Idaho 75 Timmerman to Ketchum Project Number: STP-F-2392 (035) Project Key Number 30773 p.m. to 8 p.m. Blaine County Senior Center 721 3rd Avenue South, Hailey, Idaho.</p> </div> <div style="border: 1px solid black; padding: 5px; width: 45%;"> <p>Leave Comments, Mail, Fax or Email to: Gwen Smith Public Involvement Coordinator PO Box 7129 Boise Idaho 83707 Fax: (208) 334-8563 Email: <a href="mailto:gwen.smith@itd.idaho.gov">gwen.smith@itd.idaho.gov</a></p> <p><b>MAIL COMMENTS BY FEB. 24, 2006</b></p> </div> </div> <p>Testimony regarding the Draft Environmental Document and the Idaho 75 project:</p> <p><i>Gwen Smith.</i></p> <div style="border: 1px solid black; padding: 2px; width: 20px; float: left; margin-bottom: 5px;">91-1</div> <p><i>In my opinion your proposed tunnel for the bike path <del>under</del> should be up at the Hwy 75 + Deer Creek intersection not at Hwy 75 + Treasure lane. There is an elk habitat on the east side of the Hwy at your proposed tunnel site. If you have a traffic light at Deer Creek, would it make more sense to put the tunnel there too? Also there are many Mtn. bike trails out Deer Creek. I think a tunnel, or just a cross walk here would better serve the public</i></p> <p><i>Chris Grathwohl Box 1141, 717 S. River Street 208-788-1695 Hailey ID 83333</i></p>	<p>91-1</p>	<p>The location of pedestrian underpasses was reviewed as part of this FEIS. The results are documented in Section 2.2.2, page 2-10 of this FEIS. A pedestrian underpass is now proposed at Spruce Way. An underpass at Deer Creek would require the removal of the home in the northwest corner of the intersection of SH-75 and Deer Creek. That home is a designated affordable housing unit.</p> <p>The proposed pedestrian underpass at Spruce Way will allow pedestrians and bicyclists to access Deer Creek Road via North Aspen or Spruce Way, providing both Wood River and Deer Creek Canyon access.</p> <p>No traffic light is proposed at Deer Creek Road. A traffic signal is proposed at Buttercup Road and SH-75.</p>



September 27, 2006

Ms. Gwen Smith  
Idaho Transportation Department  
3311 W. State St.  
P.O. Box 7129  
Boise, ID 83707-1129

Re: SH-75 Timmerman to Ketchum  
Comments – Draft Environmental Impact Statement

Dear Ms. Smith:

This firm has been engaged by Morgan Dene Oliver, a homeowner in Blaine County, in connection with the proposed expansion of SH-75 from Timmerman to Ketchum. Jill W. Eshman of J. Eshman Law P.C. has been engaged as co-counsel in this matter. Mr. Oliver owns property at 102 Mountain View Lane, just north of Hailey (Lot 7 of River Ranch Subdivision). The property is held in the name of the Oliver Family Trust.

Your name is listed as the person to whom comments on the DEIS should be addressed. I ask that this letter be deemed a comment and added to the administrative record in this matter.

Mr. Oliver recently became aware of a proposal to condemn a portion of his property adjacent to his home for use as a retention pond. From what we have been able to learn, the contemplated retention pond will be of substantial size and is likely to entail significant potential adverse environmental impacts to adjacent property owners and the public. A preliminary review of the DEIS and other NEPA documents issued in connection with this project does not appear to put the public on notice of the potential for locating substantial retention ponds on private property, the environmental risks associated with such facilities, or alternatives in design or location.

We are in the process of retaining expert assistance to aid our review of the technical materials available. We intend to provide further comment as soon as practicable. In the meantime, I wish to advise the agencies of my client's involvement and concern.

I note that the DEIS provides that comments were due on February 24, 2006. I also note that CEQ's regulations contemplate the submission of comments after the comment deadline but

Comment  
#

Response to Comment

Subsequent to receipt of this letter, ITD offered to meet with representatives of Givens Pursley to discuss the concerns of their client, an SH-75 landowner. Additional correspondence was received from Givens Pursley on October 26, 2006, and December 29, 2006. A meeting between ITD and Givens Pursley was held in the ITD District 4 offices in Shoshone Idaho, on January 31, 2007. A subsequent follow-up letter, dated February 5, 2007, was received from Givens Pursley, documenting the results of the meeting.

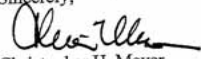

Givens Pursley stated the following conclusions in the February 5, 2007 letter:

"A major point that we took away from our meeting is that Mr. Oliver's concerns about the location of the retention pond are, in a sense, premature. You described the location of the retention pond as a "place holder" that must be re-evaluated two, three, or more years from now once project funding is secured. At that point ... ITD will move forward with final design and right-of-way acquisition. Given the pace of development in the valley, this necessarily will entail supplemental environmental review under NEPA based on new information and physical changes along the corridor since the EIS was prepared."

"In other words, even though we may be dissatisfied with the current EIS, it makes sense to wait until the final design review and supplemental environmental review to engage in a detailed discussion of alternatives to the retention pond."

Copies of these letters are retained on the project files.

During design and preparation of right-of-way plans for the affected section of SH-75, ITD will consider other locations for a retention pond, based on available lands and opportunities at that time. Should additional environmental clearance be needed, this will be obtained through an environmental re-evaluation.

	Comment #	Response to Comment
<p>Ms. Gwen Smith September 27, 2006 Page 2</p> <p>before the final agency decision is made.<sup>1</sup> In any event, comment, and perhaps reopening of the DEIS, is appropriate where significant environmental issues and alternatives have not been addressed.</p> <p>Co-counsel Jill Eshman has been in touch by telephone with Chuck Carnohan and Diana Atkins, both of whom have been very helpful in providing copies of NEPA documents. We appreciate their invitation to set up a meeting to discuss these issues, and will follow up in that regard. We look forward to working with each of you and others at ITD and FHWA on this matter. In the meantime, if you have questions, feel free to contact Chris Meyer or Gary Allen at 208-388-1200 or Jill Eshman at 208-727-1700.</p> <p>Sincerely,    Christopher H. Meyer   Gary G. Allen</p> <p>cc: Ed Johnson, Field Operations Engineer, FWHA  Dennis Clark, Environmental Section Manager, ITD  Charles (Chuck) Carnohan, Senior Environmental Planner, ITD  Diana Atkins, Project Manager, Parsons Brinkerhoff Quade &amp; Douglas  Morgan Dene Oliver  Jill W. Eshman</p> <p>CHM:kdt    S:\CLIENTS\8784\UICBM Ltr-0001.DOC</p> <p><sup>1</sup> "An agency may request comments on a final environmental impact statement before the decision is finally made.<sup>1</sup> In any case other agencies or persons may make comments before the final decision unless a different time is provided under § 1506.10." CEQ's Regulation on Commenting, 40 C.F.R. § 1503.1(4)(b). These CEQ regulations have been adopted by the FWHA in its own NEPA rules. 23 C.F.R. § 771.109(a)(1). CEQ's guidance reinforces this conclusion. "The Council's regulations provide for a 30-day period after notice is published that the final EIS has been filed with EPA before the agency may take final action. During that period, in addition to the agency's own internal final review, the public and other agencies can comment on the final EIS prior to the agency's final action on the proposal." CEQ, <i>NEPA's Forty Most Asked Questions</i>, Question 32b.</p>		

<b>TRANSCRIPTION OF PUBLIC HEARING:</b>		<b>IDAHO 75 TIMMERMAN TO KETCHUM</b>
<b>Project No.:</b>	STP-F-2392(035)	January 26, 2006, 3:00 p.m. to 8:00 p.m.
<b>Key No.:</b>	3077	Blaine County Senior Center, Hailey, Idaho Blaine County, Idaho

**Transcriber's Notes**

- Transcription date: February 15, 2006
- Word(s) in brackets [xxx] sound like word, but may or may not be correct word or spelling
- [...] Unable to understand word
- [...] [...] Unable to understand words
- *(text)* = words in parenthesis/bold italics are interjections from another person or persons

Project Number STP-F-2392(035), Key Number 3077, Idaho 75 Timmerman to Ketchum, Blaine County, Idaho. January 26, 2006, from 3 to 8 p.m. The Blaine County Senior Center, Hailey, Idaho.

LOIS WOOD = I am the Hearing Officer for the Idaho Transportation Department. The following is oral testimony received from the public on the Idaho 75 Timmerman to Ketchum Project, Project Number STP-F-2392(035), Key Number 3077. Testimony was received on January 26, 2006 at the Blaine County Senior Center, Blaine County, Hailey, Idaho.

TERRY TRACY = Okay, my name is Terry Tracy, and I live in the city of Ketchum. I'm actually a member of the Ketchum City Council. The first thing that I would like to bring to the attention of the Idaho Transportation Department is the fact that I don't consider this a Public Hearing. I DO consider it an open house. And I am requesting that the ITD host a public meeting in Ketchum somewhere between now and the 24<sup>th</sup> of February. I think that the public deserves to be able to express their opinions in that open public forum.

T1-1

T1-2

With that said, my concerns: I feel that with the plans that we have in front of us = and I support Alternative 3, with the HOV lanes – but I feel that I'm only getting half of the picture because I don't feel that ITD has assisted much in improvements from the traffic light at Elkhorn Road through to Saddle Road, and I see that our number one problem in all of this has not been addressed, and that is the Trail Creek Bridge, so that even if we were to put in a hundred lanes, if we don't do something about that bridge, we haven't solved our problem. My feeling is on the HOV that if we don't accept that alternative, that we shouldn't do anything at all. *Can I state an example of - ?* Okay, several weeks ago, or not too many weeks ago, I was over in the Boise area and I was driving from Nampa/Caldwell into Boise, and it was a little after 5:00, and as I was breezing down the highway, I looked down the other side, and there was three (3) to four (4) lanes of traffic in a dead stop. And my feeling was then that if they had had EIGHT (8) lanes, it would have been the same. And so without the HOV, you haven't really addressed the problem or solved the problem, you've just added more lanes for more cars. So I would like to see ITD support Alternative Three (3) and I would like to see ITD address the issue of the Trail Creek Bridge and the area from the Elkhorn traffic light to Saddle Road. And I think right now, I think those are the only comments I have.

T1-3

And if I = can I get a minute to = oh. My question was also = I also had a question about the funding for that area. If we don't address the Elkhorn to Saddle Road area, will the use of state

**Comment #**

T1-1

T1-2

T1-3

**Response to Comment**

Based on comments received at the public hearing, ITD offered to hold an additional public hearing in the City of Ketchum. Ketchum declined this offer.

Alternative preference noted.

The Preferred Alternative now includes 4 lanes between Elkhorn Road and Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street in the City of Ketchum, based on a decision made by the Ketchum City Council on March 15, 2007 and a letter provided to ITD documenting this decision. These cross-sections were evaluated in the DEIS.

The Preferred Alternative includes reconstruction of the Trail Creek bridge. The bridge would be constructed to 4 lanes but striped initially to 3 lanes, based on Ketchum's preference. This reconstruction was evaluated in the DEIS.

The Preferred Alternative does not include improvements from River Street to Saddle Road, the northern logical termini for the project for the following reasons:

- Public scoping and subsequent public involvement activities, as documented in Chapter 6 of the DEIS, indicated that any physical reconstruction of SH-75 through downtown Ketchum would adversely affect the existing visual quality of the resort community and would be unacceptable to local residents, businesses and the City of Ketchum.

- During the development of the DEIS, Ketchum undertook transportation planning, traffic, and parking studies. These did not result in decisions or recommendations for SH-75 that could be incorporated into a Preferred Alternative.

- The Ketchum Downtown Master Plan was adopted in September 2006. It includes strategies to manage both traffic flow, on-street parking, and pedestrian flow on SH-75 throughout the downtown. Based on a March 14, 2007 meeting of City Council, the City committed to continue to work with ITD as their plans develop.

Section 1.2 Project Programming and Funding, page 1-4 of this FEIS, describes the programming and funding for the project. It has not been fully funded. A Congressional earmark was allocated for approximately \$22 million was allocated. ITD is currently working with Blaine County and the Cities of Ketchum, Sun Valley, Hailey and Bellevue to determine how those funds

	Comment #	Response to Comment
<p>and federal funds for that transportation corridor and improvements, will that still be available to us at a later date? I don't understand the funding mechanism. I would think that the funding for the state highway would be inclusive all the way through to Saddle Road, but it seems to stop somewhere near the Elkhorn light, and so I would like ITD to address that, the funding for the additional area that I mentioned. And those are my comments, and I thank you. I'm not sure if I – see, I would much prefer that this be – rather than TAPE recording comments, that this would be a give-and-take public hearing so that you get more input from the community and everybody hears that dialogue, and then you get a feeling of where they actually stand.</p> <p><b>T2-1</b> <u>JOHN DRAKE</u> – My name is John Drake. I am not in favor of the HOV. I had the experience with that sort of thing in southern California. Governor Moonbeam, with Jerry Brown appointed Adrianna to add the highway department over Sepulveda – she put in the HOV – it was a DISASTER. They – not enough people took the HOV – that left limited lanes, and what will happen here is that I do not think it will fill up, and if it doesn't, you basically got one lane north and the whole thing is a mess.</p> <p><u>CHRISTOPHER SIMMS</u> – My name is Christopher Simms, I am the Executive Director of a non-profit organization called Citizens for Smart Growth; we are a corporation organized under the Idaho Corporate Laws, and certified as tax-exempt under the Internal Revenue Code. I'm speaking on behalf of the membership of the organization, which stands somewhere between six hundred (600) and six hundred and fifty (650) to seven hundred (700) individual residents or people with an interest in Blaine County and mainly with a particular interest in the Wood River Valley of Blaine County, and therefore, the Highway 75, Timmerman to Ketchum transportation corridor. My organization has a mission to preserve open space, wildlife habitat, sensitive environmental areas, and we work in the context of the planning and zoning rules, as well as the public hearing process and rules, and so that all brings me here today. Obviously, we have an interest in transportation issues. My organization and membership stands with the cities of Blaine County who staunchly support the high-occupancy vehicle alternative, I believe that's Alternative Number Three (3), for a variety of reasons, I think which are unimportant to state; I will also submit written comments before the deadline that more particularly state why I support the HOV alternative.</p> <p><b>T3-1</b> I do, as a second – main point – want to comment that I object to the procedure that's been employed, in many respects throughout the EIS process, but as to particularly today, I'm sitting in a closed room, barred from my colleagues, my fellow citizens, my neighbors, the government officials who may be able to learn something from the comments I make, and that is one of the purposes of a public hearing is to share our thoughts with our fellow citizens, and I don't think that we're being encouraged or even allowed to do that today, and I'm UPSET with that. I believe that there is a spirit in the NEPA laws that would have today's meeting be a more robust debate and not simply a parade of question and answers, which may not be reflective of the entire document.</p> <p><b>T3-2</b> My third issue is, I believe that the Alternative Two (2), the other build alternative, has been inappropriately favored throughout the process. My main point on this is that the Alternative Two (2), in the analysis of time of travel studies, is, I think, misleading in its effect of the distinctions between those of the times of travel. I think that it improperly discounts the incentives and disincentives associated with transportation-demand management, and for that reason, unduly and improperly favors the travel times for Alternative Two (2), and –</p> <p><b>T3-3</b></p> <p><small>Project Number STP-F-2392(035). Key Number 3077 Idaho 75 Timmerman to Ketchum Project, January 26, 2006, Halley, ID</small></p> <p><small>Page 2 of 13</small></p>	<p>T1-3, continued</p> <p>T2-1</p> <p>T3-1</p> <p>T3-2</p> <p>T3-3</p>	<p>would best be spent. The improvements contained in Alternative 2 from Elkhorn Road to River Street would be eligible for any federal funding. Improvements that the City of Ketchum identifies through their current planning process for the area between River Street and Saddle Road may be eligible for funding. ITD has committed to work with the City and assist in obtaining funding and any environmental clearances that may be needed in the future. These activities will be conducted outside of this SH-75 EIS process and are expected to occur over the next 2 or 3 years, depending on when the City finalizes plans and determines an implementation plan in conjunction with ITD.</p> <p>Alternative preference noted.</p> <p>Alternative preference noted.</p> <p>The response to the official submission by the Blaine County Citizens for Smart Growth is shown on pages B-39 through B-43 and addresses many of the comments in this commentator's verbal testimony.</p> <p>Based on comments received at the public hearing, ITD offered to hold an additional public hearing in the City of Ketchum. Ketchum declined this offer.</p> <p>Chapter 4 of this FEIS provides an objective comparison of Alternative 2 and Alternative 3, based on the travel demand forecasting model developed for the project. The population and employment inputs to that model, as well as the transit assumptions, were developed in consultation with local planners and a stated preference transit survey.</p>

--	--	--

	Comment #	Response to Comment
<p><b>T3-4</b> My next main point is as to the – while we stand with the cities in supporting an improved transportation corridor infrastructure, we believe that the design that is thus far put forth does not meet the context-sensitive design mandate that was established early in this process. In particular, on the design-sensitive to the context of the area, this is a scenic corridor, there are management plans associated with that scenic corridor; the retaining walls and the sound walls are not in compliance with that management plan, they are also not in compliance with the local term ordinance, and they are unacceptable to MY organization, to ME as an individual citizen, and we share that opinion with the various cities and the county governments here.</p> <p><b>T3-5</b> Another sub-point under context-sensitive design is that we believe very STRONGLY that this design that is being proffered is NOT sensitive to wildlife and/or human safety on issues associated with collisions with wildlife. Due perhaps partially to my previous requests on comments about this process over the past three (3) or four (4) years, there was a wildlife collision hot-spot map created. I believe that the information was accurate but incomplete. I believe that there is NOT ongoing monitoring of automobile/wildlife collisions; their safety impacts on human beings, or the mitigation measures that could be taken as part of this corridor infrastructure improvement to enhance the safety of animals in compliance with the scenic corridor management plan, and the overall context of the economic base of recreational outdoor resources here in the Wood River Valley. The Idaho Department of Fish and Game submitted a letter in June of 2005, which makes these same comments; I believe that the highway design should incorporate, at least in two (2) spots, a highway underpass/overpass, which is conducive to animal use. I believe that the experience and scientific evidence from other locations indicates that mega fauna, including bear, will cross over highways given appropriate foliage and cover; I believe that that could be accomplished here. Spot One (1) would be the Deer Creek – Peregrine Ranch to Deer Creek, and perhaps another could be north of the bridge over the Big Wood River near the East Fork. I think that's where we'll shut it down for a second.</p> <p><b>T3-6</b> So that will conclude my oral comments at this time. I would summarize briefly in regard to the two (2) build alternatives, and why I think that there's been unfair comparisons, and there seems to be a conclusion being drawn that the HOV lane can be added at some later time because the actual construction would be very similar: One (1), I think that there has been improper modeling or movement toward obtaining the right kind of park-and-ride lots and bus turn-outs, etc., that would foster the maximum transit opportunities and alternative multi-modal opportunities, and I believe that the whole study should have been done about moving the greatest number of people at the greatest speed between Point South and the employment destination of Ketchum; Sun Valley. And I will submit further written comments if I believe that to be appropriate at a later date.</p> <p><b>T4-1</b> <u>SARAH MICHAEL</u> – My name is Sarah Michael, I'm Chair of the Blaine County Board of Commissioners, I am a signature to a joint letter that has been signed by the cities of Ketchum, Hailey, Bellevue, Carey and Sun Valley that requests that the Federal Highway Administration and ITD choose the HOV alternative; Alternative Three (3). In addition to the written – the additional written comments from the Board as an addendum that I will submit into the record regarding some of the operational questions we have about an HOV lane as well as safety questions. The purpose of my presenting oral testimony is to state that, in addition to having regional support from local governments, I believe that our goal is to move people, not cars; it deals with mobility, and that Alternative C fits very well with the principals and priorities outlined in Idaho's future. The adopted future planning vision for the state of Idaho that was adopted in 2004 to 2034 that talks about mobility, compatibility with the environment,</p>	<p>T3-4</p> <p>T3-5</p> <p>T3-6</p> <p>T4-1</p>	<p>The conceptual design of both build alternatives was an iterative process that balanced the need to meet traffic needs and to minimize impacts on both human and natural resources adjacent to the SH-75 corridor. The design includes one retaining wall north of Broadway Run that is needed to minimize the cut into the mountain slope on the west side of SH-75.</p> <p>Noise and analysis and implementation of noise barriers is addressed in Section 5.7 on page 5-4 of this FEIS. The DEIS and the FEIS disclose the impact of noise barriers on the scenic corridor.</p> <p>The response to Comment 25 from the Idaho Department of Fish and Game on pages B-13 and B-14 addresses the wildlife crossing issue.</p> <p>The transit assumptions built into the travel demand forecasting model are fully disclosed in Section B6.3, pages B-52 to B-55 of this FEIS appendix.</p> <p>Alternative preference noted.</p> <p>The Preferred Alternative includes a roundabout at SH-75 and Gannett Road.</p>



	Comment #	Response to Comment
<p>preservation of community assets, and flexibility and responsiveness; having an integrated system, and that this – so Alternative Three (3) definitely addresses that.</p> <p><b>T4-2</b> In addition, we support a round-about at Gannett Road, which is a county road, and Highway 75, and other opportunities where we have large numbers of cars merging. That's the end of my oral, and I will submit the written testimony.</p> <p><b>T5-1</b> <u>JOHN S. CHAPMAN</u> – I'm John Chapman, and I own the Cloverly Ranch on Highway 75. I'm here because of my concern as to the location of the highway as it relates to my security gate. I raise Arabian horses. I have a big truck with a horse trailer, and in order to turn in to the gate, I need to have so much length of the driveway in order to safely pull off in front of my security gate so I don't cause an accident on the highway. And so as I see the map of the property, you proposed a highway in front of my place, it appears that you're going to take maybe about a third of my present driveway, which would cause a very serious safety situation on the highway, and if you're planning to move the security gate, it's a very expensive proposition.</p> <p><i>(Will you state your address so that they know which area we're talking?)</i></p> <p><u>JOHN S. CHAPMAN</u> – My address is 11872 Highway 75. And, as I say, I raise Arabian horses, and so its very important to me that there's enough room between the security gate and the new highway, that I can safely turn in with the horse trailer with my horses and truck.</p> <p><b>T5-2</b> The other thing I wanted to mention is that particular area is a very dangerous curve. It doesn't SEEM to be that big of a curve, but there's been five (5) people killed in front of my driveway, and so its very important, I think, for you to consider the safety of the location of the highway. If there's any way to straighten that curve out, or certainly limit the speed limit, and the other thing is, it's not only killing human beings, it's killed many, many elk and deer, because it's a wildlife crossing, and there should be a – I think, a flashing red light before the curve and coming into the curve from the north in order to avoid killing all of our wildlife, because it's a real wildlife area. So we'd like to protect them as well as humans.</p> <p><b>T5-2</b> So that's my concern, and the other thing, according to the map, you're taking about one third of my paddocks where I raise my young foals, and that's a real problem that I have, and I feel that it would be much easier to take it across on the other side of the highway, rather than on our side, because there's no houses whatsoever on the other side at the moment, and that would be my preferred opinion, that they should move the highway to the south – no, to the east <i>(to the east)</i> – to the east from our property. We're next-door neighbors, Eric Remais and I. So that's basically my comments.</p> <p><b>T6-1</b> <u>ERIC REMAIS</u> – Hi, my name is Eric Remais, my wife, Joyce Gordon and I own the property at 11886 Highway 75. I am also concerned about the curve in the highway there; that's a very dangerous bend – in the six (6) or eight (8) years we've been here, there have been many fatalities, and hundreds of wildlife get run over out there. There is ample property on the other side, on the east side of the highway, it looks like you're already going to be taking a lot of that berm – if you could STRAIGHTEN that highway out there, it would be MUCH better to do it a little bit more on the east side and try and straighten that bend out, as well as my gate, also, I have a big stone rock gate that, as you take some of the approach, a third of the approach, into my property, that we're going to have to relocate my gate as well, and if you would just take more of the property across the street, which is two hundred (200) acres with nothing there, it</p> <p><small>Project Number STP-F-2392(035). Key Number 3077 Idaho 75 Timmerman to Ketchum Project, January 26, 2006, Hailey, ID</small></p> <p><small>Page 4 of 13</small></p>	<p>T4-2</p> <p>T5-1</p> <p>5-2</p> <p>6-1</p>	<p>The Preferred Alternative includes a roundabout at SH-75 and Gannett Road.</p> <p>During detailed design of the SH-75 and its connection to existing driveways, the individual needs of owners will be negotiated and determined, in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>The addition of an 8-foot shoulder and two lanes of traffic in each direction will also provide additional maneuvering room for long vehicles, as well as providing an additional lane for SH-75 traffic to avoid any potential conflicts with traffic entering SH-75.</p> <p>The Preferred Alternative meets all highway design standards as established by the American Association of State Highway and Transportation Officials and incorporated into the ITD Design Standards. The wider highway cross-section with 5 lanes and 8-foot shoulders will also improve the overall sight visibility for traffic in this area.</p> <p>The alignment of the highway was determined through an iterative process that balanced the need to meet design standards, the needed roadway cross-section, and the avoidance of natural resources and existing homes and other infrastructure.</p> <p>The Preferred Alternative meets all highway design standards as established by the American Association of State Highway and Transportation Officials and incorporated into the ITD Design Standards. The wider highway cross-section with 5 lanes and 8-foot shoulders will also improve the overall sight visibility for traffic in this area.</p> <p>The alignment of the highway was determined through an iterative process that balanced the need to meet design standards, the needed roadway cross-section, and the avoidance of natural resources and existing homes and other infrastructure.</p>



	Comment #	Response to Comment
<p>would certainly be a better solution and probably a cheaper solution than trying to make everybody on the west side of the highway relocate.</p> <p><u>JOHN S. CHAPMAN</u> – I have one other comment.</p> <p><i>(State your name again.)</i></p> <p><b>T5-4</b> I'm John Chapman. It's going to be very difficult to relocate my security gate, because not only is, what it would cost you, and what it cost me to build it in the first place, but there is a hundred and twenty (120) year old historical apple tree that was planted in the early eighteen eighties (1880s) that would have to come out if our security gate was moved, and I appeal to you to relocate to save that historical tree, which I think is very important to this whole valley and the history of the valley. And that's it.</p> <p><b>T7-1</b> <u>RANDY HALL</u> – Okay, are we waiting now? We're good to go? Okay, my name is Randy Hall, and I'm the Mayor of Ketchum. And first, I hate to start this off like this, but I object to the manner in which we're handling what is a so-called public hearing – this is NOT a public hearing, this is an open house, and I have no opportunity to hear my constituents or my fellow county citizens talk about what the issues are so that we can debate it in an open, lively format. The fact that I have to come into a room with a closed door and speak on a tape is not, in my opinion, an opportunity for a public hearing, so I WILL be making a formal request for a public hearing in the sense that we understand them in this community.</p> <p><b>T7-2</b> That said, again, for the record, I'm Randy Hall, and currently serve as Mayor, City of Ketchum. It is a pleasure to welcome everybody – I'm reading this from a script because we don't have an opportunity to have that public hearing. So anyway, I'm glad that ITD is here. This is our home, and we're very proud of it and it's scenic beauty. It is also my honor to lead the testimony you will receive from our community. Let me begin by stating the obvious; our testimony today is a team effort; the five (5) cities in Blaine County AND the county commission are all unified in their support of Alternative Three (3). That is not to say that each city will not offer additional comments specific to the highway as it passes through their city limits, and before eight o'clock (8:00) tonight, you will have a letter in your hand signed by all five (5) mayors and the Chairwoman of the County Commission supporting Alternative Three (3).</p> <p>I was elected Mayor in the city of Ketchum in November of 2005; prior to that I served as Council President and as a member of the City Council for the preceding ten (10) years. I was a chairman of Planning &amp; Zoning Commission, and throughout my public service I have also actively worked on a variety of transportation issues, including Chairman of the Wood River Regional Transportation Committee, and am also participating in all of the NEPA process for the redesign of State Highway 75. With my transportation background and my long history in this community, the best and most comprehensive solution to our transportation challenge IS Alternative Three (3); winding of the highway with peak-hour HOV lanes. This is a cutting-edge solution as only one other rural highway in America has a facility like this, but that should not be an impediment to improving this as the best solution for our community. Speaking of comprehensive solutions, a highway is much more than just asphalt and concrete. Highway 75 represents a visual statement to those visiting our community. It is also the economic lifeline, transporting workers, goods and services to our community each day. Additionally, these improvements will address life and safety issues. Traffic flow in a safe manner is a goal that I can't ignore; I'm also a licensed paramedic, so I run on all of the traffic accidents up and down</p> <p><small>Project Number STP-F-2392(035). Key Number 3077 Idaho 75 Timmerman to Ketchum Project. January 26, 2006, Hailey, ID</small></p>	<p>T5-4</p> <p>T7-1</p> <p>T7-2</p>	<p>During detailed design of the SH-75, the individual needs of land owners will be determined and appropriate compensation made, in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>Based on comments received at the public hearing, ITD offered to hold an additional public hearing in the City of Ketchum. Ketchum declined this offer.</p> <p>Alternative preference noted.</p>

	Comment #	Response to Comment
<p>our community on a regular basis, so safety is a primary goal. This highway is used also to transport the sick and injured to the hospital, fire apparatuses up and down the highway, and police to and from the scene of a crime. Anyway, the comprehensive approach does not end with life safety and law enforcement or facilitating traffic flow. The understated value of Alternative Three (3) rests with its multi-modal approach, and the implementation of transportation-demand management principals. If our community is to be involved with determining our transportation future, then we must be allowed to better manage our use of alternative forms in terms of transportation: Peak hour demand management, parking incentives and disincentives and a full range of options that total demand management offers. Again, this project is more than just bricks and mortar; it's about the future of our community. Please excuse me again for stating the obvious; the community values its settings and enjoys a high quality of life due to the protection of the environment and its natural resources entrusted to us. Alternative Three (3) incorporates elements of context-sensitive design in keeping with our sensitive valley environment, community values and public wishes. Protection of the environment is a key goal of this project. All of our jurisdictions have approved policies and comprehensive plans that support and promote environmental protection, multi-modal transportation concepts, public transportation and TDM principals.</p> <p>Copies of all these documents will be transmitted to you and the end of the published comment period. However, I call these to your attention at this time to further illustrate the long-standing commitment of this community to a solution that addresses that transportation needs while respecting and preserving our quality of life. Let there be no doubt in anyone's mind that our community knows what it wants and that we are willing to work together to achieve common transportation goals. This is an opportunity for us to become a leader, a community that other communities nationally will look to as an example of cooperation, collaboration, and common community vision. Other speakers will follow with additional information, demonstrating the team approach we have taken to accomplish this project.</p> <p>And, let's see – Thank you for this opportunity. It's exciting for me personally to be mayor in this period of time, and I think that is it. Okay. I'm done.</p> <p><u>PETER EVERETT</u> – I'm Peter Everett, I live in Ketchum. I'm also on the CART Board, which is the local public transportation agency. I'm a real advocate of ride-sharing, van-pooling, bicycle riding, pedestrianization, alternatives to the single-occupant car. I'm a strong believer that you don't really solve traffic problems by widening highways too much. Sometimes you exacerbate traffic problems; a wider highway and more free parking acts more as a magnet to draw more and more cars out. So I'm a real strong advocate of option Three (3), Alternative Three (3), which is two lanes for SOV, or single-occupant car drivers, single-occupant vehicles, and two lanes for HOVs, high-occupancy vehicles and transit. And I'm an advocate of that, not only that there's a carrot or an incentive for people riding buses and using van pooling and carpooling and so forth, but also it sets aside land that could maybe be used for a light rail in the future. If you've got the two lanes there, which are bus lanes, primarily, and high occupancy vehicle lanes, some day, should there be enough population, you've got the land and you can run some train tracks up and down there.</p> <p><u>T8-2</u> In the mean time, I'm an advocate of keeping those lanes just for transit and HOVs and running the busses like a subway, up and down the main road fast, not too many stops, so travel speeds are good, and it becomes a real carrot and an attractive mode of travel for people to go up and down the valley. I think that whatever we do, we have to make it a super aesthetic treatment of</p> <p><small>Project Number STP-F-2392(035). Key Number 3077 Idaho 75 Timmerman to Ketchum Project, January 26, 2006, Hailey, ID</small></p>	T8-1	Alternative preference noted.
	T8-2	Section 2.4, page 2-18 of this FEIS describes the potential conversion of McKercher Boulevard to Elkhorn Road to HOV operations by ITD when the requirements described in that section have been satisfied.

	Comment #	Response to Comment
<p>the highway and the transit lanes, because this is a tourist environment, and when people come down Timmerman Hill, they want to see a PRETTY road, so it's attractive to them. I think if it ends up looking like anywhere in America, suburban or arterial, that's going to cause problems for our tourism environment, so it's got to be really treated well from an aesthetic point of view.</p> <p>So, I'm a strong option, strong candidate for option Three (3). That's it.</p> <p><b>T9-1</b> JIM GAZ – My name is Jim Gaz. I've lived here in the Wood River Valley, I'm going on my seventh (7<sup>th</sup>) year. I left Seattle because of the bumper to bumper gridlock traffic. I see it happening here, and there's an easy solution, and you can save hundreds of millions of dollars of taxpayer's money, and make the oil companies go broke, or we'll have oil for another five (5) years. Otherwise, at the rate we're going, we're going to be out of oil in about two (2) years, and it's a mute point anyway, so there's – why – nobody's going to be able to afford to pay six (6), seven (7) dollars gasoline, it's coming, so why are all the lies being told, when every businessman who knows this – you know, in other words, I have no bones. I'm eighty-three (83) years old, so I could speak my mind. Now – the only HOV lanes do not work. I've witnessed them in Seattle area for thirty-six (36) years. I seen them coming, and if anything, it's made it worse. So, I could take ANY of you guys that are in the transportation department and prove it to you. I work free – you don't even have to pay me. Just take me along, I'll show you everything you want to know about HOV lanes. I don't know all this garbage – I know HOV lanes because it DOESN'T WORK, period.</p> <p><b>T9-2</b> Now, what works? Simple. A good bus system like it is in every country. The area here is too small to have rapid transportation or anything. We're out to save millions of dollars. So – you could BUY – you could PAY people to ride the bus and save probably a hundred million dollars (\$100,000,000) or more than that – just calculate it, what it costs for gas, what it's GOING to cost for gas. Now – how do you get people to – the only question is, how do you get people to – ? I'm riding the peak bus. I figure I save every time I go skiing, I save three dollars (\$3). You have to bring this on to people; of course, a few guys are already paid by the oil companies to keep this going, well, that's your problem. What you do – you have GOOD bus service, and you PAY people – give them a dollar every ride. This would save millions of dollars, as simple as that. And then you don't NEED HOV lanes, just improve a little bit – you need a little improvement on the highway system, and that's the solution. Good bus transportation. Make it free. Or make it very little. Make the seniors and kids free, or charge a dollar. But you've got to get people to ride the buses. The other day I rode the bus back from the ski area to Hailey – I was the only person on that bus. It's being subsidized eighty-five percent (85%), so it's ridiculous to charge the other fifteen percent (15%), that's why I said free. That's my input. Jim Gaz. Goodbye.</p> <p><b>T10-1</b> PATRICIA WEAVER – My name is Patricia Weaver, and my address is 101 Mountain View Lane. I have the property that is just north of Albertson's on the west side. There is a stop light there at Albertsons, and then my property runs to the white fences, which probably takes in about, well, less than a quarter of a mile. The noise impact within two hundred (200) feet of the stop light, for about a fourth of a mile, is over sixty-seven (67) decibels. I want a big, big noise barrier put on the front of my property. The property will be about three hundred and fifty-four (354) feet long. Either that, or be able to berm the front highway up to my property line, which now, there is in effect very large county berm restrictions, and because of the noise impact for my particular piece of property, I feel that it's extremely unfair. I would rather see the property bermed up close to the – you know, safety, of course, but CLOSE to the property line, rather</p> <p><small>Project Number STP-F-2392(035). Key Number 3077 Idaho 75 Timmerman to Ketchum Project, January 26, 2006, Hailey, ID</small></p> <p><small>Page 7 of 13</small></p>	T9-1	Alternative preference noted.
	T9-2	With the consolidation of KART and Peak Bus in May, 2006, and the subsequent formation of Mountain Rides, the new regional transportation authority, in 2007, and in consultation with the Idaho Public Transportation Division of the Idaho Transportation Department, it is expected that Mountain Rides will identify future transit infrastructure needs over the next year, including expanded bus service, and appropriate fare structure. When the need for and specific locations for park and ride lots have been identified by Mountain Rides through its planning process, implementation of them, including funding, any additional environmental clearances, and design and construction, will be coordinated through Mountain Rides and the Idaho Public Transportation Division of ITD.
		As part of the development of alternatives for improving mobility on SH-75, a bus only option was evaluated. The analysis showed that a buses only approach would not remove sufficient vehicle trips from SH-75 to eliminate the need for additional highway capacity on SH-75.
	T10-1	Extensive noise analysis was conducted during the preparation of the DEIS and is documented in Section 5.7 of the DEIS. Based on comments received on the DEIS, additional noise analysis was conducted and is documented in Section 5.7 of this FEIS, page 5-4. Two additional measurements were taken in the vicinity of this property; the results are shown on Figure 5-1 on page 5-5 of this FEIS. These analyses were conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise. Under these regulations, a noise barrier is not warranted for this property.
		Construction of a berm would require the acquisition of additional right-of-way to provide sufficient room to construct a berm.

	Comment #	Response to Comment
<p>than have an eight (8) foot cement barrier. That's the way I feel about it. So the state and the county are going to have to work together on that because not all people would fall under the sixty-seven (67) decimal noise factor as I do, being next to that stoplight. People coming from – TRUCKS coming from the north are traveling at fifty-five to sixty-five (55 to 65) miles an hour; they immediately, right in front of my property, hit a sign that says 'forty-five (45) miles an hour;' by the time they break down to the stoplight, which is probably about three hundred (300) feet to the twenty-five (25) mile an hour sign, they have definitely gone through eight (8) gears, and the noise is extremely loud. I've been there for twenty-five (25) years, and the impact just keeps encroaching, encroaching and encroaching, and I feel like it's also taking down the value of my property immensely. I lived in the country twenty-eight (28) years ago, and now I still have horses and run an agricultural business, but I don't get to barrier my property with the restrictions that the county has put up, and now the state wants to take part of my property along the front, which I've managed over the last twenty-eight (28) years to put a whole tree line in, and that will be taken down as well. I feel like it's just not a fair impact to someone like me. And frankly, I feel that by 2025, the traffic will not be traveling to Ketchum. It's already starting to show signs of people – NORMAL people that are working, and have children, and go to school, and normal activities – are not only MOVING to South Valley, but they are trying to get JOBS in South Valley, so there are big corporations, companies that WERE in Ketchum have already started to move to South Valley. And that's documented. So by 2025, more and more people are going to be settling and working in South Valley. The state should be looking at THAT impact STUDY, and ESPECIALLY if the airport gets moved out of Hailey, there will be even LESS travel to the Ketchum area. So these things have to be looked at, I think, to be fair to all individuals, and of course, as I'm stating right here, I feel that this highway, without letting me barrier my property, which I have eight point four (8.4) acres, so I COULD do a nice barrier and have a little privacy, is bringing down my property values very, very much, and this is stated by Patricia Weaver, the property owner, River Grove Ranch subdivision, Lot eight (8). Thank you.</p> <p><b>T10-2</b></p> <p><b>T10-3</b></p> <p><b>T11-1</b> <u>MARK HOFMAN</u> – This is Mark Hofman, I'm the Community Development Director, city of Sun Valley, and the concern that I would like to voice is the options between Alternative Two (2) and Alternative Three (3), the main point being that Alternative Three (3) has the HOV lane, and timing issues. If you don't go for the long term solution of HOV for a long-term fix to the problem, and you go ahead and implement Alternative Two (2), then you run into a HUGE problem in the future where an HOV lane would not be possible. People get used to using the facility as a two-lane highway, and it becomes very tough to educate them or to change habits, and so the request that I would make is that if you're looking for a long-term solution, and that's the HOV lane, to implement it now instead of in the future, and that way you don't have to go through the learning curve and so forth, and it makes it all possible in the future. Thank you. That's it.</p> <p><b>T12-1</b> <u>SCOTT PORTER</u> – This is Scott Porter. For the most part, I think it looks great; we don't really have much of an opinion on the HOV lane because we are retired and don't commute, but as long as the HOV lane definition is two (2) people, then no problem. If it's going to be three (3) people or more, than I would be against it, because I don't believe this valley is going to be able to come up with more than two (2) people per car, realistically. You're going to see that lane empty all the time.</p> <p><b>T12-2</b> I'll put my digs in for an increase in the speed limit to thirty-five (35) miles an hour on the portion north of the airport; the big, sweeping curve in Hailey. Right now it drops, as you go northbound, it drops fifty-five (55) to forty-five (45) to twenty-five (25), which I think may be</p> <p><small>Project Number STP-F-2392(035). Key Number 3077 Idaho 75 Timmerman to Ketchum Project, January 26, 2006, Hailey, ID</small></p>	<p>T10-2</p> <p>T10-3</p> <p>T11-1</p> <p>T12-1</p> <p>T12-2</p>	<p>The development of the future travel demand model for SH-75 took into account a redistribution of population and employment within the Wood River Valley. This was developed in consultation with planners representing Blaine County and the Cities of Bellevue, Hailey, Ketchum, and Sun Valley.</p> <p>During detailed design of the SH-75, the individual needs of land owners will be determined and appropriate compensation made, in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970.</p> <p>Alternative preference noted.</p> <p>Comment noted. The EIS evaluated HOV assuming that vehicles with 2 people or more per vehicle would be eligible to use the HOV lane.</p> <p>Speed limits are set taking into account the speed at which 85 percent of the traffic is driving, the engineering design of the road, and items such as the environment through which the roadway passes, lane width, parking, and pedestrian traffic. After all these variables have been considered, a speed limit is established such that traffic should flow at a safe an efficient level. Within the Cities of Hailey and Bellevue, the existing speed limit takes into account on-street parking, pedestrian crossings, and the number of cross-streets that intersect SH-75, as well as the need for traffic to move through the cities and to circulate within the cities.</p>

	Comment #	Response to Comment
<p>the only place in the valley that it does that; usually it goes (55), forty-five (45), thirty-five (35) until you REALLY get into town proper. Since you're at the end of the airport there, I think twenty-five's (25's) a little too low. NOBODY does it. Nobody's driving twenty-five (25) out there.</p> <p><b>T12-3</b> And the third, most important thing that I want to recommend is a merge lane from northbound Gannett to northbound 75. Right now, the way its constructed, 75 goes to two (2) lanes at that intersection, so when you come from northbound Gannett and you sweep onto 75, you have your own lane. So essentially, it IS a merge lane. When you carry the four (4) lane highway south past that point, we lose that dedicated merge lane. And since there is vacant land there, I would STRONGLY recommend that you add a third merge lane from Gannett Road onto 75, particularly for the future of the traffic on Gannett's going to be pretty hairy as Carey grows and the Bellevue triangle goes out further, Gannett's going to be used a lot more. That's going to be a very necessary thing. That's it. That's all I'm going to say.</p> <p><b>T13-1</b> <u>NILS RIBI</u> – My name is Nils Ribi, N-I-L-S R-I-B-I, I'm a City Councilman from the city of Sun Valley. I'm speaking also as a citizen of Sun Valley. Thank you very much for this opportunity to comment on the proposed item. My comments are in addition to the letter provided by the city of Sun Valley and various other cities. A couple of comments that I have, in addition: First of all, I feel that something you'll want to consider would be that the [Mechanville] area in front of the hospital – that area has somewhere in the neighborhood of twenty (20) properties that all exit from those properties on TO the highway. We will be involved in planning those properties along with the city of Ketchum and the county in a master plan. We HOPE to be able to ask those properties, and master plan those properties, to all exit onto Hospital Drive instead of the highway, which we feel might be a safer way to do it, which may also allow you to plan better for that area of the highway and not have the accesses onto the highway, which could be very safe. It may also allow for some alternate planning, some alternate barriers, some landscaping, those types of things, and then all accesses from those properties would go up Hospital Drive and then reach the stoplight there and, going north, you would then take a left turn to go back to Ketchum. That could prove to be a much more expedient way for folks to get ONTO the highway when its busy, and also a QUICKER way.</p> <p><b>T13-2</b> So that's one comment on the [Mechanville] area. Another comment I have: I'm also a road biker in my spare time, when I have a few minutes to get out there. I enjoy riding north to Galena a lot. I do not ride the highway south for obvious reasons; because it's so narrow, there's no shoulder, and too much traffic. The bike path, as you know, is becoming much more congested and is hard to go at any speed on that for safety reasons. It would be nice under this proposal to have a wide enough shoulder for road bikers, whatever's appropriate, and having that the full length of the entire project would be greatly appreciated, and also some easy on/off access points. The other thing that all of us road bikers REALLY appreciate is the fact that we pave – after you finish paving and you get ready to chip-seal, that you have been very nice in the past NOT to chip-seal some of the shoulder – that has been greatly appreciated, and when you do this project, if you could also consider NOT chip-sealing a good portion of the shoulder, it makes it a little smoother and safer for the road bikers. That would be a consideration; I realize that's quite a ways down the road, but if you'd make a note of that, we'd greatly appreciate that. Thank you.</p> <p>Now, as far as a couple of specific issues regarding Sun Valley, as you know, one of the main entrances to the city of Sun Valley is at Elkhorn Road and State Highway 75. One of the issues</p>	<p>T12-3</p> <p>T13-1</p> <p>T13-2</p>	<p>A two-lane roundabout is now included at the intersection of SH-75 and Gannett Road. SH-75 south of Gannett Road will be reconstructed to two lanes in each direction. Figure 6-4 on page 6-12 of this FEIS illustrates this roundabout. It will improve the ability of drivers to enter onto SH-75 from Gannett Road.</p> <p>Comment noted.</p> <p>An 8-foot shoulder is included in the Preferred Alternative from US-20 to Elkhorn Road that will accommodate bicyclists.</p>



	Comment #	Response to Comment
<p><b>T13-3</b> that we have in our comprehensive plan that addresses this is a particular action item; that action item calls for us to partner with ITD to create a somewhat notable entrance to the city at that intersection. That's all the plan calls for, but we would like to, at some point during your planning process, work with you to make an entrance that would be at least notable; something that isn't just a left turn or a right turn off the highway – something that really denotes the fact that this is truly an entrance to the city of Sun Valley that is really meaningful. So I raise that as an action item for you to consider also.</p> <p><b>T13-4</b> Another issue in that same area; as you know, from the Elkhorn stoplight SOUTH towards the bridge there on the east side of the highway, there are those high-power, high-voltage power lines along the highway – they are RIGHT NEXT to the curb of the highway. We've always felt that those were very dangerous, and for safety reasons, during the design process of the new highway, if there's any reason or any possible way to remove those or underground those or relocate those further away from the highway, that would obviously be something that should be considered, and something that we would ask your consideration of during the planning process in the early stages. Those are my comments at this point. Thank you very much. Appreciate it.</p> <p><b>T14-1</b> <u>DOUGLAS WALTON</u> – My name is Douglas Walton. I'm a resident of Blaine County. I have spent time reviewing the Alternatives Two (2) and Three (3) to the State Highway 75 proposed improvement project. In general, I mostly am quite pleased with what I've seen, and I would question the need for some of the sound barriers that I've seen drawn in, but as far as the way traffic flow is being addressed, it looks good to me. The one area that I'm concerned about would be from the last mile and a half coming into Ketchum from the Mountain View Grocery north, it appeared to me on the charts that we're still going to be choking down to one northbound and one southbound lane up to as far as Trail Creek. I would like to encourage the highway department if possible to at least have northbound traffic be two-lane as far as the turn to the River Run parking lot. That way, when there would be a two-lane northbound to where drivers could opt to go the back way into Ketchum or be turning off if they're skiers to the parking lot, or continue on Highway 75 into Ketchum. It seems to me that on the morning commute that to have any kind of bottleneck at all before there is an alternative to Highway 75 doesn't make sense.</p> <p>Other than that, I like the plan. I think you've done some good work. Thank you.</p> <p><b>T15-1</b> <u>DOUGLAS NIEDRICH</u> – This is Doug Niedrich, and I guess I can get started, huh? Okay. My primary concern is with some property that we own in [Mechanville] on Highway 75. The address is 12618 and 12620 State Highway 75, south of Ketchum. We have the smallest property in [Mechanville], it's the furthest north property, and my concerns about access, or in relation to the new highway project, are that we have been told that we will lose access off of Highway 75 if we ever develop our property there. And currently, we can't develop the property because we don't have the proper water and sewer available to our property, but that will change hopefully in the future. So when we do develop our property, it's my understanding that we will lose our access to Highway 75, as we currently are able to use it now. My understanding is that we will have to access the county road to the north of our property line, and then go – right now its one way – we would have to go back to the south through the light and then get on the highway by backtracking, which provides an inconvenience. And then I would also, on MY property, because I'm the furthest north, would have to provide access to the two properties to the south of me, so I would have to give them an easement across the front of my property so</p>	<p><b>T13-3</b></p> <p><b>T13-4</b></p> <p><b>T14-1</b></p> <p><b>T15-1</b></p>	<p>A roundabout at the intersection of SH-75 and Elkhorn Road was developed in response to comments received on the DEIS. The conceptual roundabout shown in Figure 2-3 on page 2-9 of this FEIS was presented to the Cities of Ketchum and Sun Valley in May 2006. As the roundabout required right-of-way from adjacent landowners, the Cities agreed to contact those owners and obtain comment. Although the roundabout is feasible from a traffic operations perspective, it is not acceptable to adjacent landowners and is therefore not included in the Preferred Alternative.</p> <p>The undergrounding of utilities is eligible for Federal-aid if certain criteria are met, as defined in the Program Guide, Utility Relocation and Accommodation on Federal-Aid Highway Projects, Sixth Edition, January 2003. This document can be accessed online at <a href="http://www.fhwa.dot.gov/reports/utilguid/">http://www.fhwa.dot.gov/reports/utilguid/</a>. Once the SH-75 project is funded for design and right-of-way acquisition, an analysis of the eligibility of SH-75 under this federal program will be investigated.</p> <p>The Preferred Alternative includes a 4-lane cross-section from Elkhorn Road to Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street, based upon a decision and recommendation made by the City of Ketchum on March 14, 2007.</p> <p>The existing right-in and right-out from southbound SH-75 to Hospital Drive will not be altered by the Preferred Alternative. Blaine County and the Cities of Ketchum and Sun Valley have been planning for possible redevelopment of the McCannville area. As part of that local planning process, access to Hospital Drive and any changes from the existing right-in and right-out access to SH-75 may be addressed.</p>

	Comment #	Response to Comment
<p>that they could access the county road. So, my concern is that the intersection to the north of our property, that's currently there could be developed in a way that we could access the county road and then go north to Ketchum rather than having to backtrack to the south.</p> <p><b>T15-2</b> And I have other concerns regarding snow removal. We sit in kind of a hole below the current grade of the county road, and in the snow removal process, all of that snow gets pushed onto our property, and the potential there is to have some drainage issues with how the snow has been removed. And early on I was assured that the county would be sensitive to that, but anybody that drives by there can see that the snow is piled up on what would be my property, so I do have snow removal concerns as well. I guess that's my comment for now.</p> <p><b>T16-1</b> <b>MARK GAUER</b> – This is Mark Gauer, I live at 10739 Highway 75, and my wife, Betty and I have reviewed the proposed work and I like it. I ride a motorcycle for the better part of the year, and I feel very threatened sometimes turning left off the road, and I look forward to having a turn lane to get off of the highway into my property. And also, I work at Power Engineers, and I will be VERY grateful to have a traffic signal at that intersection.</p> <p><i>(So are you talking in reference to BOTH proposals, or - ?)</i></p> <p>The whole thing. That's – in general, the whole thing looks pretty good to me, I don't have any ax to grind. That's all I have. Thanks for taking my comment.</p> <p><b>T17-1</b> <b>MAURA PFEIFFER</b> – My name is Maura Pfeiffer, and my concern is with noise abatement. I know I'm not in one of the areas that qualified under your studies for consideration of a noise wall or retaining wall, but I'd like to – at one time there was a mention of using asphalt that might reduce some of the noise, and even if that's just a MINOR reduction, it would make a significant difference to where I live and the noise that I deal with from the highway. So I would like noise abatement to continue to be a major consideration with whatever alternative is chosen. Thank you.</p> <p><i>(Do you want to state your address?)</i></p> <p>Oh – I live at 206 Easy Street in Hidden Hollow; it's a county subdivision just south of the Greenhorn Bridge.</p> <p><b>T18-1</b> <b>MARK SLIWICKI</b> – I'm Mark Slivicki, I live at 222 Broadford Highlands Lane, and my main concern is I think that we should go with the plan Two, Alternative Two (2), with the four lanes, center turn lane, and then coming into Ketchum, I think – the only problem I really see with the whole project is that going into Ketchum, it would have to be at Serenade Lane, make it one way into Ketchum; you could have your two (2) lanes right there coming in across the bridge, across Trail Creek into Ketchum, and then Main Street in Ketchum would have to be one (1) way. And then I'm not sure exactly which road would be the best, either Sixth (6<sup>th</sup>) or maybe down at Tenth (10<sup>th</sup>) Street, cut down and come back to where we could hit Second (2<sup>nd</sup>) Street and have that one (1) way going back out of town, then back at Serenade, widen that intersection, going south would be no stop, just automatic, right into your two (2) southbound lanes. And of course, if you go back north, back into Ketchum, you'd have to merge with the traffic coming from the south. And then I think the project would be pretty simple. There might have to be a few roads in Ketchum one (1) way also for the traffic to flow through town, but I think that would be the easiest option for the whole project.</p> <p><small>Project Number STP-F-2392(035). Key Number 3077 Idaho 75 Timmerman to Ketchum Project, January 26, 2006, Hailey, ID</small></p>	<p><b>T15-2</b></p> <p><b>T16-1</b></p> <p><b>T17-1</b></p> <p><b>T18-1</b></p>	<p>Reconstruction of SH-75 through this area will use curb and gutter that will capture storm runoff and direct it to a contained system. The 8-foot shoulders in the Preferred Alternative will provide some additional opportunity to temporarily place snow during snow removal activities.</p> <p>Comment noted.</p> <p>There is on-going research on paving materials and their impact on traffic noise. Section 7.3 Commitments of this FEIS commits ITD to examine the results of the Quiet Pavement Pilot Programs and their potential applicability and sustainability for SH-75 during final design as part of the pavement design process..</p> <p>Based on the cross-sections presented in the DEIS, the Preferred Alternative includes a 4-lane cross-section from Elkhorn Road to Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street, based upon a decision and recommendation made by the City of Ketchum on March 14, 2007. The Preferred Alternative includes the reconstruction of Trail Creek bridge. It would be constructed to accommodate 4 lanes, but initially striped to 3 lanes, based on that decision.</p> <p>During the DEIS process, the City of Ketchum considered alternative traffic patterns in a transportation planning study but did not adopt any of its recommendations. In 2006, the City is adopted the Downtown Master Plan that include policies, guidelines, and recommendations that address traffic circulation, parking and pedestrian facilities. These include a potential restriping of Main Street from its current 4 lanes to 3 lanes.</p>

	Comment #	Response to Comment
<p><b>T19-1</b> <u>JUDY HARRISON</u> – My name is Judy Harrison, and I have three (3) concerns about Alternatives Two (2) and Three (3). First concern is the amount of time that will be saved – looks like it is about five (5) minutes – so if we're doing this to save time, I'm not sure that its worth the expense.</p> <p><b>T19-2</b> Number two (2), I'm concerned about the soundproof walls and the impact that they will make on the scenic corridor. This has traditionally been a rural area where the views from the highway are very important.</p> <p><b>T19-3</b> Number three (3), I'm wondering what's going to happen to all this traffic when it arrives in Ketchum and have the – is the Ketchum City Council engaged on this, and has parking been planned? Thanks.</p> <p><b>T20-1</b> <u>DIANA WHITING</u> – My name is Diana Whiting, I live about a mile north of Hailey. And where I live, there is an awful lot of wildlife; there's deer and elk, there's fox, there's skunks, and even a raccoon or two. My concern is I'm seeing this four- (4)- lane highway that goes from – well, five (5) lane with the turn – and I just see the road kill in between that area, up to where Buttercup Road comes in ... as it is NOW, just on the THREE- (3)- lane highway, so I'm thinking, 'what are – these poor guys just don't have a chance,' so I would suggest that you keep the speed low: forty-five (45) miles an hour. Let people just – well, that's the only solution I'm come up with yet, but it just seems like a five (5) lane highway through that area is a contract for a lot of blood on the highway. So, I don't know what you had in mind for that, for traffic flow, but I know there's a lot of migration and I know you have the blinking lights now, but I don't know if people even pay attention to that, much less the critters. So, that's my concern. I'll write my comments on the other things that I had concerns about. Thank you.</p> <p><b>T21-1</b> <u>ROBERT REDFERN</u> – My name is Robert Redfern, I live at South Woodside, and I just want to comment on the proposed speed limit. They said the designed speed was fifty-five (55), but it would be forty-five (45), with the two stoplights that they're going to put it, I think that would be too fast a speed, for those two stoplights. For somebody to gain up to forty-five (45) to – or fifty-five (55) between a mile and that, I think you would – it would cause more traffic problems. And trying to pull out is a big problem right now with people going fifty-five (55), with the ice on the intersections, and I think it would be wise to re-think that and look at maybe a thirty-five (35) speed limit between Bellevue and Hailey. And that's all I have to say.</p> <p><b>T22-1</b> <u>DANNY TROUTWEIN</u> – My name is Danny Troutwein, I live in Hailey. I just wanted to put on record that I oppose an HOV lane between Hailey and Ketchum. I grew up with HOV lanes in California and back east – they do not work, they're easily abused. I think the widening of the highway is a step in the right direction; increased public transit, transportation, bus service throughout the county is good, but I am adamantly against the HOV lane. That's it.</p> <p><b>T23-1</b> <u>GERRY MORRISON</u> – I'm Gerry Morrison, I live in Hailey, Idaho, and I want to make a comment about the proposals, the three proposals for the improvement of Highway 75. First of all, I like the Alternative Three (3); I think without HOV lanes, we won't have achieved a whole lot. So I like Alternative Three (3) with the HOV lanes.</p> <p><b>T23-2</b> Second, I think – this isn't directly relevant to the highway project, but without some institution of paid parking in Ketchum, we also won't have achieved much, because people won't use the HOV lanes as readily.</p>	<p>T19-1</p> <p>T19-2</p> <p>T19-3</p> <p>T20-1</p> <p>T21-1</p> <p>T22-1</p> <p>T23-1</p> <p>T23-2</p>	<p>Comment noted.</p> <p>The analysis of noise was conducted in accordance with federal regulations found at 23 Code of Federal Regulation Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise. Where there is likely to be a noise impact as defined under these regulations, ways to mitigate it must be evaluated and documented in the EIS documents. The use of concrete noise barriers to mitigate traffic noise was therefore considered in the DEIS and reevaluated in this FEIS. Section 5.7 of this FEIS (page 5-4) describes this re-evaluation. ITD Traffic Noise Analysis and Abatement Policy and Procedures states that: "Noise abatement will not be implemented if the majority (50% plus 1) of the impacted people are in opposition or indifferent to noise mitigation. Opposition to barrier construction shall be documented in writing, such as formal surveys or petitions."</p> <p>During the DEIS process, the City of Ketchum considered alternative traffic patterns in a transportation planning study but did not adopt any of its recommendations. In 2006, the City is adopted the Downtown Master Plan that include policies, guidelines, and recommendations that address traffic circulation, parking and pedestrian facilities. These include a potential restriping of Main Street from 4 lanes to 3 lanes.</p> <p>Comment noted. The responses to Comment 17 on page B-8 and Comment 25 on page B-13 address this issue. A wider highway affords greater visibility for drivers and more opportunity to avoid a wildlife collision.</p> <p>The EIS assumes 45 mph in this area.</p> <p>Alternative preference noted.</p> <p>Alternative preference noted.</p> <p>Paid parking was considered by the City of Ketchum but not adopted at this time.</p>



	Comment #	Response to Comment
<p><b>T23-3</b> And finally, I think there should be some re-examination of the – I think it's a state-wide school rule, which permits anybody in a school district to attend any school. And the result HERE is that people in south Blaine County drive their children all the way to Ketchum to attend the Hemingway School. That results in two things – crowded highways and discrimination. That's my testimony. Thank you.</p> <p><b>T24-1</b> LINDA HAAVIK – Okay: Linda Haavik, speaking for myself, and Hermie Haavik. We're concerned, skeptical, about the HOV lanes and whether they would work, thinking that it may be 2025 before they might work. Concern about inclement weather; even now, when two (2) lanes might be plowed, you'll only find one lane moving north, even through the two- (2)- lane section. There is concern that there should be two (2) lanes, at least getting to Serenade Lane, and it seems like the two (2) lanes going north and south could fit within the sixty-six (66) foot right of way. And then Ketchum or whoever north will have to decide from Serenade Lane north and into town, but between Elkhorn Road and Serenade Lane, two (2) lanes in both directions. What else? I guess that's it.</p> <p><i>(Please state your name.)</i></p> <p><b>T25-1</b> JERRY SEIFFERT – My name is Jerry Seiffert. I was the Mayor of the city of Ketchum and the Police Commissioner from 1975 to 1988. And I worked for the highway department on other issues at an earlier time. My comment would be – that section of the highway from Serenade Lane to River Run, crossing the Bridge at Trail Creek – One (1), we would want the bridge widened to the four (4) lanes, but also for circulation pattern and for safety of pedestrians, to have a sidewalk on BOTH SIDES of the street, from Serenade Lane to River Run, which would include both sides, again, both sides of the street. The design concept I have now SEEN did not have a sidewalk included, as I understand this, on the east side of the street. There is a new development – what is it. Timber-, uh – Timber-, uh, a new condo development which I understand they have put in a sidewalk in FRONT of that development on their own private property. Anyway, what I would like to see is a sidewalk then that is included on BOTH sides of that highway, as it APPROACHES Ketchum, from Serenade Lane to River Run, and NOT just a sidewalk over bridges.</p> <p><i>(Go ahead)</i></p> <p><b>T25-2</b> One additional comment – It's Jerry Seiffert again, former Mayor of Ketchum – I would like to see the state use their right of eminent domain if it is required to widen that portion in Serenade TO River Run – to use their right of condemnation to get the necessary width to include that sidewalk without squeezing the lanes as they go into Ketchum.</p> <p>LOIS WOOD – Lois Wood. This concludes all the oral testimony received on the Idaho 75 Timmerman to Ketchum Project Hearing.</p> <p>Transcribed December 19, 2005 by Perri Anne Sanders CJRL FRIDAY 888-9845 P.O. Box 342 Boise, ID 83680-0342 fridayidaho@msn.com</p> <p>Project Number STP-F-2392(035). Key Number 3077 Idaho 75 Timmerman to Ketchum Project, January 26, 2006, Hailey, ID</p> <p>Page 13 of 13</p>	<p>T23-3</p> <p>T24-1</p> <p>T24-2</p> <p>T25-1</p> <p>T25-2</p>	<p>Comment noted. ITD and FHWA do not have authority or responsibility for school policies.</p> <p>Comment noted.</p> <p>The Preferred Alternative includes a 4-lane cross-section from Elkhorn Road to River Street, based upon a decision and recommendation made by the City of Ketchum on March 14, 2007. This cross-section was considered in the DEIS.</p> <p>Based on the cross-sections presented in the DEIS, the Preferred Alternative includes a 4-lane cross-section from Elkhorn Road to Serenade Lane, and one lane in each direction with a center median and sidewalks between Serenade Lane and River Street, based upon a decision and recommendation made by the City of Ketchum on March 14, 2007. The Preferred Alternative includes the reconstruction of Trail Creek bridge. It would be constructed to accommodate 4 lanes, but initially striped to 3 lanes, based on that decision.</p> <p>Section 7.3 Commitments of this FEIS (page 7-12) includes a commitment that ITD will continue working with the Cities to help determine, fund and implement traffic calming and pedestrian improvements within the existing SH-75 right-of-way.</p> <p>As 4 lanes of traffic can fit within the existing SH-75 right-of-way through this section, no additional right-of-way is included in the Preferred Alternative. Through the process noted in the paragraph above, how and where sidewalks may be incorporated is yet to be determined by the City of Ketchum and in consultation with ITD.</p>

