



Public Comment Summary

Date: September 21, 2016

ITD KN#: 13075

To: Bruce Christensen (Idaho Transportation Department)

From: Yuri Mereszczak, PE; Robyn Austin (Kittelson & Associates, Inc.)

Project: US-20 & SH-75 (Timmerman Junction) Intersection Study

Subject: Online Survey Public Comment Summary

Introduction

This memorandum summarizes public feedback received on the US-20 & SH 75 (Timmerman Junction) Intersection Study through an online survey at: <http://www.surveygizmo.com/s3/2953321/US-20-and-Idaho-75-SH-75-Intersection-Timmerman-Junction-Study> (link no longer active). The comment period went from August 8th through August 21st, 2016. The purpose of this survey was to collect public feedback on the following alternatives for the intersection:

- No-Build
- Remove the Intersection Skew
- Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75
- Traffic Signal with Turn Lanes
- Single-Lane Roundabout with Approach Curvature
- Grade-Separated Diamond Interchange

Notifications

Citizens in the Wood River Valley and Magic Valley areas were notified about the survey in the following ways:

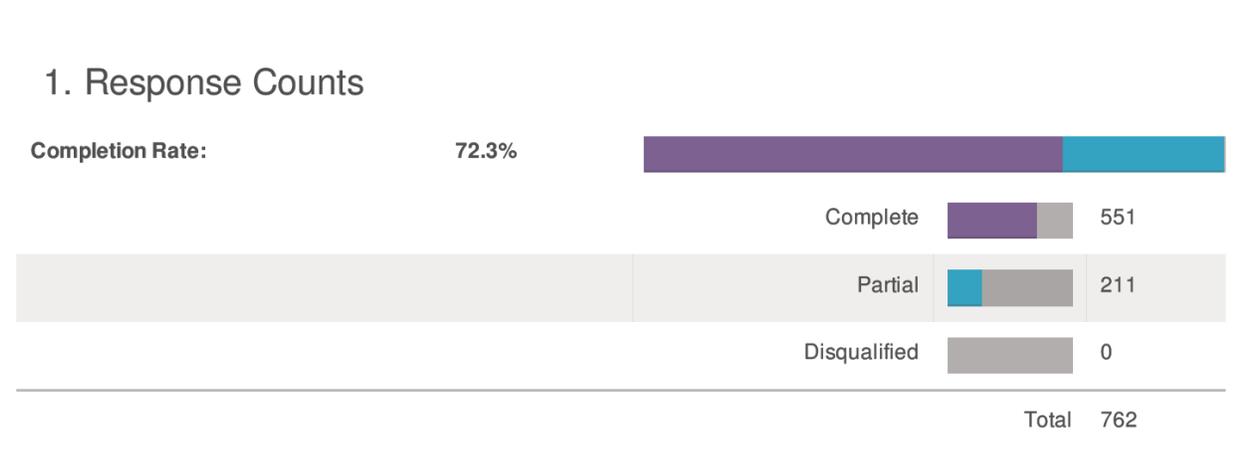
- **E-mail Notification:** Emails were sent to the Community Advisory Committee (CAC) on August 8th and August 19th asking members of the committee to advertise the survey to their organizations and contacts. Additionally, several emails were sent to community members, local officials, and area businesses with the request to share among their work associates, family and friends.
- **Website:** The link to the online survey was advertised on the study website at http://itd.idaho.gov/projects/d4/US20_ID75_IntersectionStudy/. The link was posted on the ITD Facebook page and notifications sent on the ITD Twitter feed.
- **Media:** A news release was issued by ITD on Aug. 8 announcing the availability of the survey and with a link and additional project information. The news release garnered articles in two local newspapers (Twin Falls Times-News & Idaho Mountain Express - Ketchum) and two TV news stories (KMVT-Twin Falls).



- **Local Public Advisory Group:** Community Advisory Committee (CAC) members were encouraged to forward the survey link to their employees, membership lists and to their other contacts.

Public Comment Summary

As shown in the graphics below, the survey received 762 total responses. 72% of those completed the entire survey, which is a relatively high completion rate for an online survey.



The following sections summarize the results from each question asked in the survey. The survey was generally organized in the following manner:

- **Initial Questions:** Questions asking respondents to provide information on where they're from, how they use the intersection, and their assessment of the alternatives evaluation criteria.
- **Intersection Alternatives:** For each of the six intersection alternatives, respondents were asked whether or not they support the alternative and then directed to explain why based on their initial response.
- **Ranking of Intersection Alternatives:** To close out the survey, respondents were asked to rank each of the six intersection alternatives in relation to each other.

In each section below, the survey questions respondents were asked are highlighted in **bold**, followed by illustrations/summaries of the results of each question.



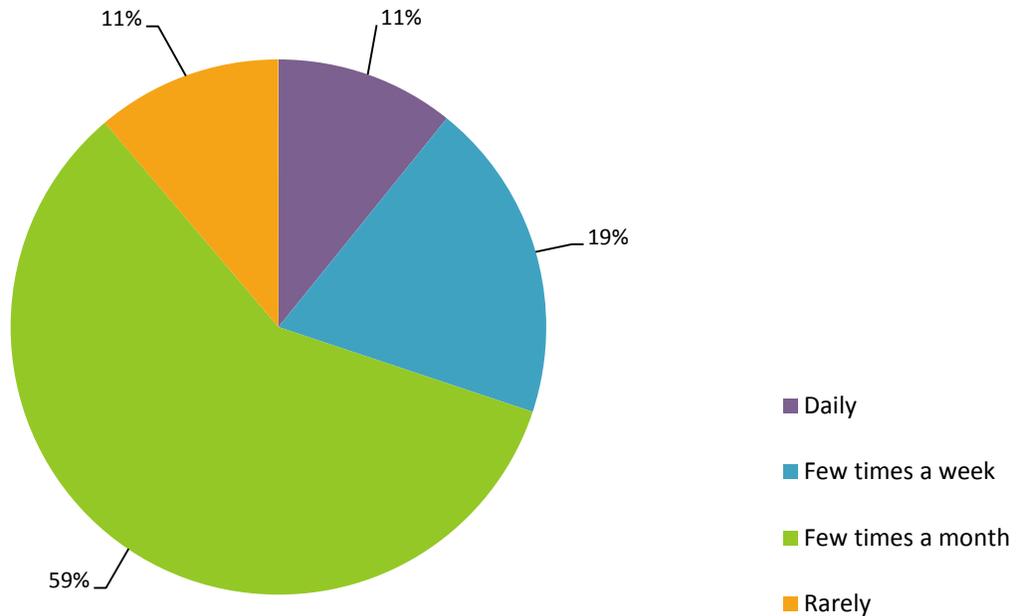
Initial Questions

What zip code do you live in?

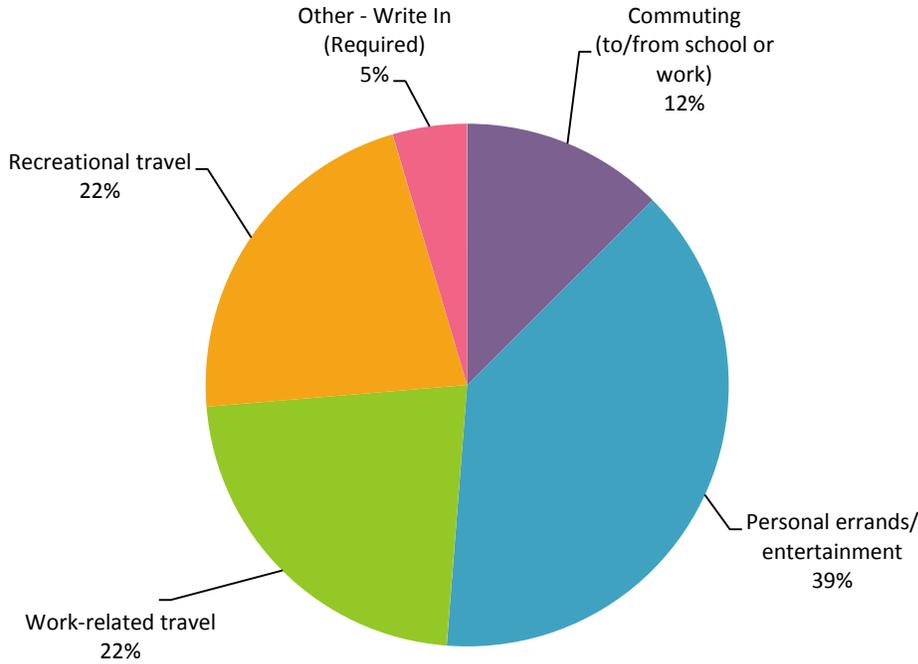


Respondents were asked to identify the zip code they live in. The highest number of responses came from zip code 83333 (Hailey) followed by 83313 (Bellevue) and 83340 (Ketchum). A significant number of responses also came from 83301 (Twin Falls) and 83352 (Shoshone).

How often do you use the intersection?



What is your primary reason for using the intersection?



Please rank the five evaluation criteria (listed in alphabetical order) from 1 through 5 in order of preference (1 being your most important and 5 being least important).

Overall Rank	Item	Rank Distribution
1	Safety Performance: Effect on frequency and severity of crashes	
2	Mobility: Effect on the movement of all users through the intersection	
3	Implementation & Maintenance: Amount of effort needed to construct and maintain the intersection	
4	Cost: Estimated construction and maintenance costs	
5	Physical and Environmental Impacts: Impact on the environment and properties near the intersection	

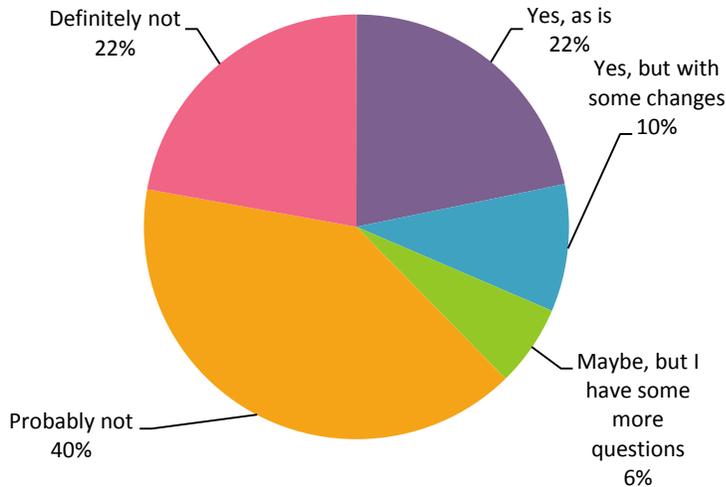
Lowest Rank Highest Rank



As the graphic above shows, safety performance was identified as the most important evaluation criteria followed by mobility. The bottom three (implementation & maintenance, cost, and physical and environmental impacts) all ranked relatively low by comparison.

Alternative 1: No-Build

Would you support ITD implementing the No-Build alternative?



Support Implementing

You indicated that you would potentially support implementing this alternative. Would you please indicate why?

Value	Percent	Count
There's no need to improve safety at the intersection	11.8%	25
Recent improvements by ITD have helped and the intersection works fine as-is	51.7%	109
I don't like the idea of any impacts to the surrounding land and environment	11.4%	24
It's not worth spending taxpayer money at this intersection	20.4%	43
Other - Write In (Required)	25.1%	53

Key Themes from Write-In Comments

- Need additional signs and warnings leading up to the intersection
- Clear weeds and other obstructions to improve sight distance



Do Not Support Implementing

You indicated that you would likely not support implementing this alternative. Would you please indicate why?

Value	Percent	Count
Does not improve safety at the intersection	88.0%	322
It's hard to see vehicles on SH-75 when I'm at the stop sign on US-20	34.4%	126
There's too much congestion at the intersection at times	22.4%	82
It will become increasingly difficult to travel through the intersection (i.e., more delay)	21.9%	80
Other - Write In (Required)	2.2%	8

Key Themes from Write-In Comments

- Doing nothing is not an option when safety is a consideration
- Some drivers misunderstand the current intersection

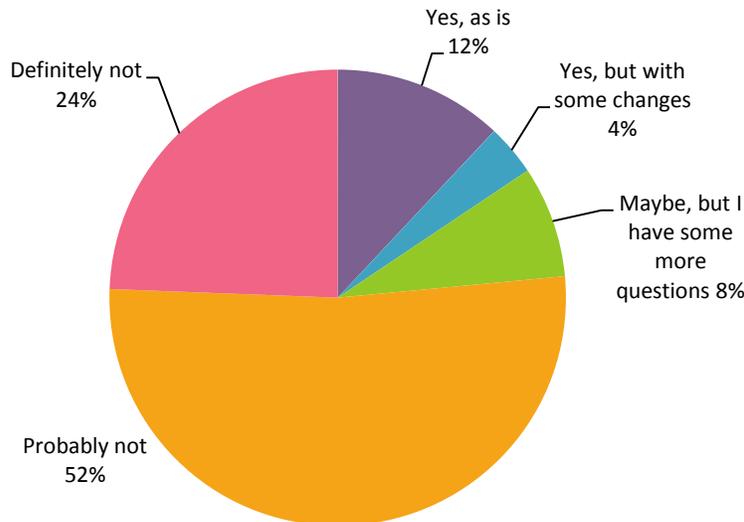
Summary of Feedback for the No-Build Alternative

The No-Build alternative had a relatively high percentage of disapproval, with 62% of respondents probably or definitely not supportive of keeping the intersection as-is. Safety at the intersection is a major concern. While some people felt that the recent safety improvements to the intersection did help, the majority of respondents felt more still needs to be done.



Alternative 2C: Remove the Intersection Skew

Would you support ITD implementing the Remove the Intersection Skew alternative?



Support Implementing

You indicated that you would potentially support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will improve safety at the intersection	63.8%	81
It will be easier to travel through the intersection (i.e., less delay)	25.2%	32
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	19.7%	25
The overall benefits of the alternative are worth the cost of implementing it	26.0%	33
Other - Write In (Required)	9.4%	12

Key Themes from Write-In Comments

- Makes it easier to see traffic on SH-75
- Seems like a lot of work for only a slight improvement



Do Not Support Implementing

You indicated that you would likely not support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will make the intersection less safe	32.1%	141
It will be more difficult to travel through the intersection (i.e., more delay)	20.5%	90
Results in adverse impacts to the land and/or environment surrounding the intersection	6.4%	28
Construction and/or maintenance of the alternative will be too challenging or costly	6.4%	28
The cost of the alternative outweighs the benefits of implementing it	43.7%	192
Other - Write In (Required)	21.0%	92

Key Themes from Write-In Comments

- Not a significant enough improvement for the cost
- Does not really address the safety issues

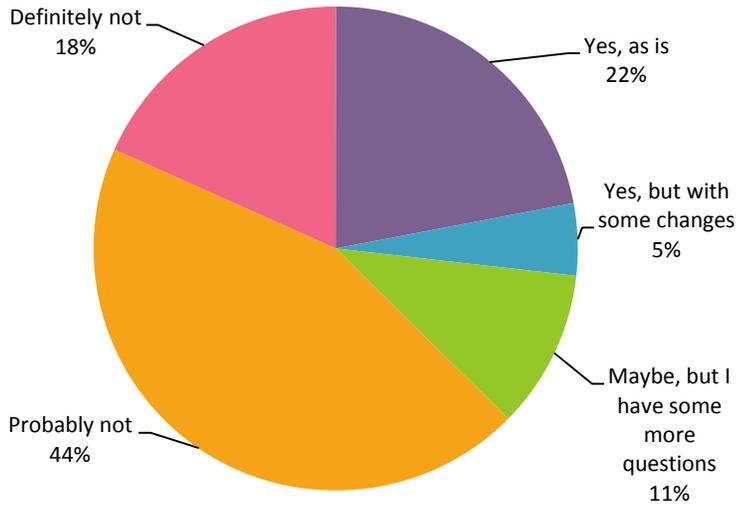
Summary of Feedback for the Remove the Intersection Skew Alternative

The remove skew alternative had the highest percentage of disapproval, with 76% of respondents indicating they would probably or definitely not support implementation of this alternative. Feedback from the public was clear that this alternative did not increase safety at the intersection enough. The cost of the alternative compared to the benefits was not favorable.



Alternative 3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75

Would you support ITD implementing the Add Northbound and Southbound Left- and Right-Turn Lanes alternative?



Support Implementing

You indicated that you would potentially support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will improve safety at the intersection	50.5%	105
It will be easier to travel through the intersection (i.e., less delay)	62.0%	129
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	13.0%	27
The overall benefits of the alternative are worth the cost of implementing it	19.7%	41
Other - Write In (Required)	7.7%	16

Key Themes from Write-In Comments

- Does not address problems with east/west traffic
- Concerned this will make the intersection less safe for US-20 traffic



Do Not Support Implementing

You indicated that you would likely not support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will make the intersection less safe	56.0%	191
It will be more difficult to travel through the intersection (i.e., more delay)	19.4%	66
Results in adverse impacts to the land and/or environment surrounding the intersection	1.8%	6
Construction and/or maintenance of the alternative will be too challenging or costly	6.5%	22
The cost of the alternative outweighs the benefits of implementing it	33.1%	113
Other - Write In (Required)	15.2%	52

Key Themes from Write-In Comments

- Does not solve the key problems at the intersection and doesn't improve safety

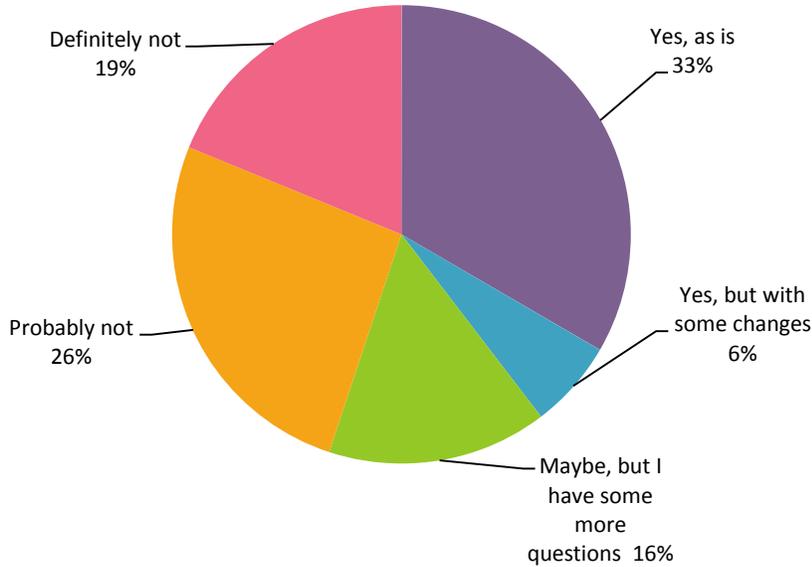
Summary of Feedback for Adding North and Southbound Left- and Right-Turn Lanes on SH-75

The majority of respondents (52%) indicated they would probably or definitely not support implementation of this alternative. While some felt that the addition of turn lanes would increase mobility on SH 75, many felt this alternative did not address concerns about safety.



Alternative 5: Traffic Signal with Addition of Turn Lanes

Would you support ITD implementing the Traffic Signal with Addition of Turn Lanes alternative?



Support Implementing

You indicated that you would potentially support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will improve safety at the intersection	87.4%	257
It will be easier to travel through the intersection (i.e., less delay)	22.1%	65
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	22.1%	65
The overall benefits of the alternative are worth the cost of implementing it	32.3%	95
Other - Write In (Required)	6.1%	18

Key Themes from Write-In Comments

- Long-term, recognizable solution
- Support the signal but not adding turn lanes with it



Do Not Support Implementing

You indicated that you would likely not support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will make the intersection less safe	17.1%	42
It will be more difficult to travel through the intersection (i.e., more delay)	70.2%	172
Results in adverse impacts to the land and/or environment surrounding the intersection	8.6%	21
Construction and/or maintenance of the alternative will be too challenging or costly	19.2%	47
The cost of the alternative outweighs the benefits of implementing it	38.8%	95
Other - Write In (Required)	10.6%	26

Key Themes from Write-In Comments

- Does not seem like enough traffic to warrant a signal
- Unnecessary stops for trucks on SH-75

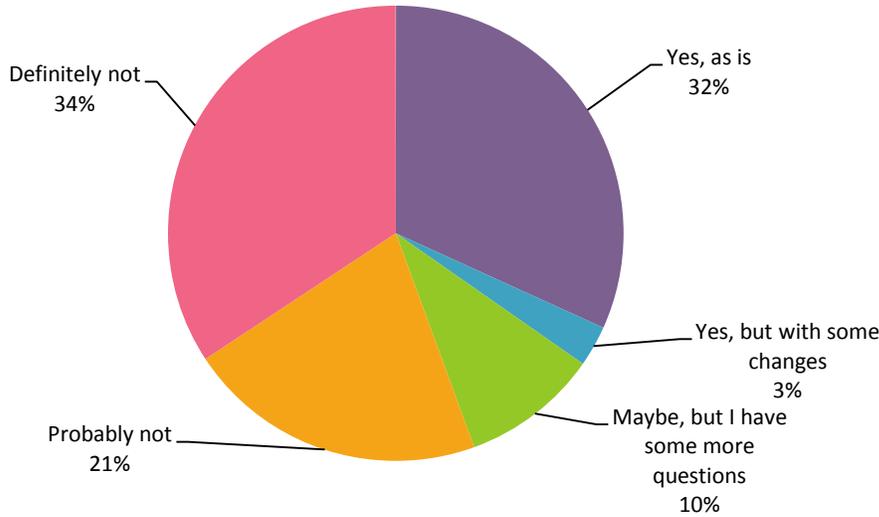
Summary of Feedback for the Traffic Signal with Addition of Turn Lanes Alternative

This alternative tied with the Grade-Separate Interchange Alternative for the most support, with 39% of respondents indicating they would support the Traffic Signal Alternative as-is or with some changes. However, this alternative also had a reasonable level of disapproval, with 45% of respondents indicating they probably or definitely would not support a traffic signal. This alternative also had the highest percentage of “Maybe” responses, indicating some uncertainty as to whether this is the right alternative for the US-20/SH-75 intersection. Those who supported the alternative felt that a signalized intersection would greatly increase safety at the intersection. Those who did not support it stated that it would worsen mobility and be unsafe for trucks having to stop and start again on SH-75 in winter travel conditions.



Alternative 6: Single-Lane Roundabout with Approach Curvature

Would you support ITD implementing the Single-Lane Roundabout with Approach Curvature alternative?



Support Implementing

You indicated that you would potentially support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will improve safety at the intersection	85.6%	202
It will be easier to travel through the intersection (i.e., less delay)	53.4%	126
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	29.2%	69
The overall benefits of the alternative are worth the cost of implementing it	46.6%	110
Other - Write In (Required)	8.1%	19

Key Themes from Write-In Comments

- Slows traffic and increases safety
- Snow removal, maintenance, and driver understanding would all need to be addressed



Do Not Support Implementing

You indicated that you would likely not support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will make the intersection less safe	36.1%	106
It will be more difficult to travel through the intersection (i.e., more delay)	63.9%	188
Results in adverse impacts to the land and/or environment surrounding the intersection	10.2%	30
Construction and/or maintenance of the alternative will be too challenging or costly	27.9%	82
The cost of the alternative outweighs the benefits of implementing it	30.6%	90
Other - Write In (Required)	13.6%	40

Key Themes from Write-In Comments

- Drivers in the area do not know how to use a roundabout
- Not a good option for trucks
- Not appropriate for state highways

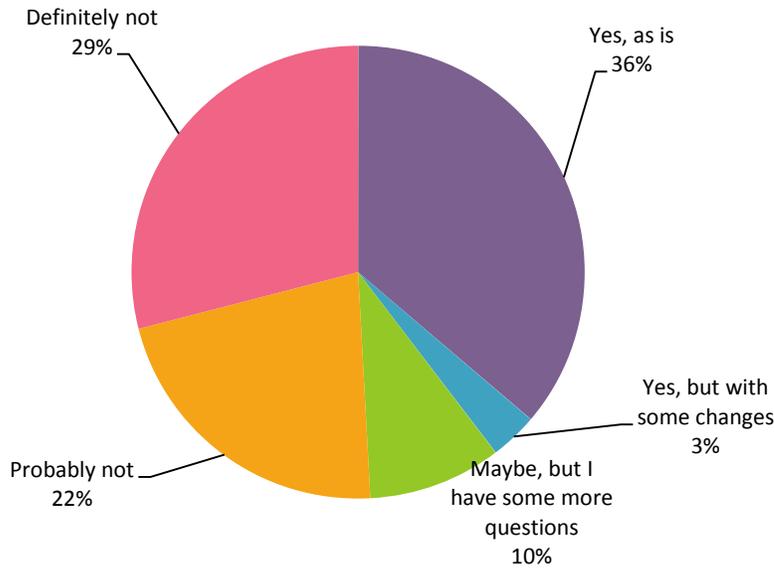
Summary of Feedback for the Single-Lane Roundabout with Approach Curvature Alternative

The majority of respondents disapproved with the Roundabout Alternative, with 55% of respondents indicating they would probably or definitely not support it. However, the Roundabout Alternative also had the next highest level of support behind the Traffic Signal and Grade-Separated Interchange Alternatives (35% of respondents indicated they would support it as-is or with some changes). Those in support thought it would increase safety and improve mobility and would also serve as a long-term solution for the intersection. Those in opposition thought a roundabout would be too difficult to maneuver, especially for trucks and freight. Both groups expressed concerns over maintenance and snow removal.



Alternative 9A: Grade-Separated Diamond Interchange

Would you support ITD implementing the Grade-Separated Diamond Interchange alternative?



Support Implementing

You indicated that you would potentially support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will improve safety at the intersection	83.5%	222
It will be easier to travel through the intersection (i.e., less delay)	73.3%	195
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	35.3%	94
The overall benefits of the alternative are worth the cost of implementing it	45.9%	122
Other - Write In (Required)	7.5%	20

Key Themes from Write-In Comments

- Best alternative for safety
- A long-term solution



Do Not Support Implementing

You indicated that you would likely not support implementing this alternative. Would you please indicate why?

Value	Percent	Count
This will make the intersection less safe	3.5%	11
It will be more difficult to travel through the intersection (i.e., more delay)	9.0%	28
Results in adverse impacts to the land and/or environment surrounding the intersection	41.6%	129
Construction and/or maintenance of the alternative will be too challenging or costly	56.8%	176
The cost of the alternative outweighs the benefits of implementing it	69.7%	216
Other - Write In (Required)	4.5%	14

Key Themes from Write-In Comments

- Overkill/too costly
- Not enough traffic to warrant the cost and environmental implications

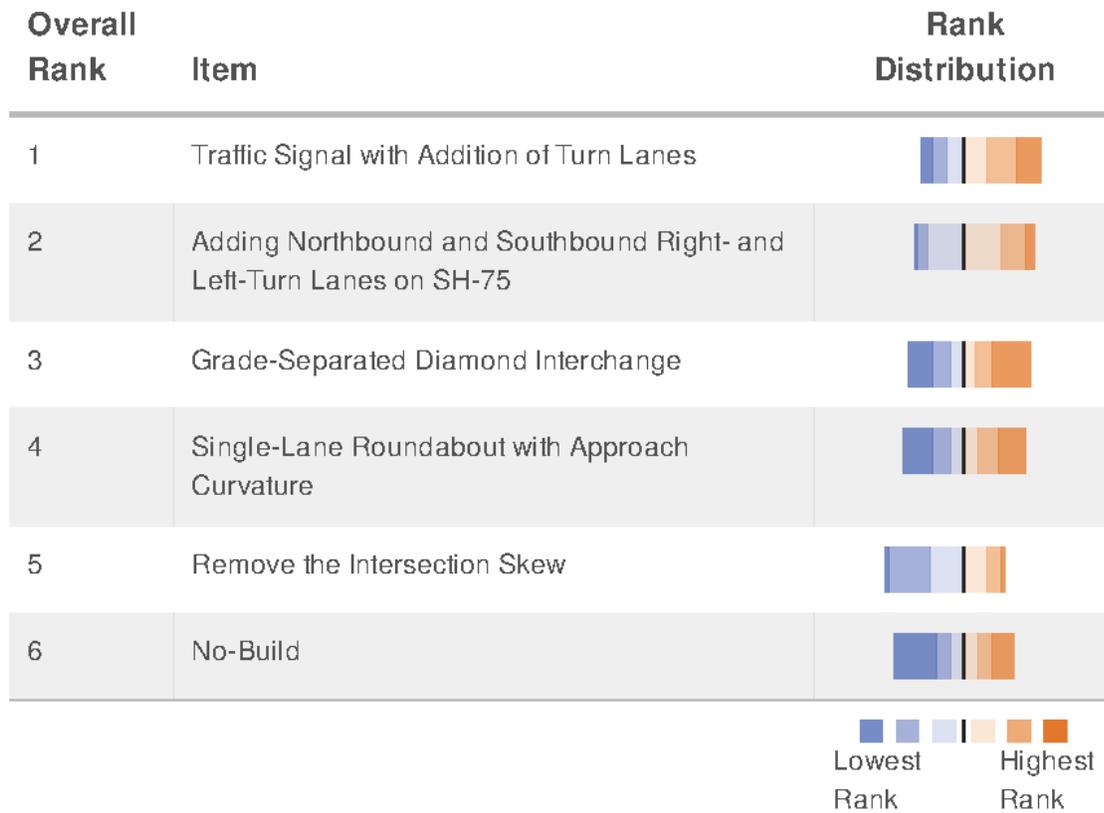
Summary of Feedback for the Grade-Separated Diamond Interchange Alternative

The majority of respondents disapproved with the Grade-Separated Interchange Alternative, with 57% of respondents indicating they would probably or definitely not support it. However, this alternative also tied with the Traffic Signal Alternative for the most support of any alternative with 39% of respondents indicating they would support it as-is or with some changes. Supporters of the alternative indicated it would greatly increase safety at the intersection while improving mobility as well. This alternative was also viewed as a good long-term solution that would not require any additional improvements. Those who did not support this alternative felt the cost was too great and that it was too impactful for the amount of vehicles currently using the intersection.



Ranking of Alternatives

Please rank the six alternatives from 1 through 6 in order of preference (1 being your most preferred alternative and 6 being your least preferred alternative).



In summarizing the results shown in the chart above, it appears the general public desires something to be done at the US-20/SH-75 intersection, but there is not a clear indication as to what is the most favored alternative. The weighted average sum rank of each alternative is summarized in the below.

Intersection Alternative	Avg. Rank
1: No Build	3.9
2C: Remove Intersection Skew (Centered)	3.9
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	3.2
5: Traffic Signal with Addition of Turn Lanes	3.0
6: Single-Lane Roundabout with Approach Curvature	3.5
9A: Grade-Separated Diamond Interchange	3.3

As shown in the table above, the traffic signal alternative had best average ranking while the remove intersection skew and no-build alternatives had the worst average ranking. When looking at the distribution of rankings as illustrated in the chart above, the traffic signal alternative had the highest



number of #1, #2, or #3 rankings, while the grade-separated interchange alternative had the most overall #1 rankings. Both the grade-separated interchange alternative and the roundabout alternative had high amounts of both #1 and #6 rankings, while the traffic signal alternative received the third most #1 rankings, but had less #6 rankings than the grade-separated interchange and roundabout alternatives. The addition of turn lanes on SH-75 and remove skew alternatives received the most “mid-range” rankings (#2 through #5).

Key Themes from Additional Survey Comments

- Safety needs to be the biggest concern
- The perception of a problem is greater than the reality of one
- Many of the problems at the intersection are related to drivers not paying attention
- Existing signage needs to be improved with more warnings leading up to the intersection
- Intersection would benefit from clearing weeds and debris

Overall Summary of Public Comments

Generally summarizing the results of the online survey, it appears the public is slightly more in favor of the Traffic Signal Alternative than other alternatives, but that the Grade-Separated Interchange, Roundabout, and Addition of Turn Lanes on SH-75 Alternatives would receive relatively comparable levels of favor to the Traffic Signal Alternative. It appears the public is generally not in favor of the No-Build or Remove the Intersection Skew Alternatives, although even these alternatives would likely receive some level of support if implemented.

Next Steps

The final Community Advisory Committee (CAC) meeting for the study is scheduled for October 6th, 2016 from 10:00am-12:00pm at the Old Blaine County Courthouse (Commissioners Meeting Room) - 206 1st Ave South, Suite #300, Hailey, Idaho. Highlights of the results of the online survey will be presented at this meeting along with a draft of the Intersection Study Report for comment. All survey respondents are welcome and encouraged to attend the CAC meeting as well as any other members of the general public. The final Intersection Study Report is expected to be published and available by November 2016.

Attachments

Attachment A: US-20/SH-75 Intersection Compiled Online Survey Comments

Attachment B: Media Articles



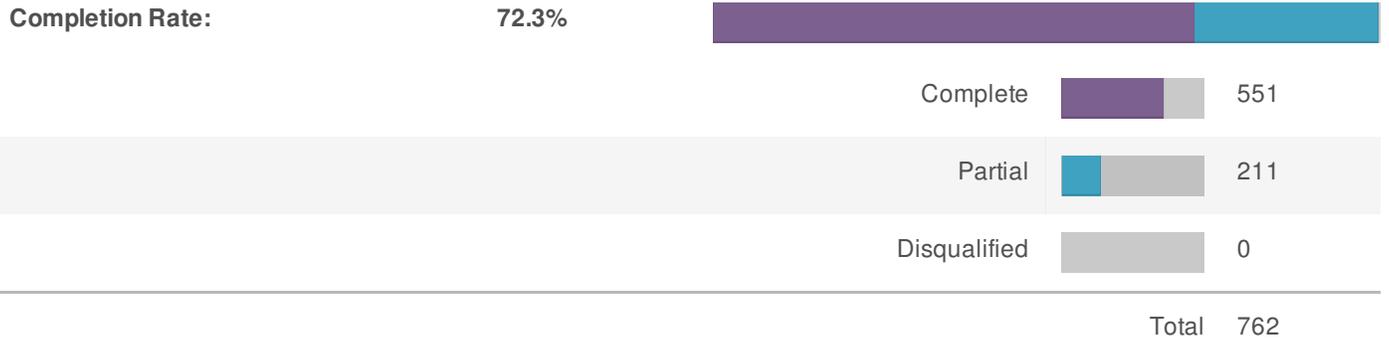
Attachment A US-20/SH-75 Intersection
Compiled Online Survey
Comments

Attachment B Media Articles

Attachment A US-20/SH-75 Intersection
Compiled Online Survey
Comments

Report for US-20 and Idaho 75 (SH-75) Intersection (Timmerman Junction) Study

1. Response Counts



2. What zipcode do you live in?

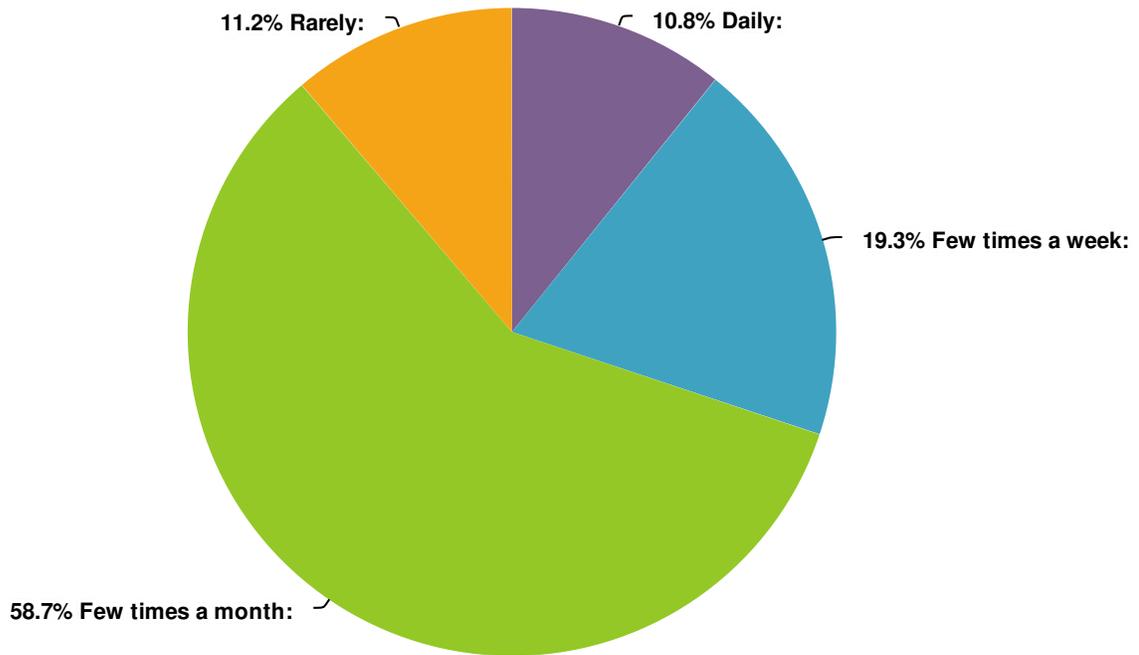


Count	Response
241	83333
93	83313
69	83340
61	83301
43	83352
29	83327
22	83338
21	83320
16	83330
15	83353
9	83328
7	83316
6	83341
5	83349
4	83314
4	83348

Count	Response
3	83318
3	83322
3	83324
3	83617
3	83702
3	83709
3	83716
2	83335
2	83347
2	83350
2	83355
2	83642
1	11111
1	13090
1	21211
1	57105
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1	83278
1	83344
1	83354
1	83401
1	83440
1	83442
1	83501

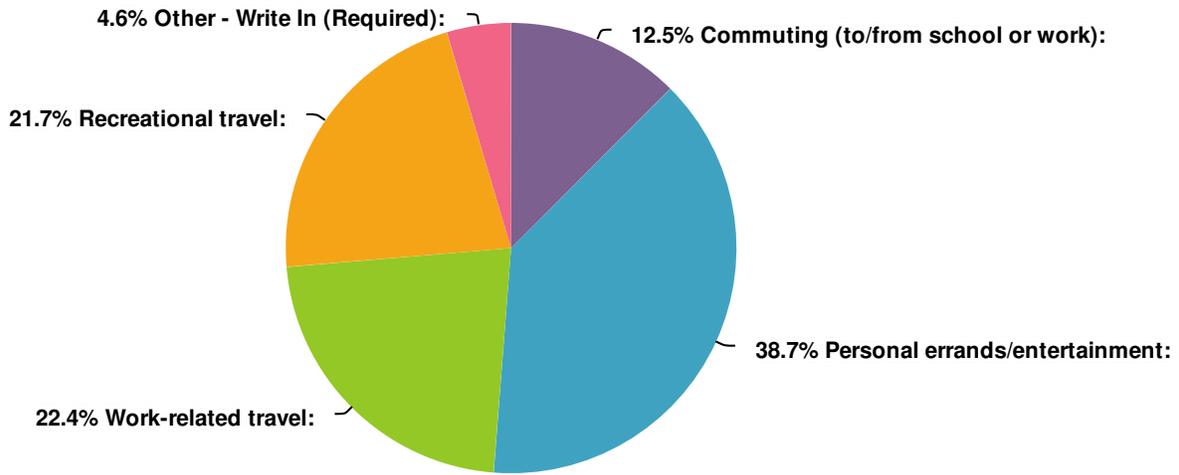
Count	Response
1	83616
1	83623
1	83629
1	83631
1	83644
1	83646
1	83703
1	83704
1	83705
1	83706
1	83711
1	83712
1	83713
1	84325
1	85737
1	89801
1	92131
1	98040

3. How often do you use the intersection?



Value	Percent	Count
Daily	10.8%	76
Few times a week	19.3%	136
Few times a month	58.6%	412
Rarely	11.2%	79
Total		703

4. What is your primary reason for using the intersection?



Value	Percent	Count
Commuting (to/from school or work)	12.5%	87
Personal errands/entertainment	38.7%	269
Work-related travel	22.4%	156
Recreational travel	21.7%	151
Other - Write In (Required)	4.6%	32
Total		695

Other - Write In (Required)	Count
Other - Write In (Required)	32
All of the above	1
Doctor visits	1
Doctors appointments .	1
Total	32

Other - Write In (Required)	Count
Family	1
Family cabin on Silver Creek	1
I Work for the Sheriff's Office and drive there as well as investigate crashes at the intersection.	1
Ice Hockey	1
Live in Hailey through the week and in Gooding on weekends	1
My Mother was killed there	1
Personal and work related	1
RANCH WORK, HAULING CATTLE	1
Shop Twin Fall or Boise	1
Shopping in Twin or Boise	1
Shopping in twin falls	1
Shopping, Medical, Recreation	1
Travel to/from either Boise or Twin Falls	1
VISITING FAMILY	1
Visiting family	1
Visting family	1
days off	1
errands and recreation travel	1
family/medical travel	1
home in area	1
medical appointments	1
medical related	1
shopping Twin Falls	1
visit family	1
we fly to Boise and drive to Sun Valley	1
Total	32

Other - Write In (Required)**Count**

work & personal	1
work and personal	1
work and recreational travel and errands	1
work related	1
<hr/>	
Total	32

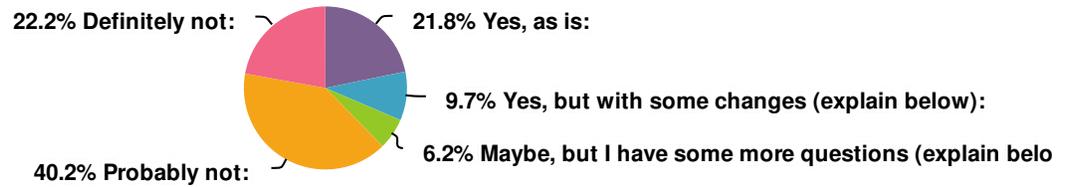
5. Please rank the five evaluation criteria (listed in alphabetical order) from 1 through 5 in order of preference (1 being your most important and 5 being least important).

Overall Rank	Item	Rank Distribution	Score	Total Respondents
1	Safety Performance: Effect on frequency and severity of crashes		2,816	626
2	Mobility: Effect on the movement of all users through the intersection		2,316	625
3	Implementation & Maintenance: Amount of effort needed to construct and maintain the intersection		1,514	622
4	Cost: Estimated construction and maintenance costs		1,389	622
5	Physical and Environmental Impacts: Impact on the environment and properties near the intersection		1,332	622



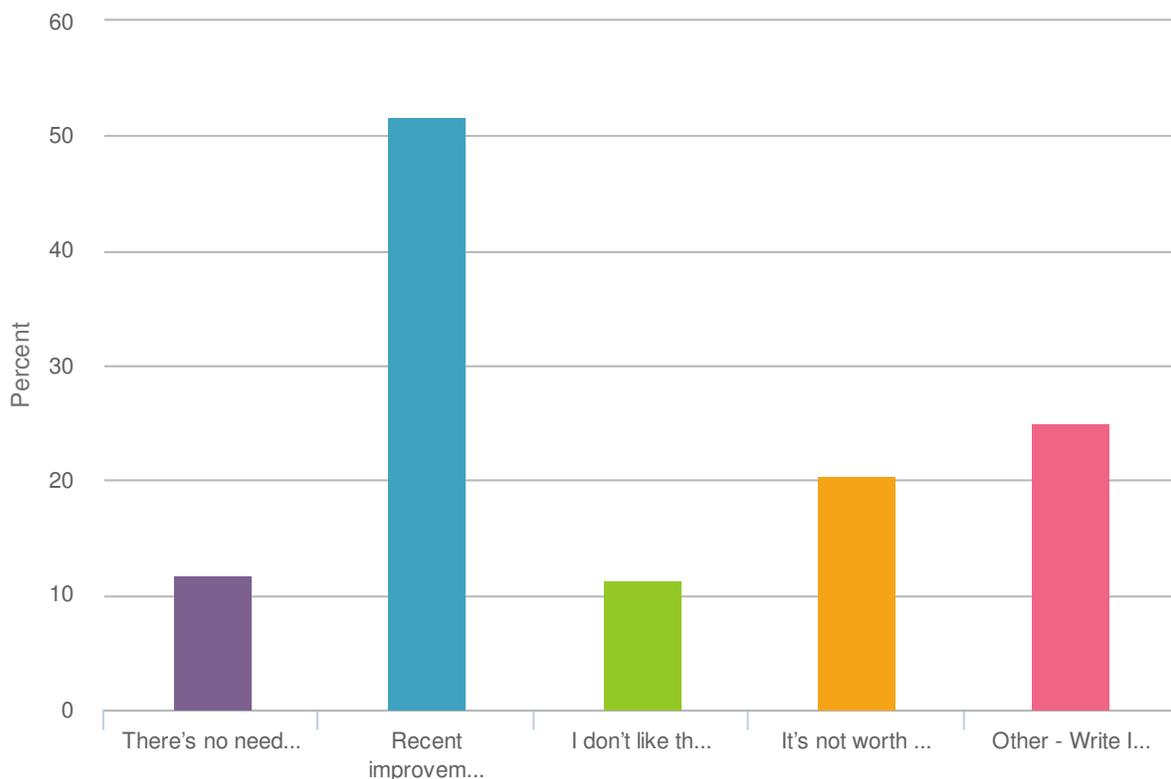
Lowest Rank Highest Rank

6. Would you support ITD implementing the no-build option?



Value	Percent	Count
Yes, as is	21.8%	131
Yes, but with some changes (explain below)	9.7%	58
Maybe, but I have some more questions (explain below)	6.2%	37
Probably not	40.2%	241
Definitely not	22.2%	133
	Total	600

7. You indicated that you would potentially support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
There's no need to improve safety at the intersection	11.8%	25
Recent improvements by ITD have helped and the intersection works fine as-is	51.7%	109
I don't like the idea of any impacts to the surrounding land and environment	11.4%	24
It's not worth spending taxpayer money at this intersection	20.4%	43
Other - Write In (Required)	25.1%	53

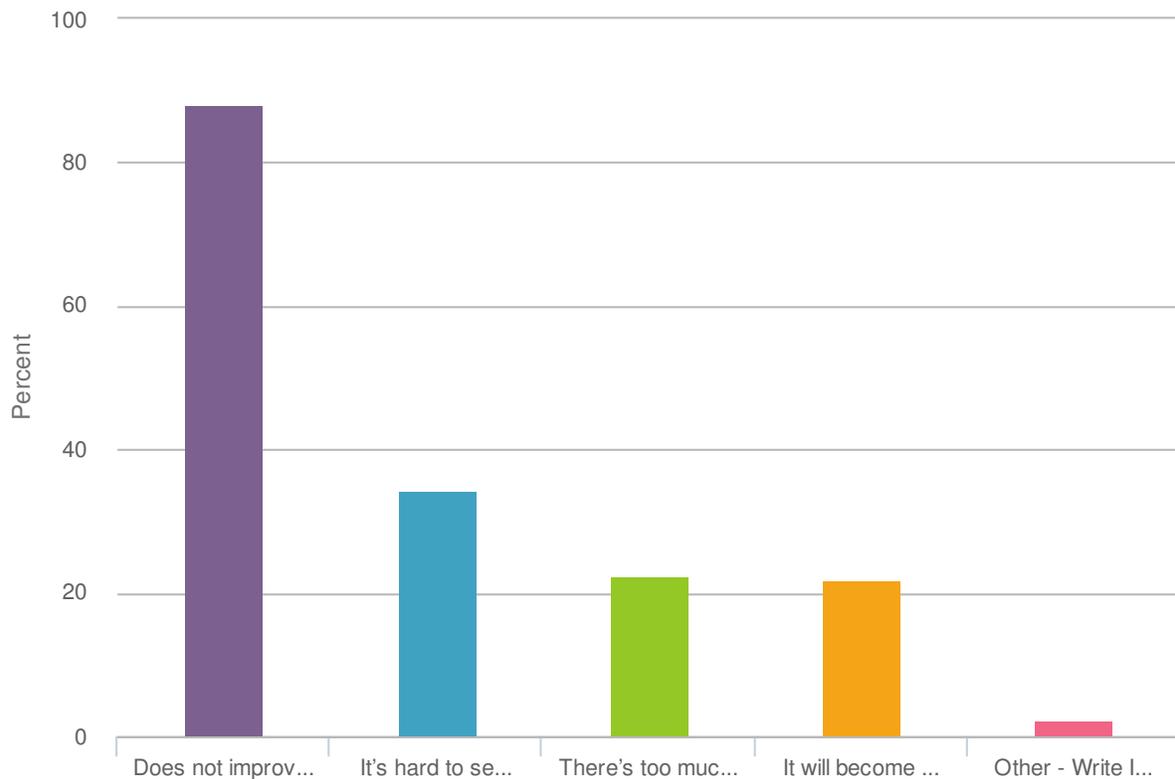
Other - Write In (Required)	Count
Other - Write In (Required)	53
Recent improvements by ITD have helped and the intersection works fine as-is	3
4 way stop, more stop lighting	1
Add additional warnings and safety markings to alert drivers to the intersection	1
Total	53

Other - Write In (Required)	Count
Additional sign	1
Bigger stop ahead signs & more red flashing lights Lower the speed limit on highway 20 approaching the intersection.	1
Cost effective, easy changes would help	1
Cut down the weeds along the highways so there is better visibility and there will be less accidents.	1
Depends what other options are	1
Feel there needs to be more officers out enforcing the 45 mile an hour speed limit. I slow down to 45, but I am the 1% that does, everyone passes me, even our commuter buses that come and go from Shoshone. I have had several cars going from east to west and west to east not even stop. (good thing I was going 45 or there would have been a collision). I never see a police officer, maybe once a month if I am lucky, going to work and going home.	1
Have to see all options before concluding what I think is best option	1
I am not aware of a a lot of serious accidents.	1
I believe southbound traffic needs to remain continuous. If a stop sign is implemented crashes will start to occur at approximately MP 100.5 due to cars attempting to pass large trucks/semis & slow drivers.	1
I believe this is still a viable near-term option	1
I don't like the idea of any impacts to the surrounding land and environment	1
I drive road everyday, I slow down to the 45, which really would help if everyone obeyed the speed limit, but I am the 1% that does. People pass me all the time just before the intersection as I am going 45. We need more police officers out on that road to make sure people slow down. I have had cars twice since I have been driving go right through this intersection without stopping, (good thing I was going 45).	1
I want to see all the options before indicating my preference.	1
I would like to see how it compares with other options	1
I would like to see traffic from all directions slowed to 35 at least 300 ft from intersection, as well as more red flashing lights on the East/West sides.	1
ITD knows what they are doing.	1
I'm only interested in supporting this option if there is still a way to make the intersection safer. This is a dangerous intersection.	1
Improve safety	1
Increase Line of Sight	1
Total	53

Other - Write In (Required)	Count
Keep speed at 55 on Hwy 75, and reduce speed on Hwy 20 approaching stop signs	1
Like the safety, 45 doesn't need to go so far past the intersection.	1
Minimizing impact to land use would be good	1
More signage	1
Needs some minor changes.,for safety	1
Not	1
Nothing you do can make stupid people stop being stupid	1
Perhaps a round-a-bout	1
Put the pattern changing from one road to another more like a freeway exchange..	1
Remove all shrubs and obstructions too improve visual	1
Remove the willows for better visibility.	1
Rumble strips on Highway 20 help. Adding them on highway 75 would help even more.	1
Safety on this road is hugely important! I cannot support anything that does not improve that.	1
Slowing traffic North/South seems to make the East/West traffic think it is going to stop. There needs to be larger signs, and possibly larger lit letters, telling them that the North/South traffic does not stop	1
The existing rumble strips are great but there has to be a better signage option (s) that can be implemented downstream. i would like to know what is the cost of a traffic light wi	1
The intersection is better with the previous ITD improvements, but there are still some drivers who need additional reminding.	1
The speed needs to decrease on Highway 20 and not Highway 75 or as well as Hwy 75.	1
This intersection would be just fine if people would pay attention. Perhaps an ISP officer sitting in the vicinity frequently would help.	1
This should only be considered as a short-term solution	1
What are the other options before I decide the value of no change	1
With the lower 45 mph in place I think the intersection is much safer and works well.	1
all of the above	1
Total	53

Other - Write In (Required)	Count
enhanced signage on 20. I often see individuals blow through the blinking light without stopping and assessing traffic	1
explanation is vague	1
i wish there was a side by side comparison of all options before i construct an opinion	1
i would like to review the rest of the options before giving my opinion. this survey must not allow that option	1
improve existing intersection before redoing it in an expensive manner.	1
improve signage on cross roads	1
low costs. need to find a way to stop traffic east/west & increase view while increasing speed limit for north /south traffic	1
replace 1940s light with 4 modern ones.	1
see comments below	1
speed reduction is no help as implemented	1
stop signs need to have flashing l.e.d. lights	1
Total	53

8. You indicated that you would likely not support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
Does not improve safety at the intersection	88.0%	322
It's hard to see vehicles on SH-75 when I'm at the stop sign on US-20	34.4%	126
There's too much congestion at the intersection at times	22.4%	82
It will become increasingly difficult to travel through the intersection (i.e., more delay)	21.9%	80
Other - Write In (Required)	2.2%	8

Other - Write In (Required)	Count
Other - Write In (Required)	8
Does not improve safety at the intersection	7
It's hard to see vehicles on SH-75 when I'm at the stop sign on US-20	3
There's too much congestion at the intersection at times	3
It will become increasingly difficult to travel through the intersection (i.e., more delay)	2
Because the speed limit is too low on hwy 75 causing congestion and longer delays for all vehicles approaching the intersection.	1
Driver education is inadequate. Impatience, entitlement and use of cell phones impair judgement.	1
Some people, particularly non locals, do not understand the pattern of the blinking light, and often pull out in front of drivers on SH-75	1
Take out some of the growth south west corner of intersection	1
The intersection is still unsafe!	1
Too many willows that block the sight lines.	1
Vegetation issues	1
traffic needs to either stop all ways or a stop lifgt needs to be put in	1
Total	8

Count	Response
1	Best option both at this intersection and others such as East Fork south of Ketchum is to implement round about intersections and remove traffic signals. Let's move with the 21st century.
1	Both sides of the intersection should slow. Hwy 75 can stay at 45, but US 20 should slow to 35.
1	Build an overpass or put in a stop light. It is not hard to see vehicles. It could be my depth perception but it seems the light is there before it should be. It is visible for a good distance and the rumble strips are there so it is just a matter of paying attention. Have seen several vehicles run the light and not stop.
1	Busy intersection at times, safety is a high concern, maintenance is not being upheld. What price would you put on your family, money should not be an issue.
1	Can't see light. Not in my lane. Not aimed at me. No black backing around light. NEED LARGE BRIGHT LIGHT FOR EACH LANE! ITD is negligent in keeping this antiquated light despite accidents.
1	Crashes didn't seem to decrease in frequency after lowering the speed limit.
1	Current reduced speed limit caused more safety issues. I have been passed numerous time in the intersection because vehicles following me want to go faster than the speed limit. I've stopped obeying the 45 limit and haven't been passed in the intersection since.
1	Do not like the round about idea. Been issues with the round about on Fox Acres. Stop lights would concern me for big trucks driving up Timmerman, gathering speed from a stop light.
1	Do something to wake people from their zombie-like lack of paying attention state of mind. More rumble strip or something; Don't waste my tax money, please. Particularly on a contractor's boondoggle over-pass dream job.
1	Doing nothing should not be an option.
1	Driving both north and south on Rte 75 the blinking light often appears as the turn indicator of an oncoming vehicle.
1	Evidence has shown that keeping it how it is does nothing to help with avoiding accidents. The slower speed limit didn't help either because very few actually observe the 45mph.
1	Existing implementation seems to impact the north-south driver slowing (45 mph) and narrowing the lanes, while the east-west who are the ones that need to stop are unhindered (other than rumble strips) and are approaching intersection at 65 mph. Should this not be the other way around?
1	For whatever reason people do not stop at the stop sign. I'm on a FD and I've seen and been there to help with many accidents that could have been avoided with a stop light.
1	Had hwy 20 coming from Fairfield been routed around the south side of the rest area when it was reconstructed the traffic traveling either way on hwy 20 would have had to make a 90 degree turn onto hwy 75 thus lessening the assumption by those drivers that hwy 75 traffic would stop for them thus lessening the chance hwy 20 traffic would pull out in front of hwy 75 thru traffic.
1	Highway needs to be widened to include a turning lane for entrance to the Rest Area where vehicles are out of the travel lanes of both 75 and 20.
1	How about a Round a bout. Very safe

Count Response

1	How about a rotary?
1	How do I evaluate before I can see the proposed new layout.
1	I beleave this intersection works just fine the way it is.
1	I don't know how you can fix people simply not paying attention.
1	I hate that the speed limit is reduced for the distance it is.
1	I have had three vehicules cross, with out stopping at the intersection on Hwy 20, while I am on 75 near or in the intersection this past 6 weeks alone. The current control method, rumbletrips included are not enough. My husband is the fire chief for the area and responds to the accidents...it needs to be fixed!
1	I just don't see why a person has to change the intersection, due to drivers not paying attention to the road, signs and on coming traffic. This intersections has been here for years and years.
1	I patrolled this area as an LEO for 17 years and there were more fatal crashes on other parts of SH75 than the 20/75 JCT.
1	I see no reason for an expensive road construction as the intersection works well the way it is now. 45 mph is good.
1	I think a stop light should be installed with a default green direction on north/south which and an east/west driver would trigger a light change.
1	I think if anything is going to be done it should be done on hwy 20
1	I think the intersection is fine, but would like to see improvements made to sreen the existing sewage ponds and gravel barn (white plastic). This is treh entryway to our scenic sawtooth corridor, but it looks terrible.
1	I think the recent 45 mph speed limit helped greatly. The only thing I would like to see is a turning lane from north bound 75 to west bound 20
1	I would like to see a more visible light so that even if people aren't paying attention to the signs, it is obvious that they will have to slow or stop. The small flashing light is great at night, but it doesn't give a great warning during daylight hours.
1	I would like to see the tall vegetation on the nw to be cut down. There should be nothing blocking the view of the intersection.
1	I would support changes if it included over pass.
1	I'd like to add larger signage on the Hwy 20 west/east sides of Hwy 75. Something that would grab the driver's attention! Also slow speed down at least 1/4 mile in advance of intersection.
1	I'm usually east-west traffic. North-south just doesn't slow down or look. When traffic is heavy east-west can't get through.

Count Response

1	I've nearly been hit there multiple times by people on 20 not stopping. I know people from work that have been hit under the same circumstances.
1	I've often wondered how many people have to die at this intersection before anything changes.
1	ITS FLAT GROUND AT THE INTERSECTION, IT HAS A BLINKING LIGHT AND RUMBLE STRIPS MAYBE A MORE RESPONSIBLE DRIVER WOULD HELP IMPROVE
1	If drivers obey the traffic control at the intersection it will be fine. People go the 45 mile per hour speed limit on 75 and drivers stop at the stop sign on 20 there is no crashes. The only crash I hear of is when driver's fail to come to a complete stop at the stop sign on highway 20 and fail to look both ways. I feel there is plenty of warning at the intersection and would not make sense to spend tax payers money to add anything else to the intersection
1	If no build remove everything that blocks the view
1	If this is an option then why even ask the question? The problem remains
1	If your concerned about cost. Why not make it a mandatory four way stop?
1	Increase the size of the light, LED, brighter, remove all shrubs to enhance view of sight, improve signage
1	It's not clear to tourists that it's only a 2-way stop. Also, the folks entering SH75 from US20 seem to underestimate the speed of the traffic, and create some hazardous situations.
1	Just change the blinking light to blink red both ways (i.e. 4-way stop). Safe, simple, cost-effective, low-impact - could be done in no time. It seems that many of the worst accidents have happened because the Hwy 20 drivers mistakenly think it is a 4-way stop. So make it a 4-way stop - this is a no-brainer.
1	Just cutting down the weeds will provide better visibility.
1	Just reiterating that the reduced speed limit and flashing lights are vast improvements. No need to make additional improvements
1	Larger signage
1	Lower speed limits and improved visibility at the intersection have helped with safety issues.
1	Make an over pass.
1	Make it a four way stop, all stop.
1	Making the red and yellow lights more visible would help. I've seen similar intersections with larger or more lights. The yellow when traveling north, down the hill, is very difficult to see at times.
1	Maybe, if anything, add more LED lighting so that we can see the intersection more clearly.
1	My biggest concern is for people's safety. There have been too many serious accidents!

Count Response

1	My idea would be to remove the willows along to the Highway 20 to increase visibility of all traffic users. These trees reduce visibility and the reaction time of the north/south bound users in the instance a west/east bound drive is not going to stop. Removal of these trees would make it easier to drive defensively.
1	Need it safer
1	Needs a turn lane! You need me to tell u that????
1	North South traffic should go 55 and further speed control should be used on east west traffic
1	Not safe enough. Difficult to cross 75
1	Not sure just what needs to be done it is better just not the best.
1	People make poor choices at this intersection. They can not judge the speed of on coming traffic and pull out in front a vehicle that can not possibly stop in time. I believe a traffic light giving Hwy 75 traffic the longer green cycle is the best option.
1	People need to take control of their own safety
1	Please do not put a signal here.
1	Put some bigger stop signs on Highway 20
1	Safety is the main issue. this is not safe.
1	Safety needs to be improved
1	Since I live near Gooding, I could choose to use either highway to get to Timmerman. I always choose 75, because I do not want to use the stop sign on 20, especially when I am sometimes pulling a trailer. I am always very cautious, knowing that a driver from 20 could pull out in front of me.
1	Something needs to be done.
1	Stop looking for ways to waste time and money.
1	Stop signs need flashing lights around them
1	The existing conditions are dangerous. The items that have been in place to slow down drivers are helpful, but there are much better long-term solutions.
1	The existing improvements have helped. A number of the crashes are from the East West travelers not paying attention to the "cross traffic doesn't stop signs". Make those signs BIGGER.
1	The intersection is still too dangerous
1	The least that needs to be done is a much larger blinking light. The present light is barely visible.
1	The lower speeds appear to be adhered to generally, while this may not be the "best" solution, on balance it seems like it has provided bang for the buck.

Count Response

1	The no-build option will not make any improvements to the intersection!
1	The problem is with visibility, the shrubs and trees are too high and make visibility difficult. The reduced speed wasn't helpful. Maybe a round-about would be good if you don't want to put in an over pass and proper exits which would really be a good safe approach.
1	The risks outweigh the benefits for safety as the intersection becomes suggestion. Visibility is limited and speeds (even with signage) are not safe. A four way stop sign would be annoying and I could foresee people running it to avoid having to stop for cross traffic unless speed mountains (not bumps) were put in. I imagine that a two or three lane rotary traffic circle would work well to slow traffic from all directions and keep flow going and prevent backups. I do not know what the maintenance would be in winter when roads are snow/ice covered - they seem to do okay in Sweden!
1	The safety is poor.
1	The slow down has helped with the safety issue, however, most people do not slow down and people still go through the flashing red light believing that it is a four way stop.
1	The speed reduction to 45 mph seems to be reducing the intersection related collisions.
1	The vegetation on opposite sides of Highway 20 ,next to settling pond and on rest area side also along 75 at intersection northwest and south west at intersection.
1	The visibility at the intersection is good. The drivers/drivers' judgment not necessarily so. Drivers on 75 exhibit very poor gap control which results in frustration for the drivers on 20. Idaho drivers can't work a four way stop. Make the driving test interactive. Fail people who haven't learned the basic rules of the road.
1	The visibility is wide open, people just need to learn how to slow down and use caution. It is the DRIVERS not the road..
1	There could be signs that light up saying through traffic doesn't stop. Solar signs could be used
1	There is absolutely no need to spend a single dollar on the intersection. The only reason it is dangerous is human error that is inexcusable. Signage and visibility are excellent.
1	There is room and need to improve, so doing nothing will allow the current issues to continue
1	There needs to be a better way to emplement safety measures
1	This is the worst intersection I drive through. I've lived here since 1972 and there have been few improvements and many accidents
1	This is a big safety concern to many accidents, congestion of traffic is terrible, traffic flow is terrible
1	Too many people traveling on US 20 still cause accidents at the junction. There has to be a way to improve so they have to stop.
1	Ultimately I would like to see an overpass installed in the area. If the intersection needs moved to the south up onto the "bench" that would make construction of the overpass less of an impact for all the Green people's concerns.

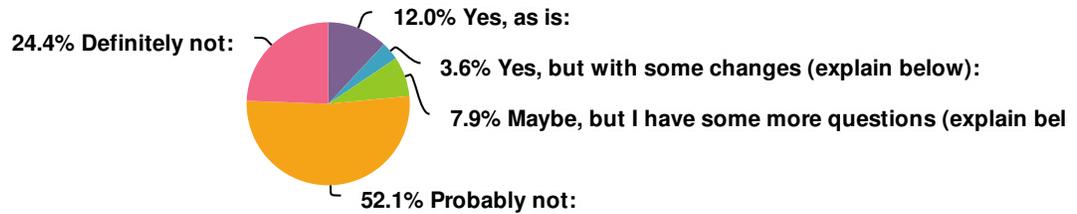
Count Response

1	Vehicles turning right onto 20 W from SH-75 N are hidden on SH-75 to drivers stopped at the junction coming from Fairfield. This is due to the non-perpendicular angle of the junction of the two highways. Because drivers don't pay attention nor do they understand the rules of a two-way stop (it's not a 4-way stop and drivers seem to think whoever stops first has the rideaway. This is not true. Drivers turning Left onto SH-74 from Fairfield have to yield to both traffic travelling on SH 75 as well as traffic travelling straight across the intersection from Carey. Amendments are necessary to this intersection.
1	Vision of approaching vehicles is very poor and although there is a 45 speed limit most people don't obey the signs.
1	We continue to have accidents at this intersection. Change is needed to remove the continued loss of life.
1	We have had so many close calls. Some pull out from stopping not really paying attention. Or barely stopping. We always slow down and have stopped on 75 from being hit.
1	We used to live about ten miles from Timmerman and there were accidents all the time. It was scary to drive through the intersection on hwy 75 because you never knew if the hwy 20 traffic was going to stop. I think that hwy 20 traffic sometimes perceived the intersection as a four way stop. The recent improvements and lowered speed limit through the intersection seems to have helped, but when I'm passing through on hwy 75 I don't ever take it for granted that hwy 20 traffic is going to stop. I don't know how the intersection could be further improved without going to great expense.
1	We were traveling thru this intersection in June 2016. We were headed north and had a near miss with a car traveling to the west. Never saw us even though we ended up sideways in the lane to miss them. We suspect it was due to the level of the sun at that time of day. Even with the bumps and signs, operators still don't stop.
1	What if it is a 4 way stop? That is putting in two signs and a red flashing light. Then re-evaluate in 2 years?
1	When going through I always worry that cross traffic is not clear that through traffic does not stop
1	Why is this an issue? The speed limit shouldn't even be lowered here, it seems like someone is justifying their job to "study" this intersection.
1	Why not have an on demand set of lights. They could be regulated for peak commute times and then used as necessary the rest of the time
1	Will not cure the problem
1	Yes
1	improved light, signage, and stop warning could go a long way in improving safety without impacting/altering the area or costing a lot
1	lower speeds have helped to improve safety. Need signs (more, larger) indicating intersection and stop coming up. 'Warning: dangerous intersection' signs placed in all directions.
1	narrower lanes to 10' in all directions for 500' back of intersection
1	not sure what "no-build" means. is it that nothing can be built within the ITD right-of-way?
1	people just need to pay attention while driving.

Count Response

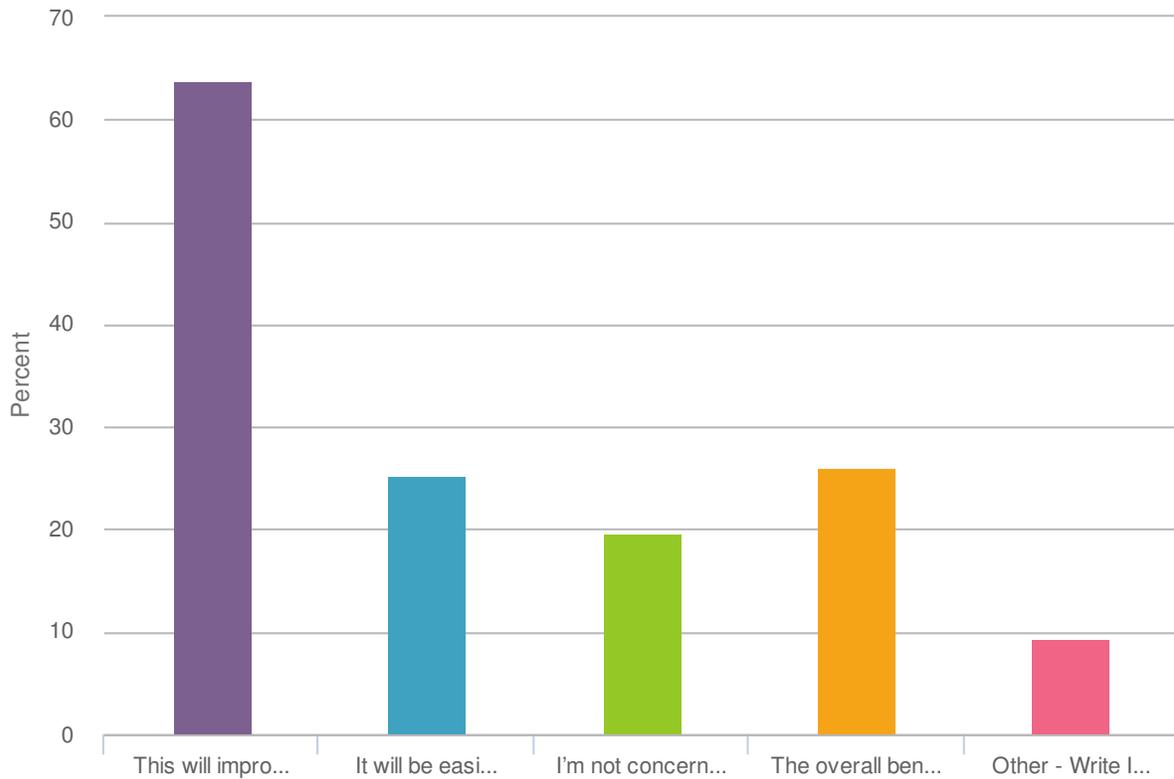
1	problems getting across 75 while on 20 is getting increasingly difficult especially with livestock trailer
1	replace the antique light with metal arm that you find in every other place in the country. Aim the lights straight at the traffic- they are crooked now. LARGE stop sign needed. leave yellow and red lights- big trucks need to keep moving for hill.
1	there are definitely better options than how the intersection is now.
1	there doesn't seem to be an area to accept response to #6 - does not improve safety.
1	this intersection has had so many near misses and other confused motorist that we are lucky there has not been more accidents and fatalities.
1	this is an antiquated intersection designed for rural conditions that no longer exist - a death trap that I experience nearly every day.
1	what about a 4-way stop light?
1	would a round about be to much congestion,,,,,

10. Would you support ITD implementing the remove skew at intersection option?



Value	Percent	Count
Yes, as is	12.0%	70
Yes, but with some changes (explain below)	3.6%	21
Maybe, but I have some more questions (explain below)	7.9%	46
Probably not	52.1%	305
Definitely not	24.4%	143
Total		585

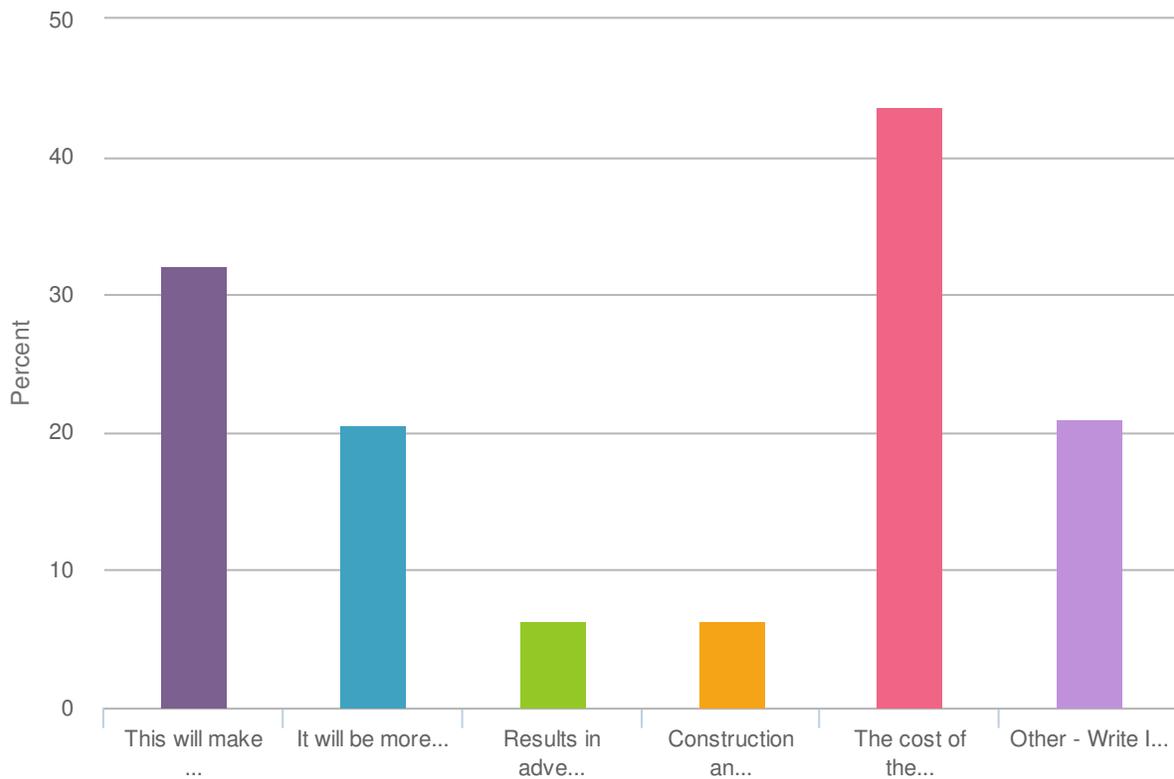
11. You indicated that you would potentially support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
This will improve safety at the intersection	63.8%	81
It will be easier to travel through the intersection (i.e., less delay)	25.2%	32
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	19.7%	25
The overall benefits of the alternative are worth the cost of implementing it	26.0%	33
Other - Write In (Required)	9.4%	12

Other - Write In (Required)	Count
Other - Write In (Required)	12
Add stop lights	1
Because visibility increases. I only support this if the speed limit is subsequently raised to 55 through the intersection after construction.	1
I am no safety expert but you indicate this is safer than the no build option	1
It is essentially the same as it is now	1
This will improve safety at the intersection	1
cost effective, makes it easier to see both directions, still not the best option	1
its just fine the way it is.	1
maybe do in future.	1
same	1
same as previous.	1
seems like a lot of work for slight imporvement to safety.	1
the light remains	1
without a known cost, it may not be worth the dollars for a minimal change. the east/west approaches may be more visible but that is unknown with the information given,	1
Total	12

12. You indicated that you would likely not support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
This will make the intersection less safe	32.1%	141
It will be more difficult to travel through the intersection (i.e., more delay)	20.5%	90
Results in adverse impacts to the land and/or environment surrounding the intersection	6.4%	28
Construction and/or maintenance of the alternative will be too challenging or costly	6.4%	28
The cost of the alternative outweighs the benefits of implementing it	43.7%	192
Other - Write In (Required)	21.0%	92

Other - Write In (Required)	Count
Other - Write In (Required)	91
The cost of the alternative outweighs the benefits of implementing it	7
This will make the intersection less safe	3
Total	91

Other - Write In (Required)	Count
does not improve safety	3
Construction and/or maintenance of the alternative will be too challenging or costly	1
DOES NOT FIX THE SAFTEY PROBLEM	1
Does not improve safety	1
Does not improve the intersection enough	1
Does not seem to improve the safety issue	1
Doesn't look like it will be much different	1
Doesn't really address the safety issues	1
Doesn't seem better than the as-built	1
Doesn't seem to address safety	1
Duh! No turn lane!	1
From a safety vs. cost perspective, there does not seem to be any substantive benefit.	1
Gains very little in safety	1
Harder to see approaching traffic	1
I am used to the existing.	1
I don't believe it will help safety.	1
I don't see any changes this would make to what is being done now	1
I don't see how it is really any different than the existing so in my opinion I don't think it is worth the time and money. Most importantly safety is still poor.	1
I don't see how it will help improve safety	1
I don't see that safety has been improved much with this option	1
I don't see that this really solves the problem of safety, it looks like a safety bandaid	1
I don't think it would change much.	1
I don't think your problem of safety will be solved.	1
I don't understand the benefit of this change.	1
Total	91

Other - Write In (Required)	Count
I fail to see this change will make the intersection more safe.	1
I want to see all options before deciding	1
I want to see the other options before I decide.	1
I'm not sure this addresses the issues of people who forget to stop or pull out in front of oncoming traffic.	1
I'm unsure that this will really improve safety much.	1
It appears this does nothing to help with the safety aspect and that is most important to me.	1
It does not add cross traffic turn lanes to the 75 traffic.	1
It doesn't improve safety enough to warrant cost.	1
It doesn't increase safety	1
It just doesn't really increase the safety factor enough at the intersection to justify the cost . Might as well leave it the way it is .	1
It will be more difficult to travel through the intersection (i.e., more delay)	1
It's a stupid idea	1
It's too much like it is right now - not changed enough	1
Little to no improvement	1
Looks about the same	1
May help but don't know if would change accidents	1
NO REAL CHANGE	1
NOT NEEDED	1
Need better options	1
No benefit over the existing condition. The skew is not significant enough to warrant the	1
No obvious improvement on current conditions.	1
No significant improvement	1
Not a significant improvment	1
Not much of a change for safety	1
Total	91

Other - Write In (Required)	Count
Not safe enough	1
Not significant improvement. For cars stopped 4 to 5 behind the first car, it will still be difficult to see approachign traffic and gauge the situation.	1
Not sure if this would be a significant modification	1
Now you have good visibility, you can see the intersection from a ways out. Putting a curve in the road may reduce visibility of the intersection.	1
Really no change to east-west traffic	1
Results in adverse impacts to the land and/or environment surrounding the intersection	1
Safety concerns	1
Safety is just slightly better than before, I want to remove as much chance of accidents as possible.	1
See no change in safety and would be unnecessary if doesn't fix the problem	1
Seems useless	1
Still doesn't change people not stopping on HWY 20	1
Still not enough increase in safety of the intersection.	1
The improved vision by straightening out the intersection is marginal at best.	1
The improvements don't appear to make much of a difference so the benefit is not worth the cost.	1
The safety of the intersection is not improved enough to warrant the work	1
There are still cross traffic accidents that result in fatalities	1
This is only a bandaid on a much bigger safety and ease of use issue. It will not make the necessary improvements to meet current and future needs.	1
This is virtually no improvement.	1
This will make the intersection less safe, adverse impact on the wet lands, and the cost.	1
Very little difference than doing nothing. Costs money, disturbs surrounding lands for little reason, and doesn't solve the safety issue	1
WILL NOT IMPROVE SAFETY	1
Wont change any thing	1
all of the above	1
Total	91

Other - Write In (Required)	Count
does not address the real problem	1
does not solve anything	1
does not take out stop signs	1
for the cost, little, if any improvement	1
if you are going to do that you might as well leave it the same	1
no benefit lightly changing lanes	1
no real improvement	1
not enough benefit for cost	1
not enough change in safety to warrant the work	1
not helping the safety.	1
not much change for the cost	1
not needed	1
not sure it will dramatically improve the safety of the intersection	1
nothing corrected	1
nothing really has changed	1
resembles a bandaid not a cure	1
still not safe	1
this solution too closely resembles the current design	1
very little change to existing. Still not safe	1
why would you go to the effort to move the road as indicated. Seems a waste of \$ and time	1
won't change safety issue	1
Total	91

13. Comments:



Count	Response
1	Its not any better than what we already have.
1	?
1	Accomplishes almost nothing to address safety issues
1	Adverse effect on the beautiful wet lands and less safe.
1	Build an overpass
1	Do simple fix NOW, before there are any more accidents there. I have lived here for 45 yrs and have seen way too many accidents there that could be prevented.
1	Does not add enough safety for the cost.
1	Don't think this would make the junction any safer or eff
1	Graphic makes it appear that there is little or no safety benefit, but there is cost. If so, not sure why it would be considered.
1	How does it help?
1	How will this help really????
1	I am not convinced that this would be any safer than the current intersection.
1	I can't see the safety benefit for the cost.
1	I cant believe that this option would really make any difference to safety.
1	I don't really see how this changes the safety factors at the intersection.

Count Response

1	I don't see how this improves safety.
1	I don't see this as making the intersection any safer. And it still doesn't address the east-west traffic being able to get through.
1	I don't see where it will help
1	I don't think the issue is related to the intersection not being perpendicular - it is people travelling North-South not looking for cross traffic. Making the intersection a 4-way stoplight except for high commute times would likely address the safety in the lowest cost manner. Making it a flashing Red for East-West and flashing Yellow for North-South from 7-9am and 4-6pm and then a normal stoplight would likely address the issue.
1	I don't think this would really improve safety to any great degree.
1	I don't understand how this removing of the stew design makes the visibility any better.
1	I feel that it looks to similar to the current design, which is faulty.
1	I have actually discussed this option and Idea with acquaintances.
1	I haven't seen a problem with the way the roads are placed at the present time. Having the ruts crossing the road helps people to know they need to stop.
1	I think the improvements this scenario offers are negligible ...especially when weighted with the cost.
1	I think the speed limit needs to change on all sides of the intersection, not jus 75
1	I think with a curve right before the intersection it's not making it more safe
1	I'd want to try other options first; this is my 4th choice. I could live with this option if it were the final, but it doesn't answer the problem of e/w drivers who might 'blow' through the intersection.
1	I'm not sure if this will really improve the safety and decrease accidents
1	If improvements are being made, lets do it right now and not just slightly fix it.
1	If the intersection is changed to this the safety and efficiency of it still isn't increased. The effort that it would take to build this wouldn't be worth the outcome.
1	It doesn't help with safety.
1	It looks like an accident waiting to happen... don't like the concept
1	It may improve visibility, but it would only slightly decrease the risk of collisions. The Hwy 20 traffic still has to stop and yield. The primary cause of the intersection related collisions is failure to yield from stop sign.
1	It seems like additional lanes would help improve the overall safety of the intersection.
1	It's more cost effective and can be down quicker to put in 4 way stop light.

Count	Response
1	Just spend money with no real out come
1	Limited safety improvement over no-build
1	Make it a four way stop, all stop.
1	Many people commute hwy 75, it should be the right of way thoroughfare. The changes to make it safer need to be to hwy 20.
1	Might have to be an over pass
1	NO COMMENT TO THIS
1	No improvements would made to the intersection with this alternative and it would even make some things worse.
1	No..
1	Not a good option
1	Not a significant improvement.
1	Not enough bang for our buck. Stopping leads to impatience and frustration. The intersection is too busy to have so many vehicles required to come to a full stop.
1	Not sure that the skew intersection creates a substantially greater safety issue.
1	Ok
1	Please do not put a signal here
1	Round about
1	Safety Needs To Come First!!!
1	Safety first!
1	Seems like a lot of work to produce very little improvement over the old design.
1	Seems like a waste of money. Also it better not make it any slower
1	Seems silly to spend any money without a significant improvement.
1	Should include turn lanes
1	Silly alternative! The skew is not really the problem...
1	Still dangerous
1	Still does nothing for east-west traffic, who have to stop

Count	Response
1	Still won't make people stop at stop signs or prevent them from pulling in front of on coming traffic because they think Hwy 75 will stop for them
1	Still would have problems w traffic.
1	That won't do much an cost abunch
1	That's dumb and doesn't discourage law breakers or speeding people.
1	The cost of re-routing the highway in this manner does not seem to offer a significant improvement in safety or visibility.
1	The farmers that live and work in the area would experience difficulty pulling fully loaded trailers up Timmerman if they had to stop at the bottom. It would cause traffic delays and safety hazards with people trying to pass them on Timmerman Hill
1	The photo shows the old existing light remains in the center of the intersection instead of one directly aimed at each lane. It is invisible when the sun is behind. Why no backing? Why would you change the road alignment and leave the ineffective light?
1	The sightline is improved, but in my experience it isn't the view, it is the people taking chances to merge or cross
1	There is no persuasive reason to spend any money in the intersection.
1	This does not improve the safety of this intersection which very concerning.
1	This does not really change the issue of dangerous left turns from the east & west
1	This is a good option, however, it still leaves the intersection in a two-way stop situation (and drivers do not understand who's turn it is)
1	This is basically what we have already but from a different angle.
1	This is not the safest option so expense would not be worth the investment.
1	This is spending a couple million to achieve the same road system which is currently in place. A waste of money for minimal improvement.
1	This is the same as the current configuration with a twist making it more difficult to see on coming traffic.
1	This may improve site lines, but doesn't begin to deal with controlling traffic at the intersection which I think is causing many of the accidents. Just not good enough
1	This might improve sight lines North and South but still doesn't solve safety issue
1	This options is just confusing and doesn't seem to offer any more safety. I'm not an engineer. I'm just a driver. But it doesn't seem to offer a solution to the safety issue at Timmerman.
1	This still gets poor safety rating, but I do like this.

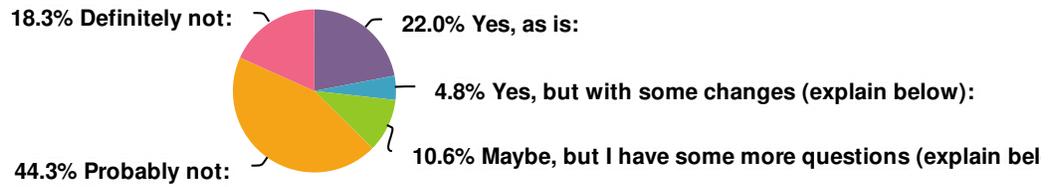
Count Response

1	This will cause people not to stop ~ they will slow down but be more inclined to continue moving than stopping. Having a turn lane on the north bound lane of Hwy 75 onto US 20 could help.
1	This will not stop impatient drivers coming off of HWY 20.
1	This would be, I feel, the best solution. I have traveled through that intersection for 22 years and have seen many near misses there. ITD has only given lip service to this hazard over the years.
1	This would help some, but not much.
1	This would help with line of sight issues
1	This would not fix the safety concerns or flow of traffic
1	This would not solve the safety or flow problem just spend unnecessary money to change the way you come into an intersection. Still a big safety concern and traffic flow.
1	What I see is not that people can't see oncoming traffic, they don't stop. I don't know if they think that 75 traffic has a stop sign as well or what...
1	When people are so oblivious at an intersection that they kill themselves it's called colloquially, "Doing a Darwin." The ISSUE is paying attention.
1	Why bother with this change? Still expensive and not much benefit.
1	Why is this not safer? it squares up the intersection so you can see.
1	Why spend the time and money.
1	Yes
1	You also need to start lowering the speed limits on Highway 20 further away from the intersection than it is now. That will help with safety.
1	You're still not solving the problem you need to build an overpass
1	add left turn lanes from each direction at the intersection
1	does not appear to do much to improve safety
1	doesn't seem much of an improvement. doesn't really solve the problems.
1	may be when they put 4-lanes in , an overpass would be needed.
1	not that much difference from what we have, still dangerous
1	same comments as before
1	same problems as before

Count Response

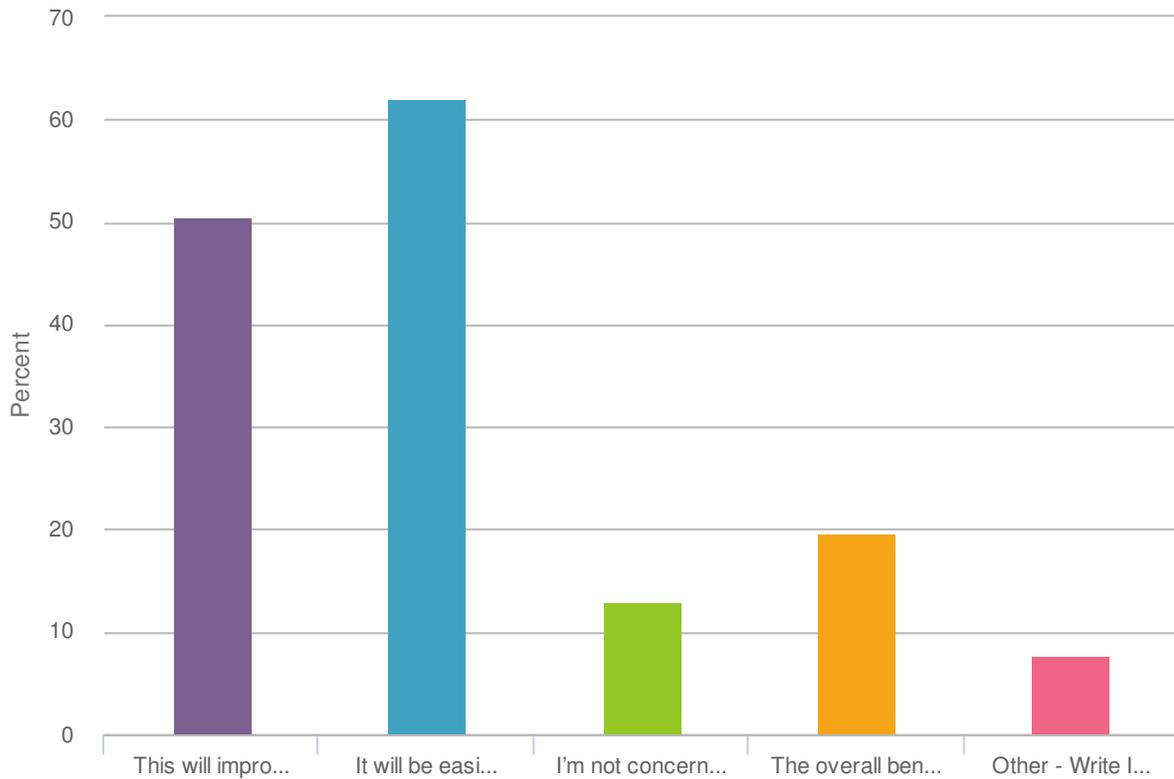
1	skewed angle is a huge detriment - this is much better and more like a common intersection. I feel warning lights/signage need to be improved however - not visible enough and not clear enough that NS traffic does not stop
1	still a problem getting across intersection
1	stupid! No turn lane or merging lane!
1	this design is pretty close to what we have now. no reason for cost if it will need replaced again.
1	this option doesn't seem to do enough
1	⊖ It will be more difficult to travel through the intersection (i.e., more delay

14. Would you support ITD implementing the add northbound and southbound turn lanes option?



Value	Percent	Count
Yes, as is	22.0%	125
Yes, but with some changes (explain below)	4.8%	27
Maybe, but I have some more questions (explain below)	10.6%	60
Probably not	44.3%	251
Definitely not	18.3%	104
Total		567

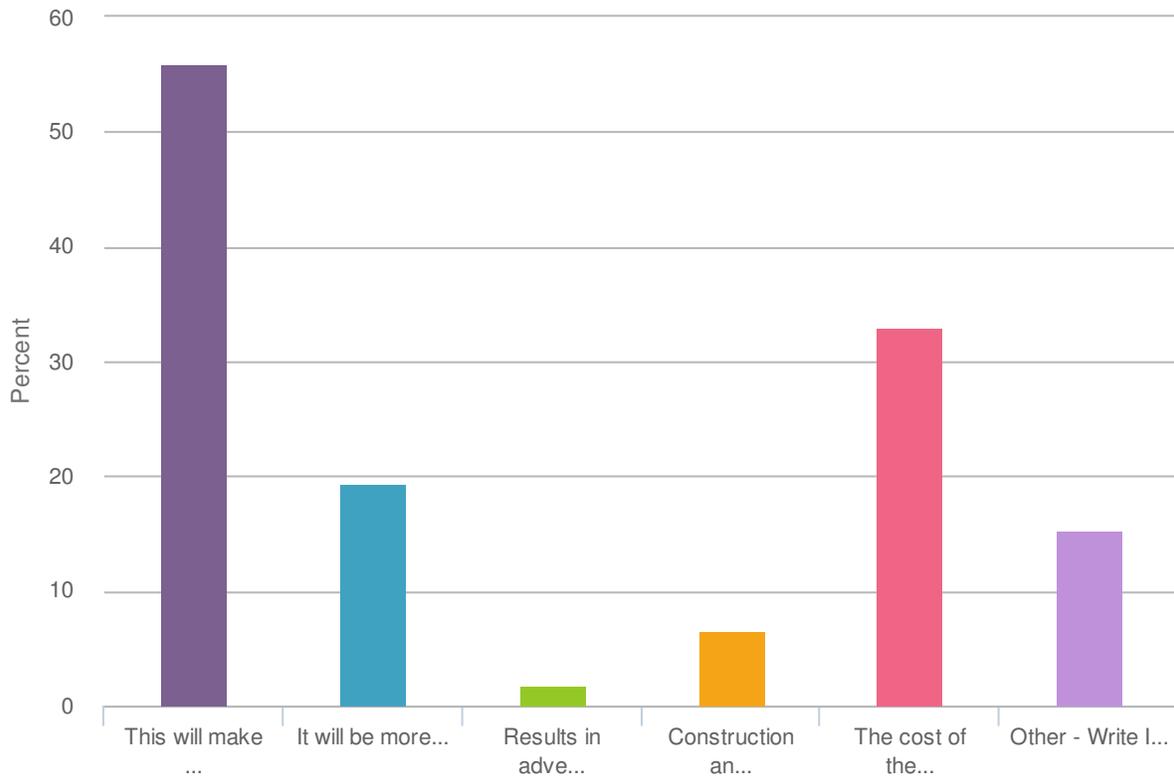
15. You indicated that you would potentially support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
This will improve safety at the intersection	50.5%	105
It will be easier to travel through the intersection (i.e., less delay)	62.0%	129
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	13.0%	27
The overall benefits of the alternative are worth the cost of implementing it	19.7%	41
Other - Write In (Required)	7.7%	16

Other - Write In (Required)	Count
Other - Write In (Required)	16
It will be easier to travel through the intersection (i.e., less delay)	4
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	4
same	2
Doesn't more lanes usually lead to increased speeds?	1
I don't think this really improves the safety, it seems to make it more busy and complicated	1
I'm worried that having 4 lanes each way may cause confusion to drivers trying to cross Highway 75	1
Maybe a stoplight	1
Reduce speed	1
The overall benefits of the alternative are worth the cost of implementing it	1
The speed limit could remain 45 since this option clears traffic from the intersection quicker than present conditions.	1
This is should a good plan for north - south traffic. The same needs to be implemented for East-West traffic.	1
This may possibly help, but it might create more problems. If the turn lanes were out in, it would be better to have traffic lights to help with the turning.	1
This will improve safety at the intersection	1
This will improve the turn off of highway 75 but I still have to turn into highway 75 from highway 20 everyday to get to school or work so it doesn't help from that respect.	1
Though this seems to make ease of use better, it still does not improve over all safety. I'm afraid this design will create its own, new potential problems. Turn lanes can help keep traffic moving, but turning traffic can create a vision obstruction, blocking the view for drivers on US 20.	1
Will it really be more safe for the east/west travelers?	1
as long as the hwy 75 traffic does not stop the intersection is dangerous	1
good, with more visible traffic lights	1
it would be nice to have a turn lane but people will still try and beat traffic turning.	1
Total	16

16. You indicated that you would likely not support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
This will make the intersection less safe	56.0%	191
It will be more difficult to travel through the intersection (i.e., more delay)	19.4%	66
Results in adverse impacts to the land and/or environment surrounding the intersection	1.8%	6
Construction and/or maintenance of the alternative will be too challenging or costly	6.5%	22
The cost of the alternative outweighs the benefits of implementing it	33.1%	113
Other - Write In (Required)	15.2%	52

Other - Write In (Required)	Count
Other - Write In (Required)	52
This will make the intersection less safe	10
It will be more difficult to travel through the intersection (i.e., more delay)	3
Total	52

Other - Write In (Required)	Count
The cost of the alternative outweighs the benefits of implementing it	3
Add an overpass on 75	1
Construction and/or maintenance of the alternative will be too challenging or costly	1
DOES NOT ADDRESS THE INTERSECTION'S PROBLEM	1
Does not improve safety.	1
Doesn't address the main issue which is cross traffic.	1
Doesn't improve safety	1
Don't see a big safety improvement	1
I am not sure this will improve safety	1
I don't really see what the difference is.	1
I see very little turning traffic from hwy 75 causing a problem	1
I'm no expert, but according to your "arros" this will make the intersection less safe. This is contrary to my initial take on the proposal. IF I'M wrong, and this makes the intersection safer, then this option should be considered.	1
I'm not sure this would stop accidents.	1
Im not sure if this is the answer either.	1
It doesn't fix the safety problem! Why bother?	1
It doesn't seem to improve turning from Hwy 20 onto Hwy 75.	1
It doesn't solve problems	1
It is fine as it is. Drivers simply need to be more vigilant.	1
It is still too similar to how it is now	1
It is still unsafe, so cost produces no worthwhile benefit.	1
Make it a four way stop, less costly.	1
Not good enough	1
Not needed	1
Not relative	1
Total	52

Other - Write In (Required)	Count
Once again, this option does not directly address the safety problem.	1
People stopped at stop signs	1
Potential confusion at the intersection	1
REMEMBER PLEASE, SAFETY NEEDS TO BE THE TOP PRIORITY, NOTHING LESS!	1
Really not sure if this will correct the problem	1
SAFTEY CONCERN	1
Still doesn't really improve safety.	1
Still doesnt solve the problem	1
The problem isn't the people on hwy 75 turning , generally the problem is people on hwy26 20 who get tired of waiting or just don't see the vehicles on hwy 75 .	1
This doesn't solve the actual problem of people on 20 yielding to 75 traffic	1
Those going straight might not understand that they need to stop.	1
Unless you decrease the speed on US 20, nothing will change.	1
What difference will this make?	1
Would not impact safety	1
You still have not addressed the problem	1
again no significant change to east-west traffic	1
does not solve the problem	1
doesn't help cross traffic cross any easier. waste of time and money	1
doesnt seem effective to the problem	1
doesnt solve the safety issue	1
east west traffic flows are not really in the consideration	1
little improvement in what exists, as far as safety and congestion	1
more confusing, not a cure	1
no change to safety	1
Total	52

Other - Write In (Required)	Count
not enough change from current configuration	1
seems that with more turning lanes this just creates more of a cluster f	1
the accidents I have seen or heard about don't happen because of vehicles turning - they occur because the east west traffic either don't stop or they stop and think that north south traffic stops and they pull out in front of traffic	1
too complicated for people not familiar with area.	1
too many lanes to watch may take away the concentration needed to watch for intersection traffic. Turn lanes sometime get confusing if you do not travel the road daily and a lot a one time or seldom travelers use this intersection..	1
would not improve safety	1
Total	52

17. Comments



Count	Response
1	Add an overpass
1	Add the skew as well
1	Adding lanes is not going to do much.
1	Adding lanes just gives distracted drivers more opportunity to cause accidents.
1	Again waste of money with no benefit
1	Again, it doesn't seem to solve any safety issues.
1	Again, seems that it would just further complicate the intersection without significant safety benefits.
1	All the turn lanes would block the vision of the East West drivers and I could see more accidents happening from people thinking that they could see all of the cars.
1	Allows for more congestion at the intersection where some drivers get more annoyed, thus less safety.
1	Already vommented.
1	Combine this with removing the Skew.
1	Costs money and still does not fix the problem.
1	Doesn't add to safety
1	Even better chance that someone will turn in front of oncoming traffic.
1	From my experience, delays because of lack of additional turn lanes are pretty minor

Count Response

1	How much north bound traffic is turning left? I don't think much. Not enough to warrant a new lane. The south bound left turn lane might be a worthwhile addition. would these changes just encourage straight bound cars to maintain faster mph through intersection?
1	I can't see the improvement in safety for the overall cost of this project.
1	I don't see it improving safety.
1	I feel this will just make it a bigger mess resulting in more accidents.
1	I feel this would make the intersection more dangerous as the east and west traffic would have more south/northbound traffic to interpret.
1	I have seen many near accidents on 75 with turning traffic being nearly rear-ended because drivers miss brake lights.
1	I haven't considered turning vehicles to be the danger.
1	I just left my comments before on this topic. If turn lanes were added, traffic lights should be added.
1	I like the idea of adding turn lanes.
1	I really feel there should be a traffic light here. Or a cloverleaf built.
1	I think that this would improve the safety for people turning off of 75 however I don't think that it impacts those traveling on HWY 20.
1	I think the main safety concern is with Highway 20, not Highway 75; so while this option makes traffic flow more smoothly on Highway 75 it only makes safety a higher concern for Highway 20 travelers.
1	I think there could still be risk to people running through the stop signs
1	I think this is less safe because potentially more cars are at the intersection at once.
1	I think this would create more confusion i.e., accidents
1	Is the lack of turn lanes the cause of accidents? Not having a turn lane has not been a problem for me, but I would feel safer knowing all approaching vehicles had a light they couldn't miss in front of them.
1	It is a simple fix to me a stop light just like at countryside or woodside blvd. Will probably almost eliminate the bad wrecks. I have seen way to many in the 60 years i have lived here. Might be over 50 wrecks a lot fatal.
1	It would add to the confusion of the pot of the area motorists who terms to be the cause of the majority of the intersection related collisions.
1	Just do a round about
1	Lots of changes and expense with little or no safety benefits
1	Make it a four way stop, all stop.

Count	Response
1	Need a merge southbound. Crusing south bounders will rear end mergers coming from a dead stop! North bound needs merge. Same deal! Surely u have seen this problem somewhere in the state or nation? Maybe we need to google this problem! Ha!
1	No
1	No signal plz
1	Northbound/Southbound traffic is not the problem. It's the Eastbound/Westbound traffic. They don't see the need to stop, but rather roll right through and pull out in front of oncoming cars.
1	Not a significant improvement. Better signage and more visible red/yellow lights would help.
1	People who are stopped wanting to turn left onto SH75 from 20 will still try to sneak out and go before the people on SH 75 either get to them or they are going to turn left onto SH 20.
1	People will continue to pull out in front of on coming vehicles.
1	People will still blow through the stop signs
1	Probably less safe than no-build with stacked vehicles turning further obscuring cross traffic
1	Round about
1	SAFETY!
1	SO THIS MEAN YOU PUT MORE VEHICLES AT THE INTERSECTION THAN IF IT NORMAL OPERATION
1	Safety is a concern. Looks too confusing
1	Safety issue of Hwy 20 running stop sign still posses a problem, also now with more turn lanes congestion and having traffic turn in front of on coming traffic. More safety issues. Also plowing snow is harder, safety concern of snow plowing
1	Safety!
1	See my answer to the last option
1	See previous comments. The issues I see stem from traffic on 20, not mobility of 75.
1	Seems like this would be confusing to non-locals.
1	Seems unnecessary to me.
1	Semi trucks and campers tend to congest HWY 75 and can give those coming off of HWY 20 the false sense that they are able to merge into HWY 75 traffic.
1	Sent there turn lanes now????
1	Still a safety hazard.

Count	Response
1	Still dangerous left turns
1	Still not safe.
1	Still won't stop cross traffic from pulling in front of traffic on Hwy 75. This will actually encourage it by having special lanes for so called safe entry into the highway
1	Stoplight
1	The issue is a signal not the turn lanes. A turn lane would help in busy times but a signal would manage the flow
1	The only way this will help is if you implement a 4 way stop
1	The turning lanes may block view even more.
1	The wrecks are caused by people pulling out in front of the Thru traffic. The flashing yellow light is what is causing the confusion. That flashing light is not necessary. Get rid of it!
1	There is not enough traffic on Hwy 20 to cause more than a few cars backed up at peak traffic hours. Adding the lanes will just put more blind spots to certain lanes creating a more danger to traffic turning right.
1	There should be turn lanes in the east and west bound lanes as well.
1	This could help ~ but all lanes still need to STOP.
1	This could work if Idaho drivers were better educated and evaluated.
1	This does not address the main safety concerns here that are the hwy 20 cross traffic
1	This does nothing to improve safety.
1	This is a better alternative to what is there now, with probably the least amount of cost.
1	This might be an okay answer. I can see problems seeing around the vehicle next to you at the intersection. This may tempt someone to move up further into the intersection to see better and then getting hit.
1	This puts somebody potentially sitting in the middle of the road at the intersection, accidents happen because people are careless, unattentive and stupid, don't give idiots more things to hit
1	This solves some issues on 75, but changes nothing on 20, which is a problem
1	This still does not help to address that east-west have to stop while north-south does not
1	This would cause more congestion and still not solve the safety issue.
1	This would work even better with 4 way stop lights.

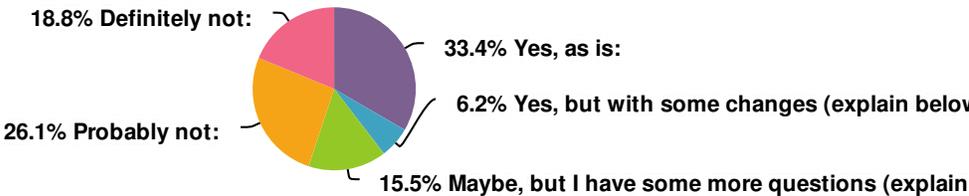
Count Response

1	Traffic needs to be stopped or diverted in order to improve safety. This would not prevent vehicles traveling north/south from colliding with vehicles traveling east/west
1	Unnecessary. I realize it's money for some people to do a bunch of unnecessary stuff.
1	Vehicles in the #75 turn lanes would impair visibility for vehicles on #20, making the intersection less safe.
1	While this looks like a good option, it still doesn't seem to address a major concern which is the merging traffic from Hwy 20. Often times this traffic thinks that the traffic on Hwy 75 is stopping and pulls out in front of oncoming traffic.
1	Why not just put in a four way stop?
1	Would make sense with a new traffic light
1	Would this address the issue of people on 20 pulling out in front of oncoming traffic on 75? I don't know the statistics as to where the majority of crashes take place. Is it due to a failure to yield from people crossing or merging onto 75, or is it people on 75 not seeing folks that are merging from 20?
1	You also need to start lowering the speed limits on Highway 20 further away from the intersection than it is now. That will help with safety.
1	You can't see traffic when people are in the right turn lanes.
1	You will have some passing or not being alert at the intersection.
1	adds too much more stuff to contend with. Still would not stop people from running their respective stop sign.
1	again does not improve safety and will make it harder to see cars
1	as before
1	does not get rid of fundamental problem of skewed intersection.
1	doesn't solve real problem
1	headed in the right direction, but still not enough. there would be no impact in daily driving and I feel accidents would rise
1	left turn lanes on Hwy 20, also
1	poor excuse for curing the problem
1	seems to be a better option than the first two.
1	seems to make things worse by making the intersection bigger.
1	stop both ways of traffic.
1	there is still the lack of an accelerating lane for traffic turning north and south form 20 to 75

Count Response

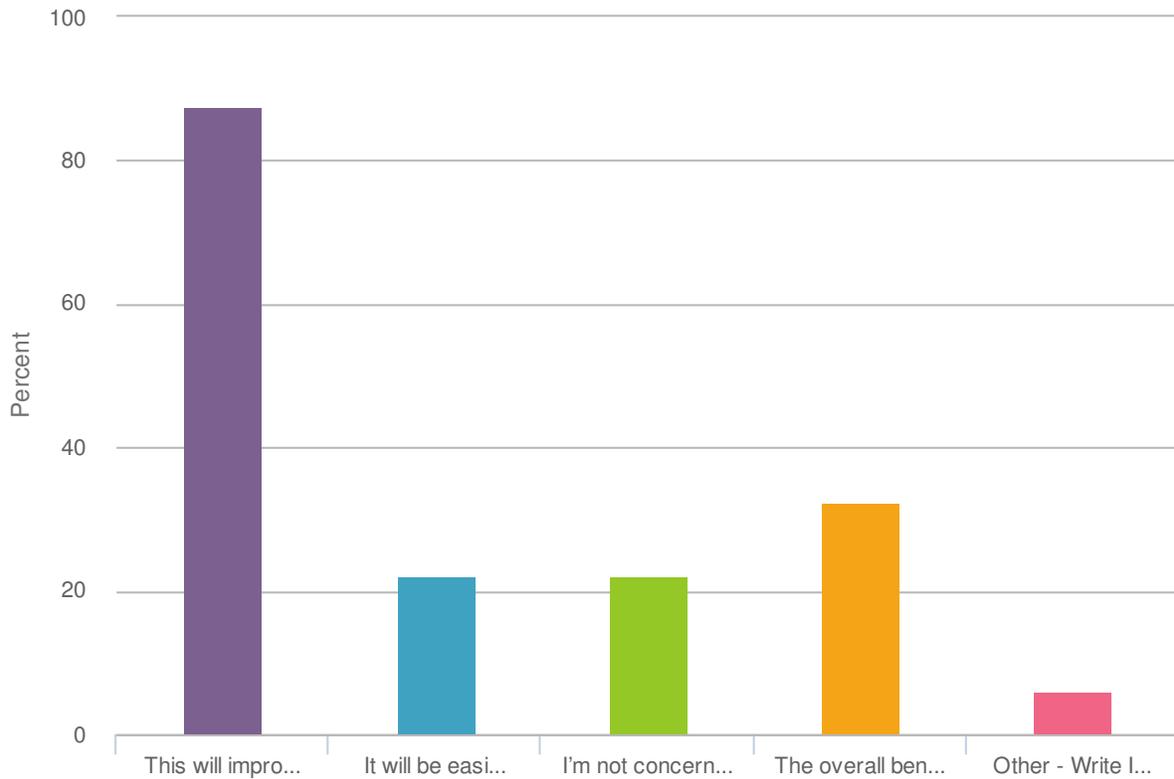
1	there would be improved safety for vehicles turning north or south onto Hwy20
1	this looks a little better, but does not show traffic travelling east/west.
1	to confusing for some
1	☺ It will be easier to travel through the intersection (i.e., less delay) why not put in a stop light.

18. Would you support ITD implementing the traffic signal option?



Value	Percent	Count
Yes, as is	33.4%	188
Yes, but with some changes (explain below)	6.2%	35
Maybe, but I have some more questions (explain below)	15.5%	87
Probably not	26.1%	147
Definitely not	18.8%	106
Total		563

19. You indicated that you would potentially support implementing this option. Would you please indicate why? (check all that apply)

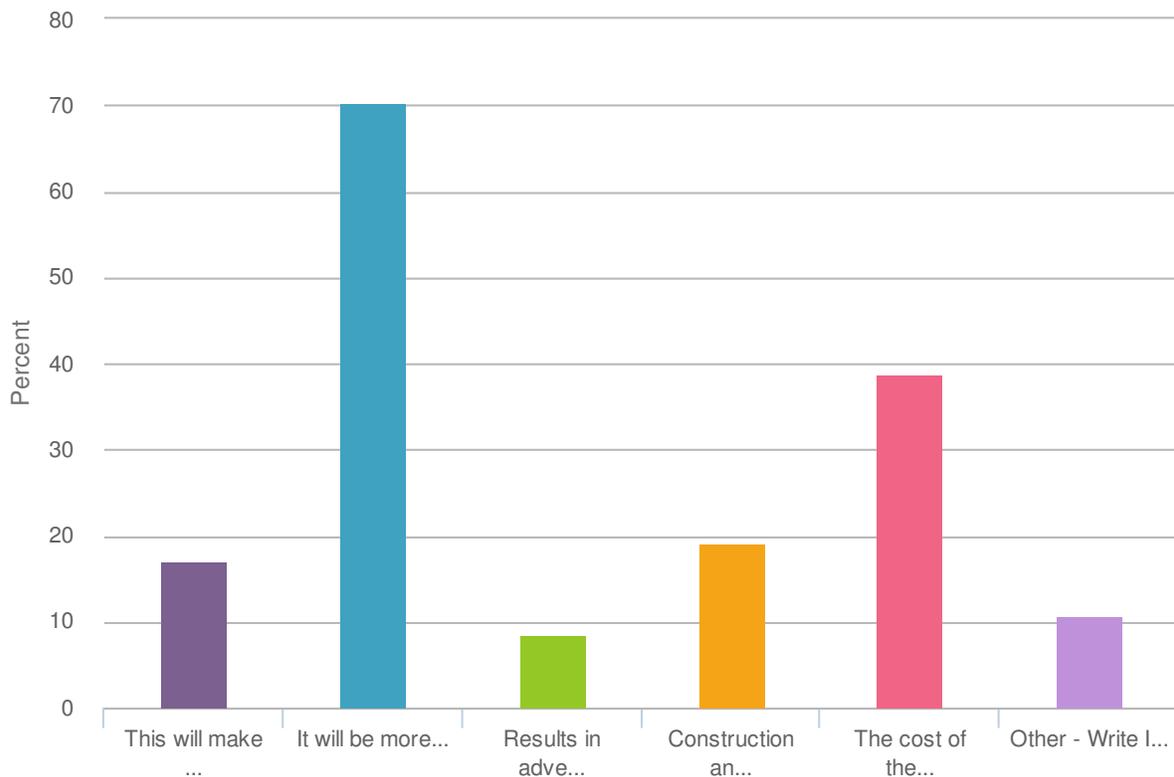


Value	Percent	Count
This will improve safety at the intersection	87.4%	257
It will be easier to travel through the intersection (i.e., less delay)	22.1%	65
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	22.1%	65
The overall benefits of the alternative are worth the cost of implementing it	32.3%	95
Other - Write In (Required)	6.1%	18

Other - Write In (Required)	Count
Other - Write In (Required)	18
This will improve safety at the intersection	6
It will be easier to travel through the intersection (i.e., less delay)	3
Total	18

Other - Write In (Required)	Count
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	2
Adequate with future development in mind	1
Although I support the basic idea of implementing a traffic light, I'm uncertain about high speed, or ever run away vehicles, coming down Timmerman Hill.	1
Concerned with environmental impact	1
If the	1
It might work with the traffic signal	1
May be the best long term solution, but very costly. I love the flashing lights that warn drivers that the lights are about to change. If this light was added would you be able to shorten the total length of the 45 MPH area. Having to go 45 MPH so far past the intersection seems like complete overkill and probably just a speed trap	1
Not sure turn lanes would be needed on east west - not a ton of traffic and with a light not necessary. Maybe on north south traffic	1
Only if this option has shown improved safety at other sites.	1
Signal timing to avoid unnecessary delay must be a part of the design	1
Straighten out the skew in highway 20.	1
The overall benefits of the alternative are worth the cost of implementing it	1
This is it!!!!!!!!!!!!!!	1
Why add turn lanes. Why add cost with no clear outcome	1
Would support a signal, but not addition of turn lanes in both directions.	1
other than leaving it alone this is the best idea	1
provides a more commonly recognized version of traffic control	1
same	1
see below	1
turn lanes not nessessary	1
Total	18

20. You indicated that you would likely not support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
This will make the intersection less safe	17.1%	42
It will be more difficult to travel through the intersection (i.e., more delay)	70.2%	172
Results in adverse impacts to the land and/or environment surrounding the intersection	8.6%	21
Construction and/or maintenance of the alternative will be too challenging or costly	19.2%	47
The cost of the alternative outweighs the benefits of implementing it	38.8%	95
Other - Write In (Required)	10.6%	26

Other - Write In (Required)	Count
Other - Write In (Required)	26
It will be more difficult to travel through the intersection (i.e., more delay)	8
The cost of the alternative outweighs the benefits of implementing it	6
Total	26

Other - Write In (Required)	Count
Construction and/or maintenance of the alternative will be too challenging or costly	2
This will make the intersection less safe	2
A traffic light is not expected so far out of towns and there will be problems of traffic failing to stop from all 4 directions instead of the 2 directions that exist now	1
Causing traffic to back up on 75 will be unsafe	1
I hate stop lights	1
Leave intersection as it is.	1
Maybe	1
North and South flyover would work much better	1
Not safe enough	1
Overkill.	1
Probably a good idea, but there is so little traffic through this area--is it worth the expense?	1
Results in adverse impacts to the land and/or environment surrounding the intersection	1
Stoplights do not belong on rural roads and will cause extreme delays.	1
There doesn't seem to be enough traffic to warrant a light. Even during prime commute times, the delay to turn onto Hwy 75 after stopping is very short.	1
There is not enough traffic at this intersection to warrant such a huge expense.	1
This is a dangerous option. Trucks coming down the hill may not be able to stop in time for the Signal.	1
This might be a cost-effective option	1
This option, though improving safety, created other problems.	1
Trucks?	1
Unnecessary stops for SH-75	1
Will make south bound traffic hard for big truck to gather speed for the hill	1
add another traffic light to the problem	1
big trucks will not have time to gain speed going south on 75	1
congestion	1
Total	26

Other - Write In (Required)	Count
hwy 75 is to busy a certian time of day for a light	1
there are better options for safety, cost and mobility	1
this just slows down traffic north/south whereas the goal should be to increase the speed limit	1
too many traffic signals already in the valley	1
with Timmerman right there I see this as a safety issue with larger vehicles not having time or room to stop especially in icy conditions	1
Total	26

21. Comments



Count	Response
1	Safety is my main concern. Anything that improves the safety of that intersection is worth it.
1	A stop at the bottom of a long hill is never a good idea. Get rid of the signal light and make the west and East bound traffic turn right or left at the end of their ramps. Leave North and South traffic alone. They are not the problem.
1	A traffic signal would be very helpful. It would be funny to see one in the country, but it would be for the best!
1	Add this after previous options are not enough.
1	After commuting daily through this intersection for the last 17 years, this option is overkill. If a traffic signal is implemented, it is not necessary to add additional turning lanes (there is not enough traffic to warrant this)
1	As long as it was put in with good working cameras or loops
1	As long as the traffic lights are tuned right, this will vastly improve safety and will be worth the costs of implementation.
1	At last I see lights I like, but only hwy 20 should have to stop. South bound trucks will be too slow going up Timmerman and the next thing you will want is another lane for them. Getting too expensive.
1	But the cost seems high but traffic will only continue to increase through this intersection so it might be the best option for the long-run.
1	Can't believe that we need another traffic light. I don't think the overall traffic load at the intersection warrants 24 hour a day interruptions to the smooth flow of traffic.
1	Cost cost cost! Seems confusing less safe.

Count Response

1	East/West Approaches are still skewed.
1	Great idea! I don't mind stopping for safety and I know the valley would feel much safer.
1	How long would it take to implement? Would the light have sensors to change when a car arrives? How much would it cost?
1	I AM NOT SURE WHAT THE COST WOULD BE, BUT WITH INCREASING TRAFFIC VOLUME THIS APPEARS TO BE A POSSIBLE SOLUTION TO THE DANGERS PRESENT AT THE INTERSECTION.
1	I already mentioned if turn lanes are added, there needs to be full traffic lights added.
1	I don't see why everything is fixed with a stop light. This would be too costly to build and you will cause more road rage.
1	I like the idea ~ yes, traffic may be delayed but it will force people to stop. If the lights were motion detected that would help speed up the delays.
1	I think a stoplight is the best option for the intersection
1	I think this is the best option with the lights causing all 4 areas to stop.
1	I thought a 4 way stop was considered and rejected when changes were first implemented, due to safety concerns with large trucks coming down / going up Timmerman Hill in inclement weather. This option seems like it may improve safety right at the intersection, but potentially cause safety concerns further back from the intersection, in all directions.
1	I worry about there being more delays, but would improve the safety
1	I would agree with turn lanes. But I am still thinking a light or round about.
1	I would be concerned about delays and people running red lights if there's no cross traffic and they get impatient.
1	I would support this as long as there aren't long wait times for those traveling on Hwy 20 as compared to those traveling on 75.
1	I would want to know what the future development of the area is, more residential? If so, I believe this would be a good idea since more local commuters would be traveling through the area. If it is expect to remain mostly farming land, this might be overkill.
1	I'm more concerned with safety than with saving-time. This alternative is the best low physical impact way to maximize safety. I would add two features to this alternative: 1) traffic-activated signals so drivers don't have to wait for signals to change when there is no oncoming cross-traffic; and 2) a separate truck lane going south of the intersection for trucks to climb the hill after they have stopped at the signal.
1	I'm wondering if we would need all three lanes if there is the signal, and would be interested in seeing what the difference in delay would be with just two lanes as opposed to three.
1	I'm worried about north bound traffic in the mornings on slick roads having to stop on the hill if the light is red. At times their bumper to bumper with lots of trucks and equipment.

Count Response

1	If north/south increase to 4 lanes.... Then yes, most definitely need a stop light
1	If you are going South and you are stopped at the light, trying to get your speed up to go up and over the hill will be difficult for those traveling with older vehicles and trailers attached to them.
1	If you use smart technology that minimizes the wait to pass through the intersection rather than timers, this option would be acceptable.
1	It may help a little with safety on HWY 20 and the flow of traffic for Hwy 20. I still believe it would be a big safety issues of traffic going through red lights, and the flow of traffic.
1	It seems costly and I feel like the changes that have been made already (ie the reduced speed zone) have helped tremendously.
1	It will not be safe with semis going down the hill and having to stop along with loaded semis having to start at base if hill holding up traffic
1	It would hinder folks commuting to work in the morning. Take more time to stop at a stoplight.
1	Like the intersection as is
1	May cause traffic delays at intersection.
1	May make the travel of Hwy 20 go a little faster but still I see safety concerns, I think an overpass should be placed on Hwy 20 to cross
1	Might be good in theory, but I see people running lights a lot ... I feel this would just be one more area for them. The intersection, as is, allows traffic to proceed if nothing is coming, no waiting unnecessarily for a light to change. Drivers just need to be smart and do what they are supposed to do.
1	Need best technology to alert drivers to impending stop at traffic light. Would rumble strips or additional flashing lights help?
1	No more traffic lights I don't want to live in congestion. The stop sign works just fine it's not a particularly high volume intersection. Traffic lights infuriate me
1	No need for turn lanes
1	Not a real fan of traffic lights in rural areas such as this. Too many people fail to stop and/or push the yellow/ red transition.
1	Not enough traffic to warrant the expense.
1	Opticom system for fire department use should be involved.
1	People may actually stop is they see the red light or at least slow down.
1	People run the light now

Count Response

1	People will complain about this option, but mostly because they like to lay the hammer down when they're headed south on 75. Once people get through that intersection they really like to get up to speed (75 mph) as quickly as possible. This will slow that down, and also help with safety. And since you asked, I'll tell you that I like this option.
1	Perhaps a N-S (Rt 75) green signal light and the E-W (Rt 20) would need to trip a source for the light to turn
1	Poor design option
1	Potential to increase different types of accidents
1	Putting a signal here Will increase accidents and reduce capacity.
1	Round about
1	Same answer as before with the farmers and loaded trucks and trailers
1	See previous comments.
1	Signal is best so we can maintain 55 thru the intersection when not red or yellow
1	Signal must have vehicle detection that works in all weather
1	Smart light that has warning light when soon to be red
1	Solution, as long as lights for US20 are pressure actuated and the signals don't change just on time alone. Keep flow on 75 as priority traffic
1	South and North lane would have to stop when there is no traffic in East/West movement.
1	Still a merging problem for right turns!
1	Still not the best solution in my opinion, but far better than a blinking light.
1	Stopping vehicles pulling heavy trailers headed south on 75 is a bad option. The steep grade just south of the intersection will hold up traffic on weekends and cause dangerous passing situations where viewing distance is limited.
1	The real problem is just Hwy 20 drivers not yielding.
1	The signal is more obvious than the blinking lights that are already in place.
1	The traffic on 75 includes many large trucks that would significantly impact the flow of traffic through the intersection if they were required to stop at a light.
1	The turning traffic does not have to wait long enough to turn for a light to be value added.
1	This could really back up traffic going north and south, especially during bad weather.

Count Response

1	This is a low impact solution to a problem, that for the sake of argument here, perhaps exists. No money however for the road-grader, cement pouring, machine running tax-dollar consuming construction industry.
1	This is a slight improvement to safety but not the best alternative.
1	This is much better than the previous options, but I am hoping for an overpass. This light gets so much traffic from the east, Twin Falls, Boise, etc that there has to be an option where cars are separated at the turn.
1	This is the way it should be!!!!!!!!!!
1	This is too impacting on mobility, unless the lights are on sensors that keep traffic flowing north and south unless a need arises in east west flows.
1	This option improves the safety.
1	This plan would create more travel delays and only slightly increase safety. Maintenance costs would be unnecessarily high. It would be a drain on the sheriff's office who would be dispatched to "light not working properly" calls.
1	This seems to be comparable to other major intersections between Hailey and Ketchum and may be a good option.
1	This will cause cars to pass semi-trucks as they are trying to start from a red light going south moving the danger zone to MP 100.5. I think there would need to be a total of 5 lanes put in on HWY 75. 2 Northbound, 2 Southbound, & 1 Turn Lane in the center. This would allow for a designated passing lane going each direction to pass trucks and slow traffic.
1	This will pose significant problems with large loads heading north on HWY 75. During the winter will also pose challenge due to the frequent slick road conditions.
1	This will slow traffic because big trucks will not have time to gain speed before going up Timmerman Hill. Impatient drivers will then pass even when unsafe to do so.
1	This would be safer.
1	This would cause huge delay at all hours. I think people less safe with people running the lights or making the turns.
1	This would help safety, but hinder mobility.
1	Traffic light not expected so far from town and more traffic failing to stop will be an issue
1	Very expensive, but would definitely lessen the accidents. Bigger, better lighting and signage should do it.
1	We just gained some time by the increased speed limit through Lincoln county. A stop light will take too much back. How would you manage green time. If we have to stop when there is no traffic, you encourage civil disobedience.
1	Will congest morning traffic. Bad idea. North and South need to flow.

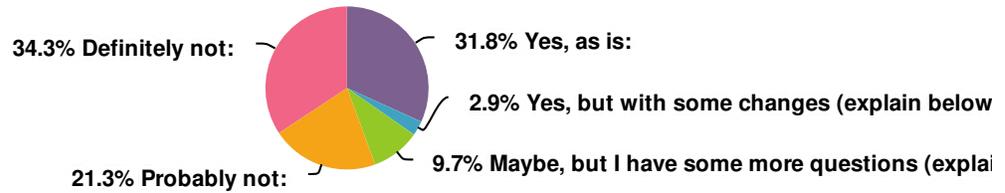
Count Response

1	Will it really be safer?
1	Will the traffic light change only when a car is present?
1	Wouldn't it make more sense to start with just the traffic light change before rearranging the landscape and all the lanes?
1	Yes! This combined with lowered speed limit a mile or more before intersection.
1	Yes. Important to do.
1	You also need to start lowering the speed limits on Highway 20 further away from the intersection than it is now. That will help with safety.
1	You might have individuals running the red light.
1	as long as there were sensors that will turn the light green if there is no one coming
1	better signage for existing blinking light should be done before any elaborate and expensive options even be considered.
1	don't put in a stop light. this would be a ridiculous idea
1	horrible idea.
1	is there really enough traffic to warrant a traffic signal?
1	it will rarely have cross traffic to use the light
1	just a stop light with no turn lanes with a green preference north/south and east/west drivers would trigger a timed light change.
1	lots of delay and braking on the downhill going north on ID 75 will be difficult, especially for the many travelers to the area.
1	make the light change only when there is cross traffic (Hwy 20) present.
1	need to address whether light is changed by traffic sensors from EW - this could be a problem to traffic flow from NS requiring frequent stops in traffic
1	the intersection dose not need a light traffic is not that congested nor probably ever will be
1	this is better
1	this would be annoying as hell and people would run red lights from the north and south
1	will make it more difficult to travel thru the intersection

Count Response

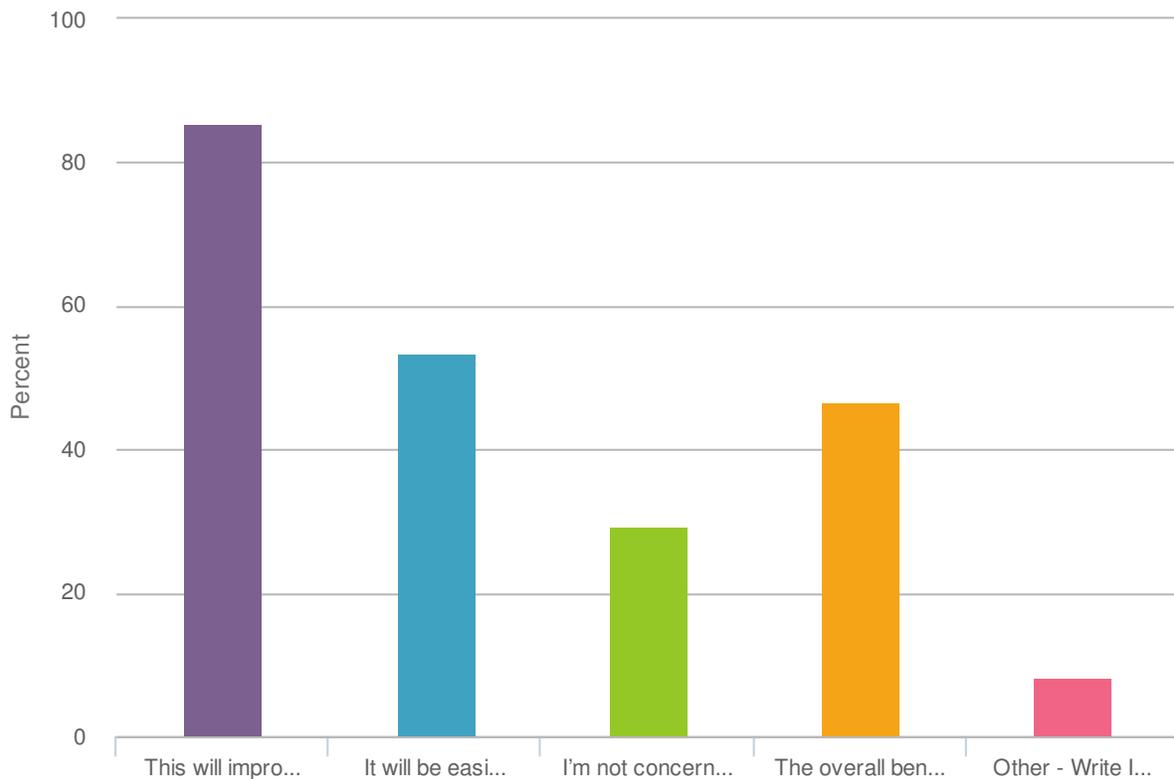
1 ⌘ This will improve safety at the intersection ⌘ It will be easier to travel through the intersection (i.e., less delay) ⌘ I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative ⌘ The overall benefits of the alternative are worth the cost of implementing it

22. Would you support ITD implementing the roundabout option?



Value	Percent	Count
Yes, as is	31.8%	178
Yes, but with some changes (explain below)	2.9%	16
Maybe, but I have some more questions (explain below)	9.7%	54
Probably not	21.3%	119
Definitely not	34.3%	192
Total		559

23. You indicated that you would potentially support implementing this option. Would you please indicate why? (check all that apply)

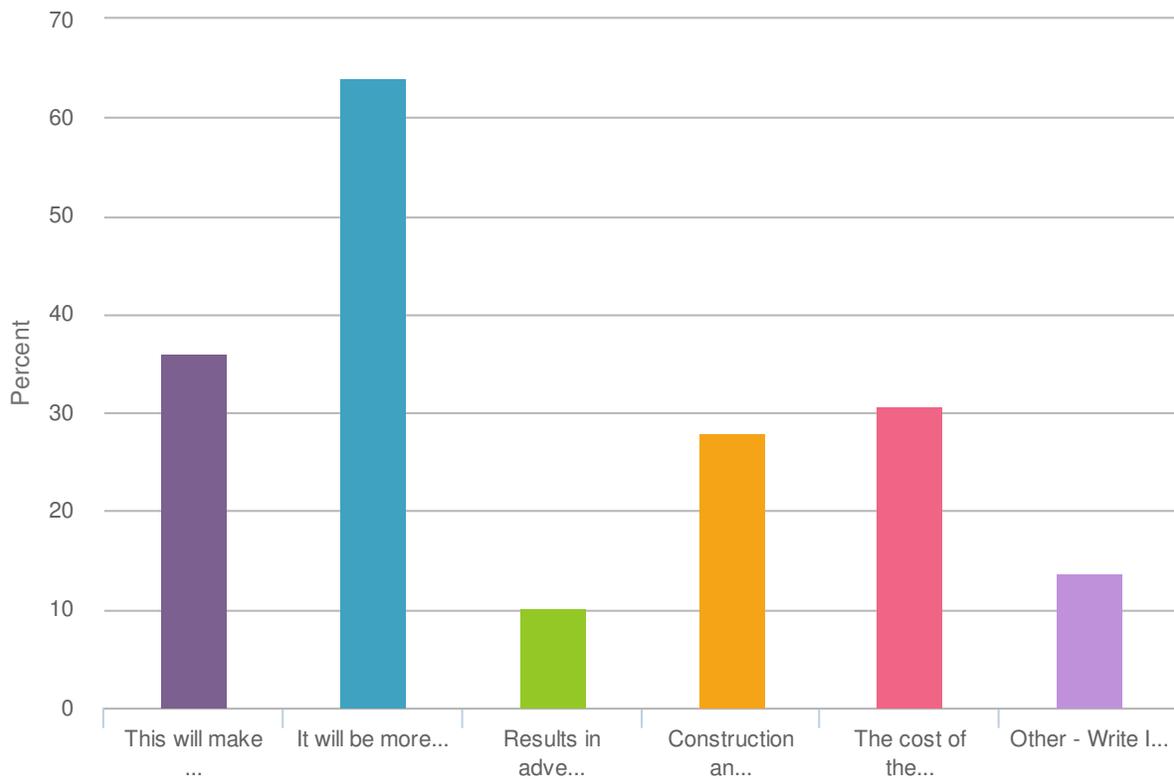


Value	Percent	Count
This will improve safety at the intersection	85.6%	202
It will be easier to travel through the intersection (i.e., less delay)	53.4%	126
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	29.2%	69
The overall benefits of the alternative are worth the cost of implementing it	46.6%	110
Other - Write In (Required)	8.1%	19

Other - Write In (Required)	Count
Other - Write In (Required)	19
This will improve safety at the intersection	11
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	7
Total	19

Other - Write In (Required)	Count
The overall benefits of the alternative are worth the cost of implementing it	6
It will be easier to travel through the intersection (i.e., less delay)	5
An overpass would be safer and have better traffic flow	1
I am more concerned with people not yielding to on coming traffic and slowing down.	1
I can see a need to reduce speed limits at the approach of this solution from all directions.	1
I don't agree with the maintenance cost rating....over time this is no different than the existing from the maintenance standpoint	1
I have questions about the difficulties in maintaining this option	1
I think this a roundabout is the very best option.	1
Mobility through the itnersection for all movements is a plus; keep in mind large trucks and freight movement through the intersection; a medium- to long-term improvement to the intersection	1
Not all people understand round abouts	1
Snow removal may be a problem might be a good solution but speeds coming in would need to be regulated	1
Speed	1
The raised curb would be very difficult to maintain. A painted divider leading up to the round about would work much easier.	1
This seems like a great option for slowing all traffic down.	1
Traffic congestion/snow removal	1
While this would improve the safety it would slow travlers down	1
everyone would have to slow down	1
i think it would be difficult for wide loads and plowing?	1
mobility maintained but slow, while saftey improved	1
needs to be huge, highway safe dimentions	1
same	1
Total	19

24. You indicated that you would likely not support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
This will make the intersection less safe	36.1%	106
It will be more difficult to travel through the intersection (i.e., more delay)	63.9%	188
Results in adverse impacts to the land and/or environment surrounding the intersection	10.2%	30
Construction and/or maintenance of the alternative will be too challenging or costly	27.9%	82
The cost of the alternative outweighs the benefits of implementing it	30.6%	90
Other - Write In (Required)	13.6%	40

Other - Write In (Required)	Count
Other - Write In (Required)	40
It will be more difficult to travel through the intersection (i.e., more delay)	7
This will make the intersection less safe	6
Total	40

Other - Write In (Required)	Count
The cost of the alternative outweighs the benefits of implementing it	4
Construction and/or maintenance of the alternative will be too challenging or costly	2
A roundabout? Seriously? C'mon!	1
Americans do not generally know how to properly use a traffic circle. I predict more crashes, albeit at lower speeds, with this option.	1
I dont think it will make it safer but would make any accident less severe	1
I fail to see this change will make the intersection more safe.	1
I'm concerned that drivers will not know how to negotiate the intersection, causing delays.	1
Idaho is not used to roundabouts and i think one would diminish safety.	1
Idahoans do not know how to properly navigate roundabouts. People STILL stop at them	1
In Idaho no one really knows how to use a round	1
JUST DONT THINK A ROUNDABOUT IS SAFE FOR THAT AREA	1
Lots of trucks at different times of year! This is the most stupid of all!	1
Make it very big!!!	1
No one likes roundabouts!	1
Not good spot for a roundabout, trucks need speed to climb hill south bound, if they do go with this option the need to put a passing lane on the hill	1
Not on a highway	1
Not sure I like the idea.	1
Now this Idea is just plane silly. Round abouts are for slow moving traffic not trucks on icy surfaces.	1
People are idiots	1
People don't know how to use a roundabout. Check out the one in Woodside and see how many people are confused by it	1
People here don't know how to handle a roundabout and the speeds along 75 are way too high for this idea	1
Results in adverse impacts to the land and/or environment surrounding the intersection	1
Roundabouts are confusing	1
Total	40

Other - Write In (Required)	Count
Roundabouts confuse	1
Roundabouts with raised islands have no business in areas that receive large amounts of snow.	1
SAME COLLISION PROBLEMS	1
STUPID...	1
See previous comments	1
Seriously?	1
This does not improve the safety much in my view; westerners are too confused by how to behave in roundabouts.	1
This is a major highway !	1
This would cause mass confusion and people wouldn't slow down and more wrecks would happen	1
Will make the intersection more dangerous!!	1
difficult to plow snow through intersection	1
most Idahoans won't understand how to negotiate this type of intersection safely. Truck traffic and large recreational vehicles will cause problems for other drivers.	1
most US citizens don't understand roundabouts	1
most the people in Hailey have problems using the roundabout at Fox Acres correctly, this would be a mess!	1
not sure	1
roundabouts are a joke, it also impedes the the large over size loads that are directed this way.	1
roundabout on the highway seems extreme.	1
roundabouts aren't practical in winter conditions.	1
roundabouts work well at slower speeds..this intersection tends to get speeds from 45-55+ mph	1
same issue as the stop lights... speed limit should be increase on north/south traffic not decreased.	1
Total	40

25. Comments



Count	Response
1	Winter conditions could be hazardous.
1	Oh my god, this is the worst idea of them all. Please no, oh lord, no, no no.
1	A round about in this location is the dumbest thing I have ever heard of it is just a step below a full on traffic light. Think about how difficult it will be for a loaded or empty truck to climb the hill from a dead stop on icy roads. During the winter this will add risk and make the intersection less safe than it already is. DUMB DUMB DUMB IDEA!
1	A round about that requires all vehicles entering to stop first. Control the intersection, make everyone stop every time they use the intersection! Is that so hard?
1	A roundabout will slow north/south bound traffic which is the bulk of the traffic, and it seems to me that the cross traffic safety can be addressed with existing signals, speed reduction zones, and adding turn lanes on the north south Hwy 75.
1	A roundabout would be OK, but the traffic signal is what I envision being better.
1	After spending time in Europe, I see all the benefits of a roundabout. Safety is a primary concern at this particular intersection, and the roundabout would have certainly saved the lives of many people.
1	Again, this option does not seem to address the concerns raised a few years ago about large trucks coming down / going up Timmerman in inclement weather. Snow plowing the roundabout would seem to be an ongoing maintenance issue.
1	Also not sure about large trucks and fram equipment - see a lot of crub run over by round about by high school
1	Americans haven't the hang of roundabouts. I'm not sure the safety would increase. It would slow down traffic in both ways.

Count	Response
1	An overpass would be safer and have better traffic flow
1	As long as the lanes and radius are big enough to not slow down big trucks
1	At what speed will be posted for the round about? It may be more hazardous in the winter time with heavy traffic and a fairly severe storm event happening.
1	Best idea and only spend money for an improvement
1	Best idea yet! People would naturally slow down, great idea, do it, please!
1	Commuters will vehemently hate ITD and will send hate mail if you do this option
1	Confusing and less safe on an intersection that works well now. I have personally not seen an accident since the speed limit was lowered to 45mph.
1	Cost and maintenance.
1	Drivers don't pay attention to stop signs now, how will they view yield signs ? More people that Blaine Co. residents use this road/intersection.
1	Find an alternative to the pavers, the cost and maintenance of pavers would be a negative.
1	Getting better here. I know this is a more expensive option, but what is the cost of a human life?
1	Great alternative that will improve safety and keep traffic flowing. Make sure to accommodate cyclists.
1	Has a higher safety rating.
1	Honestly I hate roundabouts but if it will make it safer than I am good with that!
1	How would large trucks, semis, vehicles pulling trailers navigate a round about and keep traffic flowing? Round abouts are not realistic for varied size traffic like those that travel through this intersection.
1	How would semi truck say triples get around this ?
1	How would this work with snow removal in the winter?
1	I actually like this option
1	I am concerned with the number of large semis with double and triple trailers and campers going through the intersection. if they will fit, great
1	I believe that we should implement more roundabouts at many intersections including this one.
1	I do like roundabouts, but make them wide enough for ease snow removal and traffic
1	I don't agree that safety is improved unless there are a lot of warning lights, good signage, reduced speed (25mph). Most people don't have the common sense to handle a high speed round about.

Count Response

1	I don't understand how roundabouts improve safety. It just add confusion to those who don't regularly travel the area.
1	I grew up with "traffic circles" and every time I enter one I feel like I am taking my life in my hands. A roundabout would be my worst nightmare option for this situation, costly, unsafe, poor mobility - please don't!
1	I hate round abouts. They are stressful and hazardous and far more likely to cause accidents although not head-ons or T-boes. Again, no money for the boys...
1	I have driven on many roundabouts. I have yet to seen Idaho construct a functional one. May be if the one in Boise shows promise my opinion might change.
1	I have never seen the benefits of roundabouts. They slow traffic down and if not done properly, can cause confusion and accidents. The only time I have seen them work well was when they were paired with stoplights. In this instance we can have the stoplights and save the cost of building the roundabout.
1	I like this idea as well, however, if people do not yield thinking they have the right of way, you could potentially still have problems.
1	I like this option the best! I feel that by slowing people down it will help with the safety(since the speed reduction does nothing) while it may be a pain and take more time it will help with accidents
1	I think the roundabout option has potential. I would like to see more specifics on diameter of the ring and studies that detail capacity/speed. Short of an overpass, however, this might be an excellent option.
1	I think this is definitely an option--They use them In Montana and Az and they seem to work. Hard in the snow country though.
1	I think this option seems that it would improve safety and also keep traffic flowing the smoothest.
1	I understand that this would be a pain during the winter months for road maintenance but I would take that over safety any day!
1	I was recently in United Kingdom and saw roundabouts in use on major roads and they functioned well. I would definitely be in support of this idea.
1	I worry that not everyone understands how roundabouts work.
1	I'm unsure that this will actually improve safety -- I'd like to see some statistics on roundabouts reducing accidents.
1	Idaho drivers are not very familiar with round-abouts.
1	If immediate funding were available this would be my first choice. If not, then other less costly alternatives first, gradually working toward the roundabout solution eventually.
1	Improves safety.
1	In my opinion, this intersection is too high speed to warrant this option. In addition, many oversize vehicles, including trucks carrying pre-fab homes travel through this intersection. Again, drivers here do not understand the rules of a roundabout either (as evidenced in Hailey on Fox Acres Rd.)

Count Response

1	It would be miserable to remove snow from such a thing. The roundabouts in Boise and the new one in Twin Falls by the mall just confuse people. Semi and people pulling camp trailers with ATV trailers in double will take lots of room and slow the flow of traffic.
1	Just do it. We've had enough fatalities and injuries. Cost should not be a concern. Truckers will just have to handle going slower up the hill, etc.
1	Leave intersection as is.
1	Make it a four way stop, all stop.
1	Most don't really understand how a roundabout works. And for semi's, could be more dangerous.
1	Most people don't know how to use round abouts and they aren't usually made properly to make them safe
1	Most people don't understand how to use a round about. Some people would not yield. that would be as bad as running the stop sign
1	Need warning signage and rumble strips to alert drivers to non-standard (In Idaho) traffic roundabout
1	No comment
1	No! No! No! No! No!!!! Roundabout is not the answer! You still have idiots who think yielding does not apply to them and will go on thru. Trucks going south will be slowed down. For them to make the grade will be a long haul going south. Vehicles behind the trucks will get impatient and will try and go around the truck and cause wrecks. I've seen it vehicles passing that stretch of highway even though it is a no pass zone. You will make the stretch of highway right by the rest stop and south a mile or two more dangerous with vehicles wanting to pass the slow going up the hill vehicles!
1	No, just no
1	Not a big fan of "round-about" Especially in winter with snow removal needs.
1	Not good for plowing snow and truck/freight movement
1	Not needed at this time.
1	Not safe enough given the expense and confusion of the proposed solution.
1	Not sure how snow plows like this?
1	Ok maybe
1	Pavers- you have to be kidding. they would be torn up the first winter. This is a country intersection, not a large city.
1	People don't get roundabouts

Count Response

1	People don't seem to know how to utilize roundabouts. They will sit at the yield sign, not signal when they're coming out.
1	People hardly know how to use roundabouts in Idaho.
1	People in Idaho don't know the meaning of the word "Yield" and typically speed through roundabouts in the Treasure Valley.
1	Personal experience with Roundabouts shows only that Inconsiderate and Arrogant people have one more way to prove it.
1	Pretty good solution, though the description on how large loads handle the roundabout isn't clear to me.
1	ROUNDAOBOUTS ARE CONFUSING, HARD TO SEE AT NIGHT AND FOLLOW, HARD TO PLOW SNOW IN, SLOWS TRAFFIC DOWN, MERGING IN ROUNDAOBOUT IS UNSAFE AT TIMES ALSO.
1	Round a bouts are not practical in snow country. I favor traffic having to slow down and obey traffic signal.
1	Roundabout not appropriate for this area. And not safe for cyclists either!
1	Roundabout ok idea, but commuter traffic is a concern. Also large trucks and farm equipment need to be accommodated with wider roundabout.
1	Roundabout's are a huge pain. People never seem to know which way to go, when it is their turn and it holds people up. I think a 4 way stop or traffic light makes the most sense and has the least cost and impact. If you put in a traffic light and then do another study in 205 years that would make more sense economically and environmentally.
1	Roundabouts are changing with yield to the right of way. There is more traffic on 75 then there is on 20 and will upset many people who drive through there every day. This will not help the intersection and will cost a lot of money and hard for ITD to plow the highway and keep it open. People also tend to drive over a roundabout durning heavy snow fall causing damage to there vehicle and headic for the state when unnecessary lawsuits come in.
1	Roundabouts are confusing, hard to understand, and hard to see at nights, you still have the problem of traffic flow and safety on traffic merging in and out of traffic. Also plowing snow would be difficult, and where does the snow get removed to.
1	Roundabouts are not common in the US and confuse people, with the large amount of elderly, tourists, and low visibility in winter this will be unsafe and confusing
1	Roundabouts can be a great solution, however, in my experience they are not conducive to snowy conditions. It is made worse when driver's are not properly educated on how to navigate a round about
1	Roundabouts may be the new kid on the block, but I don't think they belong on a main highway.
1	Roundabouts work great
1	Safer but some education might be needed for public
1	Slows me down.

Count Response

1	Snow removal will be a challenge.
1	Snow removal would be hazardous.
1	Sometimes the traffic comes in clusters so at points when you would be trying to turn into the roundabout you would be delayed for a really long time because there would be a long line of cars from one side.
1	Still leaves the intersection unsafe because people will force their way into the roundabout causing accidents
1	Still stupid!
1	THIS IS THE TICKET. NO MORE DELAY DO IT THIS WAY!!! YURI DO YOU HEAR ME?!?!?!?
1	The mentally impaired are able to negotiate a round about. The least traveled road is not delayed for the higher traffic and vice versa
1	The time this will take would be the issue. Road construction in Idaho takes too long.
1	There is not enough traffic through this intersection (current or in the foreseeable future) to justify complicating the intersection this much.
1	There is too much traffic and people coming to the valley will be confused
1	This area is home to too many old people who are unwilling to learn new ways of the road. There are too many kids in this area who think they own the road. And there are too many yuppies who behave like old people and think they are kids.
1	This forces everyone in all directions to slow down, yet keeps traffic moving without delays.
1	This is Idaho, NOT Oregon. Round things are for inner city not for Highway 75. Bad idea.
1	This is always hard for people and they don't stop/yield to other traffic ~ I think this will create more accidents.
1	This is by far and away he best solution! Take heed from other countries that use traffic circles. They increase safety by slowing down traffic and keep traffic flowing.
1	This is not a good idea at all. We are in semi-hauling rigs with triples being pulled, not user friendly at all... I hate roundabouts.....
1	This is still a rural highway, not a busy intersection in town. This seems to be a little over engineering
1	This is the best design to improve safety and ease of travel
1	This is the best option!!
1	This is the best option; it is the best way to force cars to come to a stop at the intersection, and lessens the likelihood that someone will get stuck at a red light not detecting a vehicle.
1	This is the most asinine solution imaginable. Can't believe you would consider it.

Count	Response
1	This is the only option where the safety is improved and the majority of other areas are also "in the green."
1	This just seems silly in this location.
1	This may be the way to go!
1	This option is the safest. Accidents in a roundabout are generally glancing. not fatal.
1	This really sucks. No one uses round a bouts it would create more wrecks
1	This will also cause more crashes on HWY 75 at MP 100.5 due to cars attempting to pass a loaded truck which is going slow and trying to get a run at Timmerman Hill. I believe you would need to implement passing lanes after the roundabout.
1	This will greatly slow traffic - not appropriate for highways
1	This would be awesome , do we really need a brick (?) center divider and could another lane be added for turning off to the right?
1	This would be horrible delay with greatly reducing the speeds. Going from 55 mph heading south to 25mph through a round about. Hay trucks with triple loads would have difficulty navigating. I see that this could cause more accident but at a lower speed?
1	This would be nearly impossible to plow.
1	This would create traffic delays at high volume use times and the construction would be lengthy and cause delays. Not a good design.
1	Too expensive
1	Traffic at times are very congested. I could see road rage w this.
1	Traffic circles work but are confusing to people who are not used to them, i.e. visitors to the area. There needs to be good signage before the circle to warn and explain the circle.
1	Turnabouts do not work for extra long trailers or RVs or for triple trailers such as hay trucks. They are hard for motorcycles as well. Motorcycles have to slow down too much and may tip over.
1	We like this idea, but we also know most American don't understand this idea as they haven't been exposed to it enough on a daily basis. I think you would have quite a bit of difficulty getting people to properly use this idea.
1	Winter is long in this region and trying to keep a round about plowed and safe would be costly -- repairs and such would be constant. Snowplowing in straight lines is more cost effective and I believe driving straight is safer than trying to negotiate roundabouts in inclement weather. Other drivers seem to not know how to use round abouts and the flow of traffic is decreased because of that.
1	Would be extraordinarily expensive,would impact the ecology of the wetland area, and seems a bit goofy.
1	Yes

Count Response

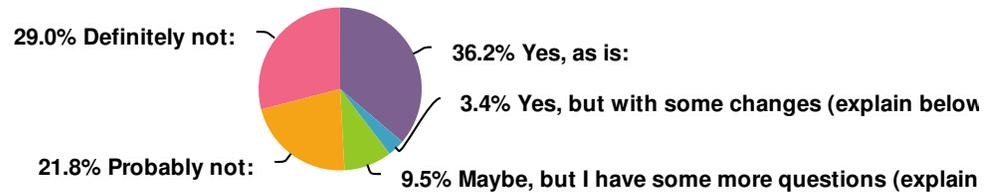
1	Yes!
1	at some distant point in the future, this might be best bet
1	best plan!!!!!!! it will automatically slow people down and yet keep the flow of traffic moving safely.
1	concerns of people coming to a stop before entering the roundabout
1	either keep as is and find a way to get east/west traffic to stop at all times and improve this line of sight OR next time there is money available to build a rest area use it instead to build a bridge. not sure what the cost of the rest area was at Timmerman Hill but I would have to assume it would have paid for a good amount of a bridge that increases safety
1	not big on round abouts
1	round about would not be a good alternative. People just try to speed their way through and beat other people and cut in front of people.
1	roundabouts are something that take a hard learning curve I think that accidents would increase for a while, snow removal would be very hard because of the effects of wind and built up lane edges.
1	roundabouts are not friendly to trucks and those pulling trailers.
1	roundabouts are stupid
1	roundabouts create confusion for a lot of people, I ramp over the highway would be much better
1	roundabouts suck
1	seems like it would work, but also seems expensive
1	snow removal and winter maintenance would be very difficult.
1	the road is better off the way it is than this. granted minor fender benders would take place instead of major accidents. it would plug up the north, south traffic too much
1	this is the most stupid option. it is fine for cars . But not for truck traffic or snowplow trucks. What a nightmare.
1	this seems like a remote location for a roundabout.
1	unsure how this would work in winter snow and for trucks
1	what happenens if hay truck which are usually doubles or triples or fuel trucks that are typically doubles try to come through will they be able to slow enough or could they end up wrecking as a result of negligent planning?
1	will be harder with large long loads
1	will it move traffic thru the roundabout quickly enough

Count Response

1 would be a good option but NO raised berm in the center so that visibility across the roundabout is not impaired. does the intersection really warrant the cost? This option would need plenty of signage and advertising to instruct drivers on how to use a roundabout

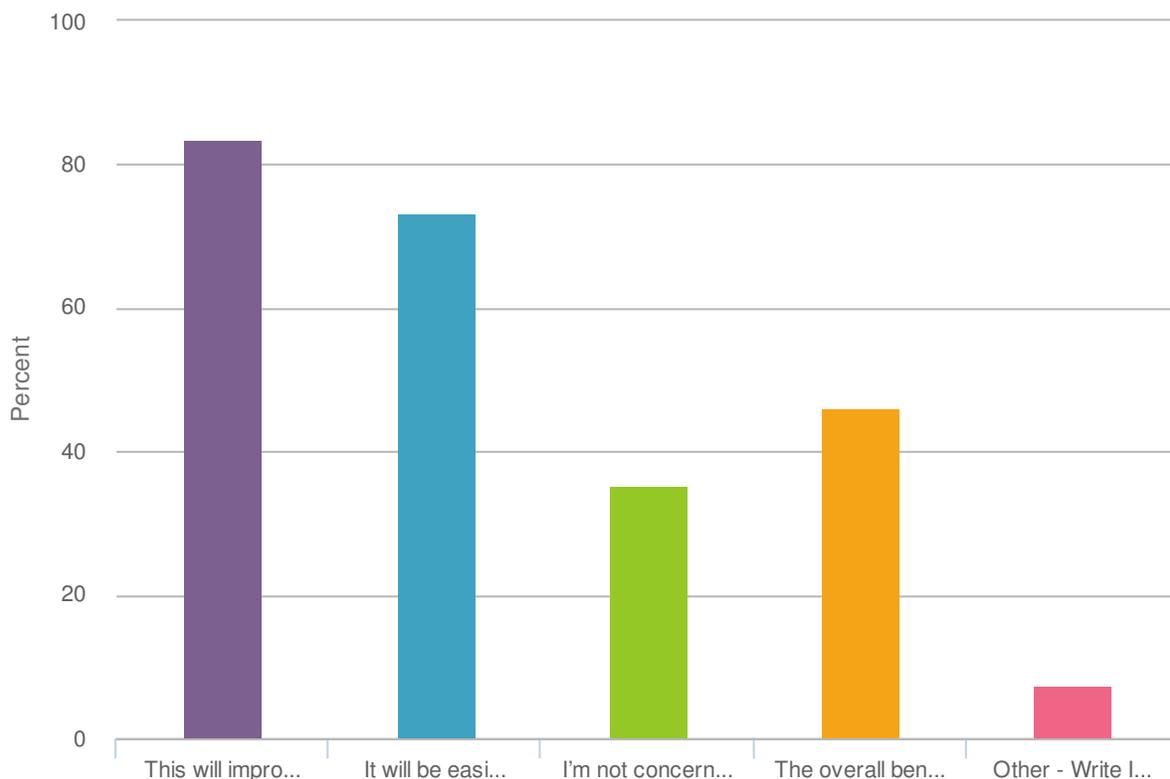
1 would need to be large enough to accommodate large vehicles - traffic flow NS would probably be impacted adversely though

26. Would you support ITD implementing the grade-separated diamond interchange option?



Value	Percent	Count
Yes, as is	36.2%	201
Yes, but with some changes (explain below)	3.4%	19
Maybe, but I have some more questions (explain below)	9.5%	53
Probably not	21.8%	121
Definitely not	29.0%	161
Total		555

27. You indicated that you would potentially support implementing this option. Would you please indicate why? (check all that apply)

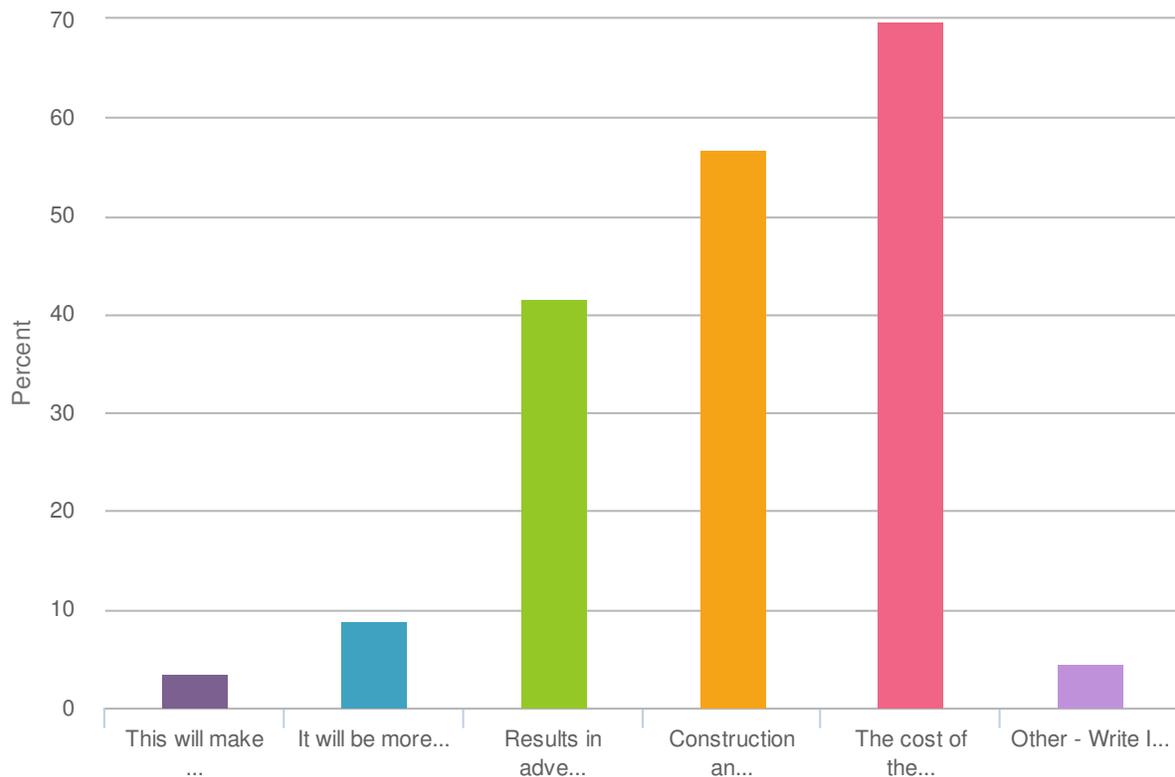


Value	Percent	Count
This will improve safety at the intersection	83.5%	222
It will be easier to travel through the intersection (i.e., less delay)	73.3%	195
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	35.3%	94
The overall benefits of the alternative are worth the cost of implementing it	45.9%	122
Other - Write In (Required)	7.5%	20

Other - Write In (Required)	Count
Other - Write In (Required)	20
This will improve safety at the intersection	10
It will be easier to travel through the intersection (i.e., less delay)	9
Total	20

Other - Write In (Required)	Count
I'm not concerned with the impacts to the land and/or environment surrounding the intersection and/or the impacts are okay considering the benefits of the alternative	6
The overall benefits of the alternative are worth the cost of implementing it	5
An overpass is the most logical solution, the rest of the country uses this option why not us?	1
As long as the turn offs don't interfere with the houses around the rest area this is a good idea.	1
Best option for safety	1
Does traffic volume justify this option at this time?	1
Don't be so nebulous! What is the cost in real money?? Why on earth would u stop the right turn people? Merge them?	1
I believe this is the way the road should have been built at the begining. I imagined it not as bomb proof but yes - something to this effect.	1
ITD has rights of way at this intersection which will make implementation easier.	1
In addition to the roundabout, this would be a long-term solution; I dont think this alternative should be rulled out becuase of cost. Consider the inevitable growth within the region. This alternative will continue to provide mobility and better safety for many many years to come.	1
It shows improvement in safety, but I don't quite understand it with this drawing.	1
It would add safety to those traveling through.	1
Overall this might be better if you put the bridge on highway 20 allowing highway 75 traffice to go through.	1
Please no stop lights at the bottom of the off ramps. Also please consider increasing the speed limit to 65 through the intersection with this option.	1
Probably safest plan but expensive and impact to private land unknown	1
This is a great idea!	1
This is the best choice for long term. Should be four lane underpass.	1
This was needed before the rest area should have been rebuilt.	1
Would the people of the wood river vally except this?	1
cost does not equal benefit compared to other alternatives	1
same	1
this will fix the problem once and for all.	1
Total	20

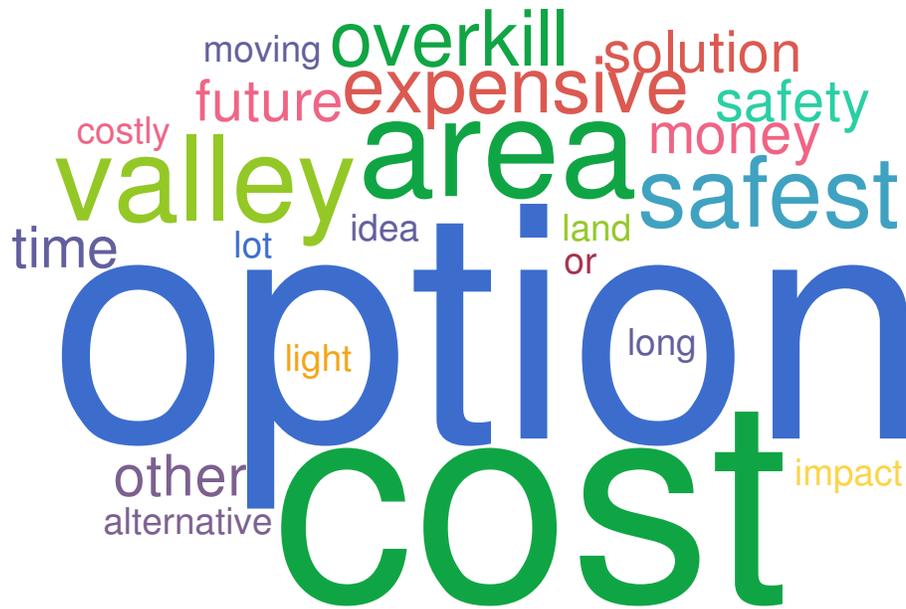
28. You indicated that you would likely not support implementing this option. Would you please indicate why? (check all that apply)



Value	Percent	Count
This will make the intersection less safe	3.5%	11
It will be more difficult to travel through the intersection (i.e., more delay)	9.0%	28
Results in adverse impacts to the land and/or environment surrounding the intersection	41.6%	129
Construction and/or maintenance of the alternative will be too challenging or costly	56.8%	176
The cost of the alternative outweighs the benefits of implementing it	69.7%	216
Other - Write In (Required)	4.5%	14

Other - Write In (Required)	Count
Other - Write In (Required)	14
Construction and/or maintenance of the alternative will be too challenging or costly	4
The cost of the alternative outweighs the benefits of implementing it	3
Results in adverse impacts to the land and/or environment surrounding the intersection	2
Definitely not enough traffic to warrant this huge expense	1
Evalutate winter conditions	1
It will be more difficult to travel through the intersection (i.e., more delay)	1
Leave intersection as is.	1
Now you are really wasting tax payers money.	1
Overkill!	1
The costs and the environmental impact are too great to warrant the improvement in safety	1
This is not appropriate level of project for the other alts....not enough traffic	1
This will make the intersection less safe	1
What are the costs? Please help me out.	1
Why spend all that money when it's not necessary.	1
creating additional intersections with more lanes makes it more complicated for drivers	1
ridiculous overkill	1
same	1
too much	1
unessessary	1
Total	14

29. Comments



Count	Response
1	Best plan.
1	it still needs to be four lanes, not two. there is a lot of traffic going through there.
1	An absurd contractor's dream.
1	At this point, cost is an issue. Hard to judge with no real comparison of cost relative to other options.
1	Best but expensive
1	Best idea of them all.
1	Best long term option to handle future expected traffic increases
1	Best option. Keeps traffic moving. I realize ITD doesn't have the money to do this, but is the safest.
1	Best solution in my opinion, long overdue
1	Cost.
1	Cost...
1	Definitely not necessary. Would also create a non usable junction while being constructed. Where else would traffic have to detour to get around this are while it is being constructed.? There is no way to detour around this in this sparse area.
1	Do not like this option at all
1	Expense is obviously a consideration, but this option would provide a guaranteed solution. It could also provide an attractive gateway into the valley if constructed with an artistic as well as functional sensibility.

Count	Response
1	Four lanes instead of two under the overpass.
1	How ugly! It looks like something that belongs in Chicago not here
1	I am not sure the cost and land impact would be beneficial.
1	I believe installing a traffic light to replace the flashing light would be the cheaper option and have less of an environmental impact and also be cheaper.
1	I believe this is the most beneficial way to improve intersection. Cost should not matter what price do you put on your families life, traffic flows much better, easier maintenance, less confusing,
1	I don't know that traffic on Hwy 20 warrants such a project.
1	I don't like the impact on the land surrounding the area
1	I really think that this idea is overkill. Is the volume of traffic at this intersection at a level that will warrant this solution? Will it be any time in the near future?
1	I think as concerns for the impact of the wetlands are high in this area rather than filling with dirt and planting grass other possibly more costly options should be considered. Cost shouldn't prevent safety as a first priority. All other options still leave safety issues and some create more safety issues. I think it would be possible to build on posts rather than filling in the land and making it a beautiful artistic display welcoming many to the valley with the creative juices that fill our area!
1	I think the overall design needs to be turned 90 degrees. there is way more traffic on Highway 75 then on highway 20
1	I think this is a great option.
1	I would support the bridge. Cost would be high, but safer in the long run. You got to stop trying to put an band aid on the problem. If this wa done in 1975, many lives would had been save.
1	ITD could put in new lights right now.
1	If a traffic light/4 way stop was not effective after a 2-5 year study this is the best alternative.
1	If this option is considered it appears that raising SH-75 would be a better alternative with the changes in elevation on SH-75.
1	If wildly expanding growth is projected, this is the best alternative. Otherwise, we end up doing this again in 5 to 10 years.
1	In a time of unlimited resources (or at least lots of surplus) this might be considered. Rather see the budget used to fill potholes or resurface existing well traveled routes.
1	Include some visual effects. May want to look at SH-75 on top - provide better visual.
1	Is this really being considered? Just buy a new car for everyone that gets in a wreck here for the next 50 years instead, it will be cheaper.

Count Response

1	It just would not work at a rural, but busy intersection like this. It would be challenging especially to those traveling to Sun Valley.
1	It seems to me those exiting to head up to our valley would still have the same dangers that timmerman currently faces just at another location.
1	Just too much for that intersection. There's also such strange weather patterns in that part of the valley in the winter that I foresee the overpasses becoming really icy and hazardous.
1	Less costly for when the road headed north to south finally becomes a four lane.
1	Make it a four way stop, all stop.
1	Makes it flow like a freeway. If you do this big of project try to improve the land around area
1	My only concern is construction time and delays. If this is in the budget I believe it would be the best option. Otherwise the stoplight would probably be the best.
1	My only concern is the length of the ramps on and off of Highway 75--do they need to be that long?
1	Nice, but expensive.
1	No way
1	No, seems way too much of an overkill here! Way more expensive too?
1	Nope
1	Not needed at this time. Probably not for years.
1	Obviously this is not the desired choice as it is only 1 of 2 that show old broken asphalt in the pic. I think it would be much safer and easier to maintain than a round about.
1	Only drawback is the access to the rest area. May need to consider moving it. Another concern are the dump merge lanes. Idaho interchanges seldom have sufficiently sized merge lanes that allow merging traffic to meet the actual highway speeds.
1	Out of scale with the environment.
1	Poor option all around.
1	Round about
1	Roundabout is safer and more economical option.
1	See comments on other options.
1	Snow plowing and maintenance would become cumbersome and this plan would cost a lot of money. This is defiantly an undesirable plan.
1	So far this is the best solution offered to meet safety and mobility issues.

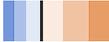
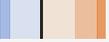
Count Response

1	Takes a lot of the "people mistake" out the question. My favorite so far.
1	That looks amazing but I do have concerns over the cost....
1	The best solution for safety
1	The cost of this option is likely prohibitive although it would be safe and keep traffic moving.
1	The round-about is cheaper but cost really should not matter.
1	There is not enough traffic through this intersection (current or in the foreseeable future) to justify complicating the intersection this much.
1	This alternative is not appropriate as the gateway to the Wood River Valley!
1	This appears to be the safest alternative. The rest area should be designed to be integrated into an underground/bermed structure for aesthetic and long term maintenance benefits.
1	This intersection doesn't maintain enough traffic to warrant the money spent on an overpass.
1	This is a great idea, but a traffic light would be more cost effective.
1	This is by far the more expensive, but the safest and would keep traffic flowing.
1	This is crazy in dollars, months if not years in construction
1	This is exactly what ITD should have done at the intersection of US 93 and golf course Road. That intersection with the traffic light is a disaster, and involves massive delays for people traveling in and out of Twin Falls. That is where you need to spend your money!
1	This is overkill!
1	This is so worth it.
1	This is the MOST efficient, safest, and common sense way to improve this intersection for centuries to come. It will save multiple lives, prevent several thousands of dollars of property damage, and make the intersection less stressful to drive through. (Possibly seek funding from the insurance companies on the cost savings they will benefit from the lack of claims at this intersection.)
1	This is the best option.
1	This is the safest option. This would help with the heavy traffic flow from the morning commuters. The traffic is bumper to bumper in the morning and in the evening, this option would keep traffic flowing with a high amount of safety.
1	This is unnecessary over kill.
1	This is what should be done. Many lives will be saved. That intersection is very dangerous.
1	This just seems like overkill, honestly. The intersection is not THAT crowded.

Count	Response
1	This may be a future consideration, I am not sure this much improvement is necessary at this time.
1	This one is completely unnecessary.
1	This option makes the most sense! Trucks and vehicles with trailers could make that south side grade up the hill a lot easier not having to come to a stop or slow way down for yielding.
1	This really is the best solution. Better to spend the time and money now. If it isn't done then 10 yrs from now you'll be back out here building this.
1	This safer and does keep traffic going
1	This type of intersection seems unlikely to help avoid accidents with other cars or wildlife. I do not support this plan.
1	This violates the rural atmosphere as the entrance to our beautiful valley. It also seems over building for the area. This intersection is not located in a city proper!!
1	This will definitely keep traffic away from each other and keep traffic moving.
1	This would be the best as it does not hamper traffic, and East/ West traffic would not interfere with North/South movement, thus minimizing any potential accidents.
1	This would create more intersections which could cause more crashes and cost a lot of money to build a bridge.
1	This would fix the problem
1	Timmerman intersection is the gateway to our valley. There have been many efforts to protect the land and areas to honor the openness and views. This option significantly changes the views and is less inviting, it feels like a city. We are not a city.
1	Too costly
1	Too costly and not conducive to oversize vehicles, like those carrying pre-fab homes.
1	Way too expensive!!
1	What price would you put on your family and their lives. ITD Mission is your Safety, Your Mobility, this is the best way to improve safety, mobility, and maintenance is for plowing road work is easiest.
1	Why not use the same intersection design used south of Twin Falls with Hwy 95 and Interstate 84?
1	Will keep traffic moving and people out of incorrect lanes... Safest I believe, but don't like the cost.
1	Will not be an improvement.
1	With the growth of the area this is probably inevitable any way.
1	Wonderful idea! I have always wondered why this has not been done! The safest option in my opinion!

Count	Response
1	Worth every penny!
1	Yes
1	You have got to be kidding. NO WAY.
1	cost
1	cost benefit and environmental/visual impact
1	excessive!
1	get a grip. It is a simple intersection that needs a stop light. How difficult it that. Why do we overspend?
1	horrible idea. this is an overkill idea and destroys the environmental character of the area. also, it encourages speeding, which is a problem in that intersection.
1	instead of a central area of cars, you now have them spread out... not good.
1	looks okay for two-lane, what about 4-lane?
1	now your cookin
1	overkill
1	this is by far the best option.
1	this is definitely an option, but do we have the volume of drivers during all hours of the day. or is it just in the morning. getting warmer.
1	this is the only option that makes sense.
1	this is the very safest way I can think of to keep everyone safe at this intersection.Its bad and I think all other alternatives still have safety issues. The tree huggers will hate it but have watched this valley grow so much in 40 years its unbelievable.The traffic is here now,got to build for the future
1	this might be overkill at this point, maybe in the future when there is more people and cars
1	this seems a bit much
1	this seems like over-kill for the volume of vehicles.
1	to expensive
1	very costly and since not a freeway too expensive

30. Please rank the 6 alternatives from 1 through 6 in order of preference (1 being your most preferred alternative and 6 being your least preferred alternative).

Overall Rank	Item	Rank Distribution	Score	Total Respondents
1	Traffic Signal with Addition of Turn Lanes		2,047	515
2	Adding Northbound and Southbound Right- and Left-Turn Lanes on SH-75		1,937	514
3	Grade-Separated Diamond Interchange		1,928	518
4	Single-Lane Roundabout with Approach Curvature		1,807	516
5	Remove the Intersection Skew		1,600	510
6	No-Build		1,573	506



31. Do you have any additional comments you would like to share with us?



Count	Response
4	no
3	No
2	None
1	Please no round about, this will make everyone sad and depressed.
1	An overpass, while the most expensive and time consuming is the best possible situation for improving speed and travel on 75/20. Consider the scenario of having 20 be the under and 75 be the over as opposed to the way it was in your rendering.
1	Any way you go, there are is going to be a downside.
1	Anything but a bridge would be a maintenance nightmare.
1	As stated before, I would like to see some improvements to beautifythe intersection and screen or move the non-scenic elements (sewage laggons and gravel barn from the "gateway".
1	Bigger lights, larger signage, clear out all brush and vegetation 10 yards back in all directions from the intersection.
1	Bigger stop signs will help a bunch. But you just can't fix stupid.
1	Biggest concerns are safety
1	Changing the speed limit (as done a few years ago) has really helped this intersection, but more changes are needed. Please make this intersection safer. I vote for the roundabout! We had them in Vail (CO), and they are fantastic. Thanks for asking the public their thoughts on this.

Count Response

1	Community involvement is popular in Blaine Co. but this project needs professional planning not enviro-tree-hugger-aesthetics people who fly over the highway in their planes. Ask the working/tourist people who use this intersection.
1	Cost? Your recommendations? Surely someone smarter than me or your department has seen this problem before? I can't believe you are so spineless to go straight to the public without costs or opinions! Oh I've got it. You are afraid of the money people or the tree spikers of the Wood River Valley. No I haven't forgotten how difficult it was to straighten the curve north of SunValley. Come on - Idaho DOT have some guts and intelligence. Tell us what's best in your opinion. Cost is important, but do you need to kill a whole family before you act? And yes -Dear Tree Spikers- will it be your family killed versus maintaining the scenic beauty of the Wood River Valley? We cannot go backward in time. We need to have some forward thinking people making some informed and intelligent decisions, not stuck in Neverland!
1	Cut down willows that block the view. Lots of more important projects in the state that need the funds. Intersection works ok now. Don't remove the rest stop to widen road.
1	Don't Nuc it. We also have farm equipment around here still and bridges or round about
1	Drivers need to pay more attention to what they are doing and you can't make that happen. Maybe more reflective signage at the crossings. Rumble strips are good also. Good luck.
1	East west drivers just don't get it! Maybe they are gawking at our beautiful scenery! People can run red lights too - so not sure what would make people pay attention
1	Existing lack of effective signing is bad. Existing lighting is confusing. East-West traffic does not know what they are dealing with.
1	Folks traveling in all directions need more warning when approaching the intersection, it sneaks up fast on dark nights.
1	Grade separation is really the only answer with traffic volumes and the movement of traffic. It is a long term solution for the traveling public.
1	How about routing the highways so they bypass downtown areas to reduce commute times and city center congestion.
1	How does the safety/accident rate compare to the intersection further south on Hwy 75/93 at the intersection of Hwy 93/Hwy 25 to Jerome? Perhaps expanding the intersection at Hwy 75/Hwy 20 to something similar here while straightening out the skew might be an option. I think expanding the intersection on Hwy 20 to include turn lanes would also suit the intersection.
1	How will this be funded? When and how long will it take?
1	I LIVED IN THE AREA AND HAVE BEEN IN THE AREA FOR OVER 45 YEARS AND HAVE USED THE INTERSECTION MANY TIMES IT BOILS DOWN TO MAKING THE DRIVER MORE RESPONSIBLE FOR THEIR ACTIONS AS A DRIVER
1	I believe the overpass idea is the best solution for centuries to come. After it is implemented it will make this intersection a non-issue for traffic crashes.
1	I believe with some very minor changes like raising the grade of SH-75 a foot would give the visual cue to people traveling on US-20 would solve much of the problems.

Count Response

1	I do not think the overpass idea is necessary for this intersection. It will cost way too much money and there is never a constant stream of traffic at this intersection. There are always cars traveling but not all at once or in high concentrations.
1	I don't feel the amount of collisions since the 45 mph zone was implemented is enough to warrant a large expense to fix this intersection. It should be left as is.
1	I feel like Hwy 20 is the less traveled and already has a stop sign. That road should have the 45 mph slow down and changes made to it instead of on Hwy 75.
1	I have had a couple close calls there- especially with people out of state and unfamiliar with the stopping requirements. Overpass option is the best.
1	I have now completed this survey two times. Following my first response I gave thought to the fact that the simplest, least expensive option was left off the table. Perhaps this was due to tendencies to over-think chronic long term problems such as this. You could solve the biggest problem by simply making this a four way stop with rumble strips from every approach. Problem solved. Very little cost. Why do you not include this option?????
1	I like removing the Skew to help warn Highway 20 traffic. Adding turn lanes to this option should make it better and later adding signal lights if traffic volume justifies.
1	I like the idea of the over-pass!
1	I like the roundabout, but wonder how it works for people with boats/trailers. Also wonder how the snow removal would work in the winter. Although adding the overpass would be the safest, seems like it would take a long time, be very costly and really impact the environment.
1	I live in West Magic and travel that stretch primarily commuting to work. However, I work graveyards, so the time and direction I am driving is opposite the majority of drivers. As an emergency dispatcher I have seen improvements in the safety of the intersection over the years, and I would love to see something that made people more aware of the danger of cross traffic.
1	I love that this is finally being looked at!
1	I no longer have to drive through this intersection daily (as in the past) but I am glad to see something is finally being done. I have witnessed on several occasions people not paying attention and driving through the intersection without coming to a stop and have almost been hit quite a few times.
1	I strongly believe that an overpass is the most reasonable method for making this intersection safe.
1	I think something needs to be done here since every year we have accidents at this location, usually with poor outcomes. I like the idea of either installing lights on all sides or the roundabout. I would like to know what the impact to taxpayers would be between the options as well.
1	I think that Yuri is sexy and the best project manager in the state of ID. He has a hot wife and a sexy body. I would give him whatever he wants to stay at ITD and not leave to OR like he plans to do in 5 months. Sorry to let the cat out of the bag.
1	I think that entire stretch of highway from Twin falls to Bellevue needs to be four lanes. the speed limit is not slowing most drivers. It's really the drivers being bad drivers.

Count Response

1	I travel the intersection often. I also care for people that have been injured at the intersection. From me experience the East West travelers need to see the "cross traffic don't stop' signs better. I do feel that the decreased speed to 45 north south has helped. I thinks that maybe decreased speed on East West to 45 mph coming into the intersection would help as well. Slowing the mobility north south would be very difficult for the amount of large trucks through the area and commuters. This may actually lead to more accidents with people trying to get through the area faster.
1	I use this intersection frequently and it is easy to use now. I have not seen an accident since the speed limit was lowered to 45 mph. Why put a lot of money into something that works well.
1	I've lived in Ketchum nearly 50 years and that intersection has ALWAYS been dangerous. Put in a BIG traffic signal like the one at East Fork, with lights warning when it is about to change, make the speed limit 45 on both highways a long ways before the intersection, and ENFORCE it.
1	IF you left this intersection unchanged ... how about more signage to slow approaching traffic with warning signals to the hidden intersection.
1	If kept as is, speed limit on Hwy 75 should be 55. There should be more warning and decreased speed before approaching intersection on Hwy 20.
1	If you choose to put in a roundabout your engineering skills should be put into question. Environmental issues should never be put before the safety of the traveling public.
1	If you desire to hear about a simple inexpensive low impact minor change to this problem contact Jim French in District four. Some times less is more.
1	If you do the round about you have to address the bushes for visibility still the coming from the west you cant see what is coming down the hill from the south. That wont change by just adding a traffic circle.
1	In my opinion, there simply is not enough traffic at that intersection for taxpayers to have to spend any money beyond what we already have in place. If drivers cannot safely navigate that intersection, then they really should not be operating a motor vehicle. We should stop installing traffic lights and spending huge amounts of taxpayer money to compensate for poorly trained and negligent drivers.
1	In the meantime, cut down the grass/foliage in the northwest corner!!
1	It is inexcusable not to remove that almost useless blinking light in favor of wire or pole mounted modern lights for each lane. Why not start there? Tomorrow. I can hardly see the little dim blinking light.
1	It would be so easy for you to waste a huge amount of taxpayer money on a problem that is essentially negligible.
1	It would have been helpful to have information about this intersection. How many accidents occur there as it is now? How many deaths? How have recent modifications changed these statistics? The intersection seem safer now that it previously did, but I have no real data on which to base this "feeling."
1	It would help tremendously to remove all the growth in south west corner. When traveling south on 75 coming to intersection you cannot see cars entering the interseclin on 20 traveling east. Easy fix and should do this first before spending the money.
1	It's a tough call but something has to be done. Too many idiots taking too many chances there. More and more people will get injured or killed as the traffic flow increases. Which it will.

Count Response

1	Just a simple light with solar power and traffic adjusted makes the most sense to me. And it is affordable. Make it Like Woodside and Countryside blvds.
1	Just think safety. You don't have to over do it but you have to make it safe.
1	Keep in mind all the travel trailers. Keeping the flow going is important, especially before climbing the hill (going south). Also, it would be great to not have to slow down (eliminate the 45mph zone).
1	Keep the north and south going 55. The east and west slow them down so they know there is a stop sign.
1	Keep traffic moving north and south with as little delay possible. The interchange may cost more but would be the best option in my opinion.
1	LEAVE THE INTERSECTION ALONE! STOP WASTING MONEY!
1	Make it a mandatory 4 way stop and use road furniture like a roundabout to enforce it.
1	Most of the area residents who must use this crowded corridor feel that a complete divided highway should have been constructed between Shoshone and Ketchum decades ago . Whether through phony "environmental" concerns or other influences, this was never done and we all pay for it in lost time, lives, and patience. The use of this roadway isn't static and certainly the auto numbers aren't going to go down, so we can only expect increasing problems in future, unless something is done by committed, forward-thinking individuals at the state level, regardless of cost.
1	Most of the ideas are too much money and not necessary . The rest area was redone at big expense when there was nothing wrong with it. Money should have been spent on couple of big lights at intersection and before intersection.
1	No build a signal light!
1	No ty
1	Not at this time , thank you.
1	Not at this time.
1	Noted from personal experience, drivers with 5B license plates consistently drive faster than the rest of us and don't obey speed limit or traffic signs. Consequently to protect the rest of us, the diamond overpass alternative seems the safest even if it is more costly to build and maintain. The environmental impacts are not great given what is currently in place on the ITD rights of way.
1	Other than the stoplight or the bridge still does not deal with the east-west traffic ... consider slowing them to 45 mph, flashing signs to indicate north-south does not stop (small sign on stop sign is not enough).
1	Passing lanes are needed more than the intersection improvements. People that live around this area and drive it continually should definitely be aware of the dangers, but then again they are the speeders, texting and talking on the phones. Put in passing lanes and let the speeders speed and the slow people can get out of their way.
1	Please consider the safety of the people who live and visit our valley as being the primary focus and concern. Thank you.

Count Response

1	Please don't spend money just to create a bigger safety issue than what currently exists. Think outside of yourself and put yourself in a Semi hauling double tankers of fuel coming down Timmerman the roads are slick and the snow is drifting near the bottom. The children in the mini van in front of you have been making faces at you and asking you to honk the horn on your way into the valley putting a huge smile on your face. As you near the bottom slowing down is becoming harder and harder, the light or round about is coming near and you begin to pray that you will be able to stay on the road without hitting the mini van full of children that have made your morning. Who will be to blame if more accidents and possibly more deadly accidents are a direct result of negligent planning?
1	Please fix this intersection! Ada and Canyon counties shouldn't be the only areas seeing improvements in Idaho!
1	Please get this problem solved. This is a decades old problem.
1	Please, please, please do not do a round about. I have lived in several areas that have them and especially in the winter it is not a safe option for big truck traffic of snow removal.
1	ROUNABOUT is the BEST choice.
1	ROUNABOUT!! YURI ARE YOU LISTENING TO ME. Come on BRO!!!
1	Reduce the sign clutter on Hwy 20 and enlarge the stop sign and add a sign "cross traffic does not stop would make those drivers more aware this isn't a 4 way stop. Keep the speed limit on Hwy 75 at 55
1	Roundabout is great. Improving on what is there with 10' lanes would be next best.
1	Roundabout makes the most sense to me. I've been in many countries where they are more numerous than straight intersection. This would be a fairly simple (not confusing) one.
1	Roundabout should be large enough to handle long and oversize loads and not have curbing in this location.
1	Rumble strips are very important and several early precaution lights should be enough. I have never understood why you decreased Hwy 75 from 55MPH to 45MPH and left Hwy 20 at 65MPH when that is the direction that must stop at the stop sign.
1	Safety must be more important than any other consideration here. People die here.
1	Silver Creek is very close so I think some sort of land project should also be done
1	Since I'm a member of the CAC, you've probably heard enough commentary from me.
1	Slowing the speed limit in both directions has made huge improvements to the intersection.
1	Something substantive needs to done. The 2-way stop is seriously dangerous.
1	Spend the money. Put in the overpass.
1	Thank you for addressing this intersection.
1	Thank you for inviting us to take this survey. Hope this intersection can be built soon to save lives.

Count Response

1	Thank you for upgrading.... That intersection has become a threat over the last few years.
1	Thank you#
1	Thanks for asking for public input.
1	Thanks for asking our input.
1	Thanks for your efforts in making this a safer intersection.
1	Thanks for your efforts!
1	Thanks so much for doing this survey!
1	The cost of the overpass I'm sure will be over the top but I think in the long run its the way to go. The traffic is already heavy at timmerman and getting worse as more people come to the valley
1	The intersection has a far worse reputation for accidents than is reality. No improvements are needed now or until traffic significantly increases.
1	The need for improvement at this intersection is because there are too many people on the road that shouldn't be.
1	The reason it unsafe now is limited visibly above grade water water lagoons and brush blocking traffic view
1	The rest area rebuild was a huge waste of tax payer dollars. I was so disappointed in that excessive expenditure. Some resources should have been put towards improving the safety of the intersection before replacing perfectly good toilets with new ones and adding enough huge overhead lights that it now looks like an airport. We don't need over/under passes and new lanes, just better/clearer signage and lights.
1	The visual impact of left turn lanes on Hwy 75 and Hwy 20 would help drivers realize that the intersection is a major traffic area. Any plan should consider the types of vehicles using the intersection. Specifically large number of semi-trucks moving up or down Timmerman Hill.
1	There is no need to add costly items.just cut down all the weeds and overgrowth such as the cattails on the water at the rest stop. If you must add the turn lanes, you must add the traffic lights or the crossroads will be worse than it is now
1	There needs to be a count of the amount of traffic that flows through this intersection so that the residents of the north valley understand how many cars travel through this intersection every morning and evening.
1	There needs to be a way to force traffic on US 20 to stop and a bridge could alleviate a lot of that problem.
1	This intersection continues to be very dangerous and will get worse with more Traffic.
1	This intersection is just ridiculous with the 45 mph going thru it. A signal is the best option of all with turning lanes east/west bound.
1	This intersection needs to be improved in the next 5 to years

Count Response

1	This is a remarkable safe intersection if driver's simply paid attention and exercised caution. All changes suggested are not needed.
1	This survey cost the taxpayers over \$163,000 to date. This money could be used to make safety changes to the intersection. It's obvious what needs done to totally improve safety at this location. We do not need a survey to tell us this.
1	Until this becomes 4 lanes north/south I think there is little need to change intersection. More important is increase # of lanes traveling north/south to ease rush hour traffic and recreational travelers.
1	We love to up past Ketchum for recreation - that intersection is the worst, you really have to watch for the cross traffic as it is, and if you stop at the rest stop - trying to get back on the highway is difficult - you can sit there for a few minutes or longer. The grade going up the south side is a bit steep - you need some speed to get up it. Being at a dead stop or slowed way down will not make it easy to get up the grade. You would have to add another lane going south for the slow traffic, so those in cars that can go faster than a truck or trailer can keep on going, or there will be cars trying to get passed the slowed trucks, then you are back to square one with traffic accidents this time on the south side of that intersection. There really is no safe place to pass for miles on that stretch of road as it is. NO DEAD STOPS OR SLOWED WAY DOWN - for south bound traffic!!
1	With the amount of traffic that goes through that intersection ITD should fix it right the first time and not year later have to go back and redo the whole structure again. Safety and mobility for today tomorrow and the future is what needs to be looked at. Not Cost
1	Yes. What you are planning to do with the intersection sounds good. I rarely use the intersection. My only use of it is when I am going to Sun Valley. The traffic signal and roundabout are in my opinion, your best bets when it comes to intersection improvements.
1	You also need to start lowering the speed limits on Highway 20 further away from the intersection than it is now. That will help with safety.
1	You need to take a look at adding passing lanes on 75 between Timmerman and Shoshone. Should have been done a long time ago!!!
1	Your rankings of the different options (on sheet 3 of the survey and the previous sheet) didn't appear on the page so no rankings were given in this survey.
1	absolutely no round-about .
1	have you considered putting up solar lighted stop signs that flash on hwy 20. Then on hwy 75 put solar powered flashing slow signs.
1	no roundabout please
1	none
1	none
1	people need to pull their heads out of their asses out and pay attention!
1	roundabouts have been in use in Germany for many years and have prevented many accidents. It could be artfully designed as a welcome gateway to the Woodriver Valley

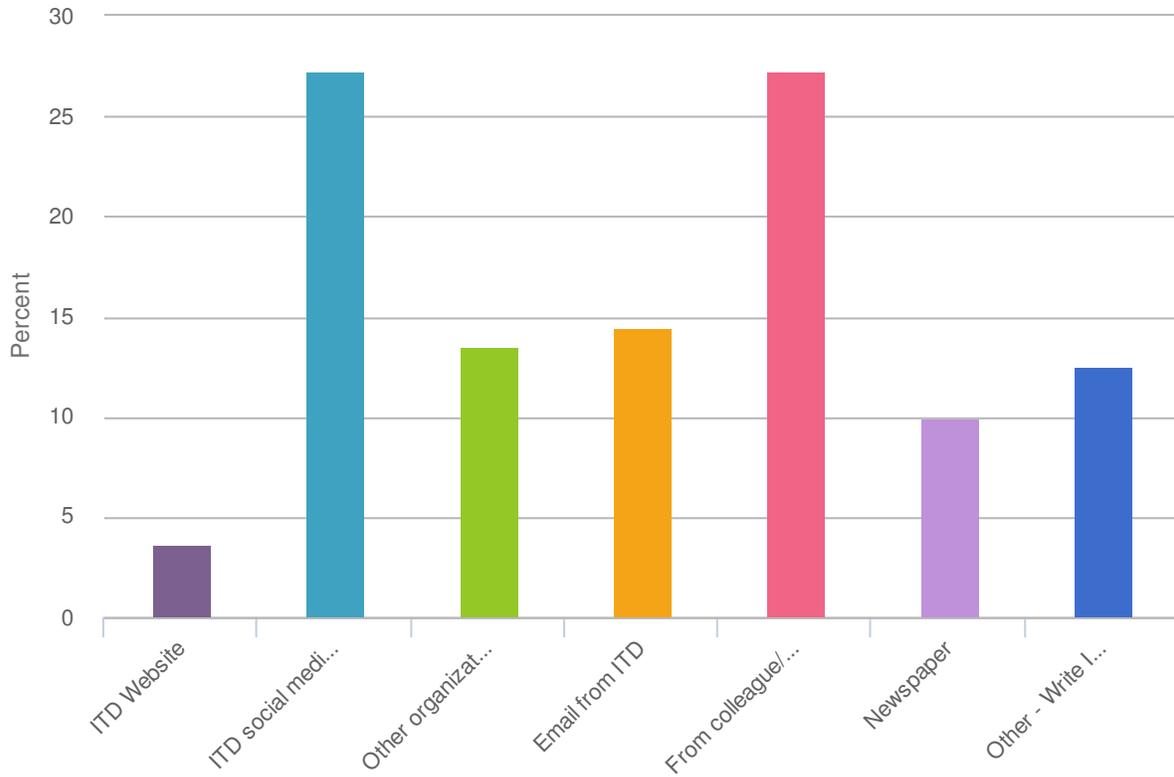
Count Response

1 the intersection doesn't work bad most of the time. just certain instances with excessive retard drivers on the road. I don't like the idea of changing the landscape with an overpass, but it may be the best choice out there

1 we have same problem at intersection of 93/25. It also needs a stop light. People pick up speed coming down timmerman grade. The blind spot to the north when you are on hwy 20 is also a problem. A stop light would seem the easiest, least expensive option. Stop means stop.

1 you have the electricity there... put in a stop light, with warning signs when it might change.

32. How did you hear about this survey? (check all that apply)



Value	Percent	Count
ITD Website	3.7%	20
ITD social media (e.g., Facebook, Twitter)	27.3%	148
Other organization/agency social media	13.5%	73
Email from ITD	14.4%	78
From colleague/friend	27.3%	148
Newspaper	10.0%	54
Other - Write In (Required)	12.5%	68

Other - Write In (Required)	Count
Other - Write In (Required)	68
Other organization/agency social media	4
Total	68

Other - Write In (Required)	Count
Sun Valley Board of Realtors	4
Times News	4
From colleague/friend	3
Newspaper	3
Facebook	2
kmvt	2
At Rotary	1
BC Regional Transportation Council	1
BLAINE COUNTY	1
Blaine County Sheriff's Facebook page	1
Blaine County Sheriff's Office	1
Board of realtors	1
Facebook	1
Friend	1
It was sent to my St. Luke's email	1
KEZJ radio	1
KMVT	1
KMVT	1
KMVT News	1
KMVT news	1
KMVT news story	1
KMVT, Blaine County paper	1
KMVT.	1
KMVT.com	1
KTVB	1
Total	68

Other - Write In (Required)	Count
Ketchum City emailed newsletter	1
Kmvt tv news at 10	1
LEPC	1
MLS email for realtors	1
News story.	1
Notified by Employer	1
Online news	1
Other friends FB	1
Real estate MLS email	1
SVBOR	1
Sawtooth Board of Realtors	1
Sheriff's Office	1
St. Luke's Employee e-mail	1
St.Luke's Wood River PR department	1
TV	1
The Times News	1
Times News paper	1
Times-News article	1
Timmerman Junction committee	1
Twin Falls newspaper	1
Work	1
Work E-mail	1
Work office post	1
Work-St Luke's	1
city of ketchum newsletter	1
Total	68

Other - Write In (Required)	Count
e-mailed to me	1
facebook post	1
from Sun Valley Board of Realtors	1
kmtv.com	1
magic valley times news	1
mvtn	1
sent to me by concerned driver	1
times news	1
work e-mail	1
work notification - frequent trips between Hailey/Boise offices	1
Total	68

Attachment B Media Articles



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Idaho Transportation Department

News Release

8/8/2016

Contact:

Nathan Jerke
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nathan.jerke@itd.idaho.gov

FOR IMMEDIATE RELEASE

Public input sought via online survey about potential U.S. 20/Idaho 75 junction improvements

SHOSHONE – The Idaho Transportation Department invites the public to help plan future improvements to the intersection of U.S. 20 and Idaho 75 (Timmerman Junction) by completing an online survey about several potential roadway options.

The online survey is open **today (Monday, Aug. 8) through Aug. 21** and takes less than 10 minutes to complete. The survey can be found at the following link: <http://www.surveygizmo.com/s3/2953321/US-20-and-Idaho-75-SH-75-Intersection-Timmerman-Junction-Study>.

The intersection is located in southern Blaine County and used by many motorists traveling to and from Sun Valley and the Wood River valley. The online survey is part of ITD's Timmerman Junction Study identifying future intersection improvements.

The online survey will help ITD evaluate and recommend improvements to enhance safety and provide reliable mobility at this regionally significant highway junction.

By taking the online survey, the community can:

- Help ITD learn more about why and how often motorists travel through Timmerman Junction.
- Review and prioritize criteria for evaluating alternatives.
- See and provide feedback on the range of options being studied.
- Learn more about the study.

The study is built upon previous improvements, planning efforts and recommendations from previous federal, state and local planning efforts. Construction funding has not been identified, so a timetable for intersection improvements is not certain.

The public is also invited to attend the final Community Advisory Committee (CAC) meeting for the Timmerman Junction Study. The CAC meeting is scheduled at 10 a.m. **Oct. 6** at the Old Blaine County Courthouse in the Commissioners Meeting Room (206 1st Ave South, Suite #300, Hailey, Idaho).

To learn more about the study and evaluations to-date, visit http://itd.idaho.gov/Projects/D4/US20_ID75_IntersectionStudy/.

The Idaho Transportation Department is responsible for all highways on the State Highway System – interstates, state highways and U.S. routes. All other roads are under the jurisdiction of the local, city or county entity.

BREAKING

Authorities investigating body found on north side of canyon

http://magicvalley.com/news/local/itd-issues-survey-on-timmerman-junction-improvements/article_eded8891-7ac3-59e1-b1b1-b674ad89d3f9.html

<

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>

FEATURED

ITD issues survey on Timmerman Junction improvements

HEATHER KENNISON hkennison@magicvalley.com 9 hrs ago

Give input on potential U.S. 20/Idaho 75 junction improvements



File photo courtesy of the Idaho Transportation Department. Timmerman Junction where U.S. Highway 20 and Idaho State Highway 75 meet. State 75 takes travelers to the Sun Valley and Wood River Valley.

By Nathan Jerke, Idaho Transportation Department | Posted: Tue 10:35 AM, Aug 09, 2016

 [View Map](#)

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Comments are posted from viewers like you and do not always reflect the views of this station.

Melissa McCarthy Says Her Goodbyes At 45

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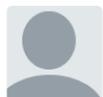
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BRIEFS

ITD seeks input on highway junction

Story Comments Print Font Size:

Posted: Wednesday, August 10, 2016 4:00 am

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The Idaho Transportation Department is inviting the public to help plan future improvements to the intersection of U.S. Highway 20 and state Highway 75 (Timmerman Junction) by completing an online survey about several potential roadway options.

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of ITD's Timmerman Junction Study identifying future intersection improvements.

The online survey will help ITD evaluate and recommend improvements to enhance safety and provide reliable mobility, the organization stated.

By taking the online survey, the community can:

- Help ITD learn more about why and how often motorists travel through Timmerman Junction.
- Review and prioritize criteria for evaluating alternatives.

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To learn more about the study and evaluations to-date,

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SUBMIT YOUR NEWS!

We're always interested in hearing about news in our community. Let us know what's going on!

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SHOSHONE — Addressing concerns about high-speed crashes, the Idaho Transportation Department wants public input to prepare for future improvements at U.S. 20 and Idaho 75 (Timmerman Junction).

An online survey highlighting several potential roadway options is open now through Aug. 21 and estimated to take less than 10 minutes to complete.

The intersection in southern Blaine County is used by many motorists traveling to and from Sun Valley and the Wood River Valley. The survey is part of ITD's Timmerman Junction Study identifying future improvements.

"Historically, over the past 15 years, there's been several severe crashes, fortunately no fatalities," ITD spokesman Nathan Jerke said.

The department has already lowered speed limits, added rumble strips on Idaho 75 and signage on Highway 20, with positive results. However, the department anticipates more changes will be needed.

"This is kind of a precursor to almost the inevitable," Jerke said.

Survey-takers have the opportunity to give opinions on each of seven alternatives, he said, including: a "no build" option; removing the skew to make the intersection a 90-degree angle; adding right and left turn bays; installing a traffic signal; building a roundabout; creating a restricted crossing U-turn intersection; or creating a ramp-style interchange.

By taking the online survey, the community can help ITD learn more about why and how often motorists travel through Timmerman Junction. Survey-takers will also be asked to rank alternatives in order of preference.

The survey can be found at: <http://www.surveygizmo.com/s3/2953321/US-20-and-Idaho-75-SH-75-Intersection-Timmerman-Junction-Study> or <http://bit.ly/2aAOB3x>.

The study is built upon previous improvements and recommendations from federal, state and local planning efforts. Construction funding has not been identified, so a timetable for intersection improvements is not certain.

Jerke said that in a best-case scenario, improvements would be made in the next five to seven years.

Survey results will be compiled by a consulting company, which will present its recommendations in October or November, he said.

The public is also invited to attend the final Community Advisory Committee meeting for the Timmerman Junction Study, 10 a.m. Oct. 6 at the Old Blaine County Courthouse in the Commissioners Meeting Room, 206 First Ave. S., Suite 300 in Hailey.

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