

#	Name	Comments/Questions (In instances of [...], the comment was unintelligible.)	Other
1		<p>At Deer Creek Rd where will people park to get on And off the Bus</p> <p>What kind of wall will be built to hold back the Berm on the corner of deer creek</p> <p>Why would the infrastructure for Buttercup be abandoned rather than find another solution for the transition to highway so all the canyons on the east side of the highway have options to connect to St75. Otherwise the traffic volume is excessive <u>again in 1 point and driving cars through wildlife corridor.</u></p> <p>What is the need oR data that supports the need to put A bus stop at Deer Creek?</p>	
2	Emily Williams	<ul style="list-style-type: none"> - larger curb bulb @ all 4 corners of McKercher, align existing bike/ped infrastructure with these plans - improve bike/ped access across SH75 @ McKercher – popular middle school crossing - transit infrastructure for west side of highway along woodside, ped/bike access across highway - accommodate express transit route 	

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3		<ul style="list-style-type: none"> • A round about at the intersection of Gannett and SH75 would work well, rather than a light • narrowing lanes through municipalities to accommodate 10'-12' sidewalks • how will Wood River Trail connect from Hailey to Bellevue? • a roundabout at Fox Acres & Highway 75 would function better than current light • need bike/ped connection across SH75 to accommodate future southbound transit stops - along woodside neighborhood • noise/pollution abatement on east side of highway between road + bike path • can southbound deer creek bus shelter be on north side of deer creek road? • do not change Buttercup Road into a dead end - add a roundabout here for highway access 	
4	Brandeis Coshow	<ul style="list-style-type: none"> ➤ Animal Bridge north of McKenzie Ln on HWY 75 north of Hailey. ➤ Berm &/or trees along bike path from Countryside north to Fox Acre for noise control + beauty. 	
5	Diane & Steve Johns	<p>Arrow to Spruce Way</p> <ul style="list-style-type: none"> - suggest a concrete wall/barrier on residential side of Treasure Ln <p>Any traffic accident will be in our yard w/o a barrier</p>	
6	Fernanda Sammis	At the intersection of Zinc Spur & 75 & Buttercup Rd please provide a pedestrian underpass for safety to the bike trail. To ride on Hwy 75 north to Ohio Gulch Rd or South to Deer Creek is a dangerous rd to bike – must be more than ¼ mile is Either way-	
7	Pamela Donoso 208-720-8746	<p>I live at 109 Treasure Ln.</p> <p>My concern is The Noise And speed. Right now with 3 lines The Noise is bAd so I cannot imagine 4 lines. You should condirer to built a Noise berrier wall not just to minimize noise, also to Protect our FAMilies in Case A crAsh Accident. You are building one to protect the Electric Poles And Electric Plan AcrRoss our neighborhood (<u>WHY</u>) you don't protect <u>PEOPLE</u> FIRST.</p>	

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		I'M not Agrion open a new roAd Across Deer Creek that is [...], more Accidents will Happen	
8	Paul Stevenson [REDACTED]	<ol style="list-style-type: none"> 1. Please reconsider elk overpasses. There could be a study conducted that identified the few spots that the bulk of the crossings occurs at. I doubt its even distributed. Then locate at least one, maybe two at those heavily used crossing. Then the fencing needs maybe reduced as they are conditioned to cross there. 2. I strongly suggest installing low reflective plastic rods along the Elk stretches. They would be much cheaper to install- and not need electricity. They surprisingly work extremely well as you can see it when an Elk/Deer are blocking the reflectors. They now "standout". <div data-bbox="483 630 655 824" data-label="Diagram"> </div> 3. Leave the Buttercup access to Highway 75 <u>OPEN!!</u> Please 	
9	Betty Grant [REDACTED]	<p>I have lived on [REDACTED] for over 50 years - I object to Changing the entrance to Hywy #75 on the North – Why not put a <u>traffic light there??</u> It would be more economical to do that instead of expanding <u>Deer Creek Rd</u>. I object to that!! Let the developer put his own road there!!! We need another traffic light at Ohio Gulch.</p> <ol style="list-style-type: none"> 1. Traffic light @ Buttercup 2. Traffic light @ Ohio Gulch <p>herd <u>overpass by Cloverly lane.</u></p>	
10		<p>ITD needs to start thinking about how to accommodate motorized bikes!! I live in the Bellevue Triangle & I have lived here .50 years. We never used to have problems with cougers because the elk were able to migrate. The increase in traffic prevents that. We need overpasses over Hwy 75 & Hwy 20 so the elk can migrate to the BLM south of Timmerman Hills & N. Canal in Lincoln county. We had cougars & 6 or 7 herds of elk in the triangle of winter last year.</p>	

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		<p>We have to watch them die because we aren't supposed to feed them. Lights won't do anything!</p> <p>People drive 65 mph now – expand the highway and they will go 75 mph!</p> <p>We need a crossing at Greenhorn gulch/E. Forty. 1 at Cloverly Ranch/Peregrine Ranch & 1 just south of Bellevue. And 1 n. of Ketchum previous to Eagle Creek.</p> <p>We love our wildlife! We don't like spending our winters watching them die because they can't cross the highway! It's not rocket science! Build overpasses!</p>	
11		<p>Extend bike path along Gannett Road on RR bed – need safer route.</p> <p>Bike Path crossing Deer Creek/Buttercup intersection - Need underpass - - (Heavily used path) Safety!</p>	
12	Mary Hogan	<p>keep Traffic flowing Round about – Deer Creek Round about – Ohio Gulch Slows traffic, safer for elk, keeps traffic moving</p> <p>Fix signal at McKercher Blvd – this should have been a Round about</p> <p>widen wider highway between Bellevue & Hailey – keep Traffic flowing. Put in Round abouts. keep people from driving up Broadford Road.</p> <p>Round about Gannett Road</p>	
13	Dennis Botkin [REDACTED]	<p>Add roundabout at new deer creek intersection.</p> <p>Eliminate traffic signal at Ohio Gulch and add a round-a-bout. Stop lights stop traffic, while round abouts keep it flowing</p> <p>Fix left turn signals at McKercher Blvd which allow for left turns even when no cars are in the turn lane. This could greatly improve traffic flow even before the project is built.</p>	
14	Carol Monteverde	Extend WR bike path south to Gannett on old railroad right of way.	

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15	Jim Rineholt	<ul style="list-style-type: none"> - Extend bike path along Gannet Road from [...] of current bike path - on old railroad bed Or = Widen Gannet Rd	
16	Leslie Henning	<p>Location: Just south of Fox Acres Rd. where the homes create a pocket + move eastward. (By the fenced in power fixture)</p> <p>Issue: Noise abatement. The whole road is moving to the east which will increase noise to an intolerable level. It is already terrible with the constant flow of traffic. We'd like to see a berm, wall, or some other form of noise abatement. If this project goes through it as is, we will lose \$100k in property value most likely.</p> <p>Location: Deer Creek Rd.</p> <p>Issue: Wildlife collisions. In listening to the ITD representative, it sounds like the choices are to slam on the breaks to avoid collisions with the resident elk population, or build an expensive fence that "looks ugly". He said he if he had to choose, he'd never want to look at an ugly fence + take his chances with the brakes. Having totaled 2 cars due to animal collisions, I can say that I'm blessed that neither my husband nor I were injured, but I will always chose an expensive, "ugly" fence over risking life threatening injuries. Fencing w/over/underpass for wildlife are critical in keeping our families + loved ones safe. Please reconsider.</p>	
17	R. Marcroft	<p>I saw many "elk" notations – of course there are many elk in the valley! Their presence should not dictate highway policy– in fact, its about time to relocate most of them, say to Montana! Or Nevada where the wildlife crossing structures are in use.</p> <p>Deer Creek extension – great plan! The lines of sight to enter SH75 are much longer and straighter than the current end of Buttercup rd.</p> <p>overall – Happy to see (finally) necessary widening and adding lanes both directions. Residents that live near the highway are usually displeased, but they represent a fraction of the valley population and perhaps they need to relocate.</p>	

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18	Glenn Lindsley [REDACTED]	<p>Thank you for your time tonight.</p> <p>My wife + I came to hear about any noise mitigation plan you may have for the Woodside subdivision.</p> <p>Our home [REDACTED] will be negatively affected by this project. According to project manager, Mark Campbell the widening of the highway will move it approximately 32' closer to our home. It's already too noisy to enjoy time outdoors in the summer. Moving the highway closer will only make this worse.</p> <p>PLEASE consider a berm or wall to help. It disheartens me to see my tax dollars being used on a project that doesn't help me and makes my home and neighborhood less livable. and This will also decrease our property value.</p> <p>Thank you for your time.</p> <p>Glenn</p>	
19	Pete Stephenson – Heatherlands	Happy about Ohio Gulch signal!	
20	Elise Lufkin	<p>Will you widen the bridge South of Golden Eagle?</p> <p>How will people get from Ohio Gulch underpass to bus stop on west side of road?</p>	
21	David Anttila	<ul style="list-style-type: none"> - There is no landscape architect on the IDT team THERE SHOULD BE!! - AN <u>INVENTORY</u> of the trees being removed needs to be made. And a plan to move or replace them elsewhere... - Instead of hauling road asphalt and fill to a landfill, use it as a base material for the berms at the airport. It can have top soil added for landscape or xeriscape. <p>This would mitigate noise and visual pollution at the airports edge and provide friendlier edge to the airport. This should be coordinated w/ the city of Hailey as a -gateway- experience to the city.</p> <ul style="list-style-type: none"> - ANIMAL MIGRATION ROUTES NEED TO BE ACCOMMODATED! NOT IGNORED!! 	

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22	Jennifer Montgomery	<ol style="list-style-type: none"> 1. Underpasses – Must confer with experienced doctor of cardiology/human & veterinarian as sound levels increase dramatically & can terrify horses, dogs, people, wildlife. 2. Should confer with IDFG (I.E Craig White our regl' supervision) regarding wildlife + other [...] in the states that have implemented some of these changes/improvements. 	
23	Thomas [...]	Gannett North to 75 = Delete 2 nd lane to South = make merge lane heading north from gannet rd onto 75 - w/yeald – “not stop”. Lane additions to the north of Gannett Rd.	
24	Darlene Dyer	<p>If you can create underground passes for humans, why can't you make them for wildlife?</p> <p>Love the proposed lights at Gannett & at Ohio Gulch.</p> <p>(More pens needed)</p>	
25	Kathy Grotto	<p>At Fox Acres, there should be a right turn arrow/signal for traffic turning north when the southbound Hwy traffic has the left-turn signal.</p> <p>Need access to the highway from Woodside area at the one feasible location – Laurelwood. Woodside is building out rapidly.</p>	
26		<p>Please keep consideration of improvements to Hwy 75 & Hwy 20 at the blinking light while doing all these other projects.</p> <p>The willows should be removed or trimmed for visibility.</p> <p>A Roundabout seems like a very logical solution. There could be a blinking/SolaR beacon in the middle to slow <u>all</u> lanes down.</p> <p>This is the gateway to all the North Communities and has seen some of the most Severe accidents.</p>	

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27	Thomas T Tierney [REDACTED]	<p>[REDACTED]</p> <ol style="list-style-type: none"> 1. HORSE PROPERTY – CHAMPIONSHIP HORSES. TWO VEHICLE INCURSIONS IN LAST YEAR THROUGH FENCE. NEED SAFETY ENGINEERING. 2. VISUAL CORRIDOR COMPROMISE – NEED SOUND WALLS FOR QUIET ENJOYMENT. 3. REMOVAL OF NEW STEEL FENCING – CRAZY – MOVE <u>ROW TO EAST BY 15'</u> 4. REMOVE COMMERCIAL AMERIGAS FACILITY. <p>TOM T TIERNEY [REDACTED]</p>	
28	Lamar Waters	Over!	<p>Bike Path Needs Bigger Better Stop Signs At All INTERsections Of Roads Crossing Bike Paths. EDUCATE Pedestrians & Cyclist That Vehicle TRAFFic hAs The Right Of Way.</p> <p>Wildlife underpasses near wildlife CORRIDOr.</p>
29	Juerg Stauffacher	The ROW between SH75 + the Bikepath along the Airport used to be closed to motorized traffic can it please go back to that.	
30		- when Southbound left turn @ 75 onto Fox Acres will northbound right turn onto 75 have a green arrow? It should.	
31	Jeff Hamilton	Two lanes needed between Shoshone and Hailey.	
32	Ro Coupe	We need a sound barrier wall on eastside of the road (like Boise interstate) from Willow DR south to Woodside Blvd. I live on the east side of Briarwood on Ridgerock LANE & the highway noise (not to mention the airport noise) is too loud to have open windows on the west siDE in the summer!	
33		Please address section from 2 nd street at River Run/Serenade to the Big Wood Bridge. This is a mess- falling apart & needs maintenance!	
34	Lynn Champion	To ITD members and Blaine County Commissioners. Below in italics are my responses to the planned highway expansion as reported in the Idaho Mountain Express.	

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		<p>Thank you for your consideration. Lynn Campion, Blaine County resident.</p> <p>"Comments can be submitted online between Jan. 31 and Feb. 14 at itdprojects.idaho.gov/pages/sh75bellevue."</p> <p><i>There is no online area on that website for "comments" before the meeting. Plus, the "Virtual Communications System" set up two years ago has been useless as we have not received responses from IDT. Additionally, during a TEAMS call with IDT last January, several residents were promised by Mark Campbell to receive physical copies of the visual transportation plan as shown during our call. That never happened.</i></p> <p>ITD District Engineer Jesse Barrus told the Blaine County Board of Commissioners that "close to 25,000 cars" travel between Ketchmn and Bellevue per day right now. Barrus projected that there will be "nearly 40,000 cars" on the same section by 2047.</p> <p><i>Where does that come from? Blaine County cannot support a vast increase in population and thus cannot expect 40,000 commuters every day ...</i></p> <p>"A 2008 Environmental Impact Statement and Record of Decision document details ITD's long-term vision for the highway and is its primary document of reference"</p> <p><i>We asked last year about a new Environmental Impact Statement and never heard back.</i></p> <p>Plans include building a pedestrian path and underpass between Zinc Spur Road and Buttercup Road and other places.</p> <p><i>East/west underpasses make no sense whatsoever. We already have a bike/pedestrian path to connect our valley.</i></p>	

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		<p>Nov. 2022, Butzier said that the ITD would get an appraisal done for each parcel and identify how much land is needed as part of the initial design process.</p> <p><i>Has that been done for the 100+ parcels they identified?</i></p> <p>CNEL (Community Noise Equivalent Level) impact on property owners.</p> <p><i>Any consideration there?</i></p> <p><i>During a January 18 2023 Microsoft Teams call between IDT and concerned Blaine County citizens, we voiced concerns that no consideration had been made about the impact on land and trees and houses on the west side of the road between Buttercup and Hailey. There is a power line in place, many mature trees, grazing ground, land protected by the Wood River Land Trust, two equine farms with beautiful fencing, and about 12 houses sitting extremely close to the road. The east side is mostly undeveloped, unprotected land. If there was an environmental impact study done, whoever wrote it was not on foot. IDT said they would walk this area and respond.</i></p> <p><i>We never heard back.</i></p> <p><i>IDT wants to widen the highway so people can go faster, and then put in stoplights so people must slow down and stop. Why?</i></p> <p>"We are still looking into ways to help drivers be more aware of the local elk population in that area"</p> <p><i>The Rocky Mountain Elk Foundation has never been contacted, nor has any consideration been made for altering the elk migration pattern by putting in a feeding station out Deer Creek. Also, people drive faster on a four-lane highway. Educating them to slow down for elk is a joke.</i></p>	

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		<i>Our Commissioners need to give a comprehensive presentation on the 10-20 year plan to focus on Carrying Capacity for the Wood River Valley. How much can our Valley handle with respect to water and sewage demand, housing, health care facilities, traffic count, air quality, schools, disaster contro , evacuation, ? What do the people of Blaine County want?</i>	
35	Leisa Hollister [REDACTED]	<ul style="list-style-type: none"> Continuing Deer Creek Rd East to Buttercup and formulating that roadway to be the (only) access to the Hwy is adding more danger to an already very dangerous zone. if Buttercup (North) could also have and entrance/exit to the hwy it would not be so bad. The migration path is not in that area so it would make it a much safer plan for all houses, cars/animals (elk) and people's lives! I'm very pleased that no stoplight is in the near future, because in my opinion that would be even more frightening – in so many ways. With the herds of animals crossing in front of my house/stop and go lights, many more cars on the road is a recipe for disaster for the protection of my home. Thank goodness no traffic light is in this construction plan. Please reconsider continuing the road from Zinc Spur North to Buttercup – not Deer creek Road. Animals <u>never</u> cross in this section – never never any herds – I lived here for 22 years – I know. 😊 In summary: In my opinion, ITD completing the Deer Creek Rd. through are to Buttercup Rd, smack in the middle of the one-mile sweet spot of ELK migration, is daunting. It would contribute to more hazards, more risks, compromise driver safety, lives and houses – by adding a two-laned perpendicular road spilling into the hwy. and with no more northbound <u>buttercup access to the highway it will dramatically increase cars</u>, more stop and go, much more people, and more overall confusion to the already very dangerous and menacing wildlife situation. Please please reconsider. Thank you for listening! <p>I mentioned (3)three deaths from our Deer Creek neighborhood on this 1-mile stretch of highway/elk related. To be more clear, there's neighborhood talk that there have been three deaths- others say two.</p>	

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		<p>There is a 64-year old man (accident 15 years ago) still living in Deer Creek – who had a horrible accident /4 mile away south of me Supposedly took out an elk on his motorcycle, leaving him horribly impaired- TBI/Paraplegic.</p> <p>Over the years, I have heard there are at least 5 more deaths in this mile stretch over the past 25+ years. Here's what I do know- other deaths in the 1-mile range (not any of the Deer Creek 3 mentioned in conversation)</p> <ul style="list-style-type: none"> • Father/son 😊 • 38 year old ex-rodeo queen and mother of 3 or 4 • 21 year old boy from Wood River High School • 50 year old man-20 feet from fence- blew it out • Two unmarked crosses on hwy – 20 years plus ago <p>I think it's vital for IDT you to know these stories/these facts, lives that have been cut short -lost in such a short mile stretch. It's not good! And, who knows how many more deaths over the past 100 years. The elk are not moving, it's been their migration path for 1000's of years.</p>	
36	Dave Cropper	<ul style="list-style-type: none"> • One of the real concerns I and several others have are about the visual and the noise impact that will happen with the expansion of highway 75 from Hailey to East Fork. Is the ITD working with Blaine County to deal with these concerns? If so what are they? • Other concern is with the increased travel on hiway 75 and the increased number of deer and elk that live along the Big Wood River between Hailey + East Fork that are continually chased either by cougars and other animals or humans pushing them to Cross the hiway causing accidents and slowing and stopping of traffic in both directions. Could the ITD provide what the plan is or could be to minimize this problem working with the Idaho Fish and Game Dept. 	

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37	Leisa Hollister	<p>PLAN A –</p> <p>ITD performs excellent work in “listening to the communities and its citizens” in terms of future transportation infrastructure needs. All along this process I have been very impressed and heard. Thank you. Now, more than ever, in the final stages of this Deer Creek Rd/75 project, I need you all to really listen to these final words. My home (2 Deer Creek Rd) is the migration path, home to an annual herd day-by-day, all year long. 24/7 I have a herd in my front yard migrating back and forth in a 1-mile radius, mostly at night. <u>Please listen!</u> For the <u>safety of motorists and houses</u>, please DO NOT construct the continuation of Deer Creek Rd to Buttercup Rd, entrance/exit to HWY 75! There is only a 1-mile strip of an ELK MIGRATION PATH and this new planning project is smack-in-the-middle of it! Alternative... the road to Cottonwood, instead would be an ideal solution to alleviating the dangers. At Cottonwood, there is absolutely NO MIGRATION PATH, WHAT-SO-EVER. I am a wildlife rescuer for 38 years. In 2019, Dept. Fish & Game called me to rescue a sick [...] elk on the highway.</p> <p>I work closely with DF&G, Animal Control and the schools for rescue, rehabilitation, pet removal, and education (off and on) 30 years in 40 cities. To build an elk overpass is feutal – elk are dumb...they’ll go around it right into cars. To construct a future stoplight at Deer Creek would be even more of a disaster and if you connect Deer Creek and abolish the buttercup entrance/exit, the stoplight WILL BE NEXT. And, I’m going to preface strongly – that stoplight will be even more of a disaster! Impatient motorist, night blind spots, herd of 48-56 crossing every day... very frightening.</p> <p>Please reconsider Cottonwood! The lives lost and the potential lawsuits pursued, will more than quadruple the cost, as opposed to excavating and re-structuring that terrain East of 75/Cottonwood. Again, I realize, because I am listening to you, that the terrain is an obstacle; but nothing compared to the repercussions that will ensue in the years to follow. There is NO MIGRATION, AND NO HOUSES at Cottonwood to Buttercup!!</p>	37

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		<p>Again, I am a wildlife expert – rescuer, rehabilitator, pest management, Relocator and educator for almost 4 decades. I would be glad to speak with you in further detail about just how dangerous this project connecting Deer Creek to Buttercup is – (Now, if you kept the Buttercup access to the highway, it would not be as treacherous). Anyway to alleviate less cars/trucks in this area would be a much safer alternative for generations to come.</p> <p>PLAN B – DO NOTHING IN THIS 2-MILE STRIP. Motorists have to slow down anyway. Let it withstand, be naturally occurring, as is. Adding more lanes/more confusion just might be a big MISTAKE.</p>	
38	Douglas Walton, President River Grove Ranch HOA	<p>I think the ITD should consider making the 45 mph nighttime speed zone north of Hailey an all day speed limit. Currently the North & South approach to Ketchum & Bellevue & the south approach to Hailey have the speed reduced from 55mph to 45mph to 35mph. However the north approach to Hailey has the daytime speed go directly from 55mph to 35 mph. Making the daytime speed limit the same as the nighttime speed limit would decrease the use of compression brakes and in general decrease wildlife fatality- Decreasing noise by graduating the speed limit would be preferable to other noise mitigation methods.</p> <p>Thank you for considering this. Douglas Walton</p>	

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1	2/4/2024 18:38	This comment applies to the entire extent of 75 from Hailey to east fork rd. While the existing wood river trail and the pedestrian 7nderpasses substantially improves bicycle access to various destinations along 75, access remains limited to many roads and areas on west side. It is a shame to miss the opportunity to install a bike path on the west side of 75 during this project.	
2	2/5/2024 22:02	As I have stated in every comment I've made during the life of this project to end two lane traffic into the City of Ketchum undermines all the work you are doing and have done. Please bring SR 75 into Ketchum as a four lane road!	
3	2/6/2024 3:42	Utterly opposed to the I-80'ifying of HWY 75	
4	2/7/2024 23:31	Our county cannot accommodate a large increase in population. Our county does not need a freeway running through the middle of it. Property owners should be the ones to decide if a freeway is necessary, not ITD, and not the commuters who do not own land here. Also, the elk migration pattern will not change unless we remove the elk form our valley... but the car accidents will surely increase	

5	2/8/2024 16:23	I am opposed to this project in its entirety. The negative environmental impacts would be significant. Elk habitat would be destroyed and put the animals at serious risk. Mature beautiful trees will be destroyed. Commuters will be encouraged to use their cars instead of our underutilized public transport system. The Wood River Valley roadways are lovely and should not be destroyed by this overreaching project. The traffic issues should be mitigated through workforce housing development and public transportation. Private land should not be taken away from owners. Keep the Wood River Valley special and stop this project!	
6	2/8/2024 19:34		Will these comments be made public? My guess is no, and for that I am sad.
7	2/8/2024 22:54		Our county does not need a freeway. We cannot accommodate a big increase in population, and the commuters need to change their travel times a bit. Our north/south highway is still fairly beautiful, but it will not be with a five lane freeway
8	2/9/2024 21:46	I encourage ITD to incorporate all practical measures to minimize impacts to wildlife from this project and reduce wildlife-vehicle collisions. I support a 45 mph nighttime speed limit for the whole stretch of Hwy 75 between Hailey and Broadway Run, as well as increased signage and nighttime lighting in known wildlife hot spots.	

9	2/13/2024 2:58	<p>Please, please do not expand the highway north of Hailey to be 5 lanes. There will be exponentially more elk deaths if the highway is widened. People already disregard the reduced nighttime speed, so adding an additional lane on both sides is only going to allow people to go faster, with less visibility as they pass. On top of that, with faster speeds and elk in the road, anyone in a vehicle is in danger of serious injury or death if they do hit an elk.</p> <p>Why is your environmental impact statement from 2008? That is 16 years old!!!! Get some updated information, then propose this again.</p>	
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10	2/13/2024 3:09	<p>Creating a de facto freeway between Bellevue and Ketchum will be deleterious to wildlife of all kinds, and will fail to reduce accidents -- in fact, I am sure there will be more accidents because even without wildlife, faster cars always equals more accidents. As someone who commutes from Hailey to Ketchum five to six days each week for work I am very familiar with the experience and I can tell you that on the days I have to stop for elk crossings it has never cost me more than ten minutes, and usually less than five minutes. It is ridiculous to spoil this beautiful corridor and further endanger the lives of our wildlife because of such a minor delay in people's commutes.</p> <p>In addition Blaine County's Wildlife Data Collection and Potential Highway Mitigation study states that overpasses and fencing are the only means to significantly reduce collisions with large ungulates. Investing in safe crossings for large wildlife will help retain the biological integrity and allure of our valley</p>	<p>This valley is too special to be turned into a suburb! People don't move here so they can drive 65 mph up the Valley. They move here because it is NOT like a busy suburb. Please use some imagination and use the proven wildlife-friendly methods that have been used successfully elsewhere in the West for decades to protect them from vehicles and preserve their ability to move across the Valley.</p>
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11	2/14/2024 21:57	<p>Specific comments:</p> <ul style="list-style-type: none"> - Birch to Kirtley: <ul style="list-style-type: none"> > The absolute first priority though this stretch & extending south to at least the Gannett Rd. Intersection is a pavement replacement or resurfacing! The condition of Hwy. 75 through Bellevue is unacceptable, at best. > Work north of Spruce should be planned to together with the Kirtley to Woodside segment just as development east of the hwy. should be, specifically any intersections, lights, pathway crossings, financing & any sidewalk extension north from Sawtooth Plumbing to Kirtley. > In lieu of unnecessarily extending the eastside sidewalk to Kirtley, the money should be spent connecting sidewalks at Spruce St. & the bus stop to the W.R. Trail System one block to the east. This is a busy pedestrian location. - Gannett Rd Intersection: <ul style="list-style-type: none"> > This is a confusing intersection & thus, a safety concern. Given this, some northbound redesign, not a light, is necessary in the short term. > See below for further comments on this area. 	<p>Further Gannett Intersection Comments:</p> <ul style="list-style-type: none"> > Do traffic studies show that motorists go south at this location? In my observation, they rarely do. Hence the appropriate, existing northbound design. Thus, a light would not seem a near term priority even as further development occurs down Gannett Rd. That growth, I expect, will be largely northbound as well. - Woodside to Fox Acres: <ul style="list-style-type: none"> > The railroad berm where it provides a very valuable noise and visual barrier from the highway should be preserved. - Spruce Way to Zinc Spur: <ul style="list-style-type: none"> > Extend Deer Ck. Rd and cutting-off the north end of Buttercup? Hmm. Maybe, but what is the compelling rationale for that? <p>General Comments:</p> <ul style="list-style-type: none"> - Is there a timing and spending prioritization plan? - how to make the on-line drawings large enough to be legible is unclear or not possible. - is the deadline for comments 2-14 or 2-28? The website is not confusing in this regard.
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12	2/21/2024 21:24		The comments above were submitted by Cassie Phillips, [REDACTED] on behalf of her and husband John Garrison, both residents of Hailey.
13	2/22/2024 21:16	<p>ITD mentioned that wildlife overpasses "would not be feasible" due to "extensive fencing, impacting properties and visual resources."</p> <p>Where can the public find the feasibility assessment/technical report that this conclusion is based on?</p> <p>Where can the public find maps and other spatial data that show where and to what extent fencing would be needed?</p> <p>What landowners were contacted and where can the public find a summary of their comments on this topic/receptivity towards wildlife fencing?</p> <p>Were underpasses considered? Ungulates, especially deer and elk, are willing to utilize underpasses. Please provide whatever analyses exist on this topic.</p>	

#	Date	Comments/Questions	Other
1	2/2/2024 2:50	Put a light at deer creek road with a 4 way intersection, 55MPH speed limit, and 7 lanes of north/south traffic to manage before you put one here.	
2	2/2/2024 5:17	<p>I beg ITD to reconsider this. You're going to change the fabric of this town forever.</p> <p>If the issue is rush hour going north in the morning and south in the evening, implement what Europe does and change the lanes. So there are two going north in the morning, then switch over to two going south in the evening.</p> <p>There is a giant elk population that doesn't need to cross 5 lanes of traffic. That is comically absurd.</p> <p>Please consider how short-sighted this is. In less than 20 years we will have autonomous vehicles and you'll be pulling all the extra asphalt up.</p> <p>Consider that for other than a couple hours per day the extra lanes will be empty.</p> <p>Don't turn our beloved mountain town into Los Angeles!! I beg you.</p> <p>Thank you for your consideration.</p>	

3	2/6/2024 3:32	I oppose widening the highway further between Ketchum and Bellevue. Having extra lanes and extra lights will only worsen bottlenecking and make the drive EVEN MORE dangerous for drivers and wildlife.	
4	2/7/2024 22:54	Why is it necessary to realign Gannett Road? we certainly do not need a sidewalk, we do not need a right hand turn lane northbound, and it is very easy to turn into the subdivision Also, there is no need for a 14-foot median.	
5	2/8/2024 19:00	absolutely no need to widen the highway	
6	2/8/2024 19:02	there is not a problem with the turn into Wood River Meadow Subdivision. A sidewalk on Gannett Road? Who would use it? Gannett Road intersection is just fine as it is. Noone has a problem with this turn.	
7	2/9/2024 23:15	What warrants are being used to justify a new stop light at Gannett Road? I would say that 90% plus of drivers moving northbound on Gannett Road continue northbound on SR-75 and the same is true for the southbound from SR-75 to Gannett Road. With very little traffic moving northbound on SR-75, drivers are able to with out any difficulty turn left to travel southbound on the Gannett Road. Waste of money	

8	2/13/2024 2:44	SH-75 and Gannett Road: I support these proposed changes and appreciate the inclusion of pedestrian infrastructure.	
9	2/13/2024 3:00	I support these proposed changes and appreciate the inclusion of pedestrian infrastructure (sidewalk).	
10	2/21/2024 21:08	We support these changes to the Gannett Rd. intersection.	

#	Date	Comments/Questions	Other
1	2/2/2024 23:51	We are at [REDACTED] My business is Davis Embroidery. Are we going to lose the parallel parking on Main Street in front of our business?	
2	2/6/2024 16:03	What do the large white rectangles with 5', 10', 15', etc represent on the plans. I'm specifically looking at the Birch St to Kirtley St segment. I own property at [REDACTED]	
3	2/7/2024 22:56	Why widen this section when there are stoplights/ And no-one uses the sidewalks!	
4	2/13/2024 2:44	Birch Street to Kirtley Street: I support these proposed changes and am especially supportive of the pedestrian infrastructure.	
5	2/13/2024 3:01	I support these proposed changes and appreciate the inclusion of pedestrian infrastructure (sidewalk connectors and extensions).	

6	2/14/2024 20:15	Provide a bus stop and pedestrian crossing at the Valley Market complex, and link it, via a walkway to the bike path.	
7	2/14/2024 20:19	TYPICAL SECTION A: 2:1 slope is too steep for successful revegetation on such a harsh west-facing exposure. Please reduce it, or better yet, give it a lower and variable natural form.	

#	Date	Comments/Questions	Other
1	2/1/2024 21:13	<p>An acceleration lane/"on ramp" on N-bound HWY 75 allowing vehicles turning from Woodside Blvd to n-bound HWY 75 is needed. Currently AM peak hour traffic volumes on HWY 75 prevent vehicles from turning onto the highway unless there is a green light. A queue on Woodside Blvd forms.</p> <p>Woodside Blvd provides access to northbound HWY 75 for the multitude of light industrial / commercial businesses in the Woodside industrial park. There are dozens of businesses located there currently, with hundreds of employees who start their days there during AM peak hour and then drive company vehicles north to provide services in Hailey and Ketchum. With the annexation of the Oppenheimer property into Hailey it's likely that this light industrial area will expand further south as well.</p> <p>Syringa Mountain School, a K - 8th grade school, is also located at this intersection and there is substantial AM peak hour traffic from parents dropping kids off and headed northbound to work or back home.</p>	
2	2/6/2024 3:34	<p>Completely opposed plans to further widen the highway and making it akin to I-80 with drivers darting between lanes and trying to floor it between lights that otherwise create awful bottlenecks.</p>	

3	2/7/2024 22:58	there is not a traffic problem, so why spend money to make 5 lanes?	
4	2/8/2024 21:27	I live at [REDACTED] in [REDACTED], basically the corner of Spruce and Tendoy. Currently, all the oversalted (mag chloride) water runoff rolls down the hill on Spruce and has been killing our evergreen trees as well as those at the City of Bellevue's municipal water well across the street. Given that ITD is contemplating such major changes, I implore you to please make sure that curb and gutter with drainage into the sewer system is included. If the mag chloride is killing our trees now, it is just a matter of time before it seeps into the drinking water of our well. This is river bottom of the Big Wood river and a huge environmental hazard.	Bellevue has one grocery store. Many residents walk to shop for food. Given that the sidewalk is on two opposite sides of the street on north Main (HWY75) with only a connecting crosswalk, please consider a light at Spruce. I have seen many near misses and pedestrians have been hit in this crosswalk. When the width increases to 5 lanes, it will only serve to increase the speed of traffic and greater chance of people in the crosswalk being hit or killed.
5	2/14/2024 20:34	At the Woodside Blvd, Countryside Blvd, and Fox Acres intersections, add short realignments to the bike path to have its crossings moved to, and incorporated with, the hwy intersections. The current setup is dicey on the path with cars suddenly baring down unexpectedly from a turn lane off the hwy. It will only get worse as the distance shrinks considerably and the numbers increase using both.	

#	Date	Comments/Questions	Other
1	2/7/2024 23:01	there is not a traffic problem on the highway, so why put in 5 lanes and why is there a need to extend the right-turn lane to Countryside Blvd? No one has problems with the highway as it is other than needing a repair it in places.	

#	Date	Comments/Questions	Other
1	2/6/2024 3:35	Please stop making a super highway thru Blaine Country!	
2	2/7/2024 23:02	repair curb and put in a gutter? This is not necessary at all, nor is it necessary to widen the highway to 5 lanes.	
3	2/14/2024 20:40	Move the airport! No, please, really, move it!! Aeronautics is part of your Department.	

#	Date	Comments/Questions	Other
1	2/1/2024 21:17	A longer turn lane to Fox Acres is needed on southbound HWY 75 in order to accommodate both AM and PM traffic. Every single high school student in his valley drives to the high school and the SB turn lane currently bleeds into the travel lane in the morning. In the evenings this same issue occurs as everyone returns home to Woodside after working in downtown Hailey and the north valley all day.	
2	2/10/2024 14:44	At the Fox Acres light, when the south bound dedicated left turn arrow lights permitting traffic to have a protected turn onto Fox Acres road, could you also have a dedicated right turn green arrow for traffic coming from Fox Acres turning north? It would alleviate quite a bit of morning and after school peak traffic loads. Many drivers will not adhere to the state law of right turn on red thus the south bound lane gets a protected green, the north bound traffic lanes still have a red light and inattentive drivers will not proceed from Fox Acres onto SH75 back traffic up to the round about in a matter of seconds during peak traffic times.	The 4 lanes from Hailey to Bellevue Will do wonders for reducing congestion during peak hours. Great job

#	Date	Comments/Questions	Other
1	2/6/2024 3:36AM	Tons of elk and deer in this area and having five lanes will only exacerbate the issue	
2	2/8/2024 11:15PM		Many mature trees lie very close to the road between north of McKercher to Zinc Spur. And berms. And land protected by the Land Trust. And horse property and grazing land. You will destroy much, and for what reason?
3	2/13/2024 2:47AM	I don't live along this section but if I did I would not appreciate faster traffic near my home, which is the obvious intent of adding more lanes. There are also businesses along this stretch and entering and exiting the highway would be even more dangerous. Speeding up the traffic north of the light at McKercher is only going to result in more accidents with elk, causing harm to motorists. I drive from Hailey to Ketchum every day for work. Slowing down for a few miles through this northern reach of Hailey costs me about five minutes a day, and if elk are crossing, never more than ten minutes. It's just not a problem.	Any lane additions should be for public transportation and carpools. Most vehicles during rush hour are single passenger but that could be improved with incentives.

4	2/13/2024 3:11AM	Arrow R. Drive to Spruce Way: I am strongly opposed to the proposal of widening traffic to 5 lanes. Numerous global and national studies show that increasing lane capacity on roadways does not alleviate congestion; rather, it simply provides an expensive and extremely quick fix. Rather than providing new lanes for all users, why not restrict it only to carpoolers or buses? The Wood River Valley has a fantastic free bus system, but it is frequently stuck in traffic. Providing a dedicated lane for buses would be a meaningful investment in reducing congestion.	
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5	2/13/2024 3:13AM	<p>I am vehemently opposed to widening SH-75 to five lanes. Ungulates residing in or migrate through the Wood River Valley like deer, elk, and moose, are hindered by roads, with that hindrance amplifying with wider and busier crossings. As Ben Goldfarb writes in his book, Crossings: How Road Ecology Is Shaping The Future Of Our Planet, “When traffic is light, speeders [deer] race between vehicles... As traffic intensifies, the interval between cars tightens, crossing gets riskier, and collisions increase.” The last thing local wildlife populations need is two more lanes to contend with as they attempt to cross through already fragmented habitat.</p> <p>Furthermore, the 2008 report which ITD itself cited (“Wildlife Data Collection and Potential Highway Mitigation along State Highway 75, Blaine County, Idaho”) clearly states that the only two effective ways to substantially mitigate wildlife collisions is through wildlife overpasses and detection systems. Wildlife crossings are a proven solution.</p>	
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6	2/13/2024 3:24AM	<p>Consider engineered wildlife crossing(s). A blanket rejection of wildlife crossings based on ITD's de minimus experience in eastern Idaho flies in the face of the successful work by the state highway departments in Montana and Wyoming, much of which is currently ongoing. Those states, at least, appear to value wild ungulates. The investments required to design, engineer, and build these crossing systems are defrayed by contributions from multiple funding sources.</p> <p>My comment is partly compelled by ITD's blanket rejection of wildlife crossings as part of the major - and now defunct - re-alignment of U.S. Highways 20/26/93 (the Tomcat Hill Project) in Blaine and Butte counties - where engineered wildlife crossings were rejected out of hand with no persuasive rationale provided other than "they didn't work where we tried them".</p> <p>I will repost this comment in each of the applicable Highway 75 sections where wildlife crossings appear to be concentrated.</p>	
7	2/21/2024 9:13PM	<p>We support the proposed changes to Hwy 75 north of McKercher Blvd. We do not support a roundabout at the McKercher Blvd intersection as reportedly proposed by the Mayor of Hailey. We live in Northridge and would be directly affected by such a proposal. As far as we know it has had no public discussion or environmental review.</p>	

#	Date	Comments/Questions	Other
1	2/1/2024 22:21	Shifting the ROW to the east will end up removing every tree on the east side of SH-75 between Arrow way and Buttercup. The damage to the viewshed is immense.	
2	2/6/2024 3:36	Five lanes is absurd.	
3	2/7/2024 13:29	Where is Environment impact statement? Plus potential for elk/car collision	
4	2/8/2024 23:05	Houses lie very close to the existing road on the west side. WHY WOULD YOU WANT TO PUT A FIVE LANE HIGHWAY there?	
5	2/8/2024 23:17		Landowners should have a vote on this proposal... not commuters from south. My guess is that these comments will not be made public.

6	2/13/2024 2:45	Arrow R. Drive to Spruce Way: I am strongly opposed to the proposal of widening traffic to 5 lanes. Across the country and globe, increasing lane capacity on roadways has not alleviated congestion, simply provided an expensive and extremely quick fix. Numerous studies have proven this to be true. Instead of providing a new lane for all users, why not restrict it only to carpoolers or buses? The Wood River Valley has a fantastic free bus system, but it is frequently stuck in traffic. Providing a dedicated lane for buses would be a meaningful investment in reducing congestion.	
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7 2/13/2024 2:47 Arrow Road to Spruce Way:

Yes, repaving the highway and replacing the curb and gutter is a great idea, but DO NOT MAKE IT 5 LANES!!!!

1. There will be exponentially more elk deaths if the highway is widened. People already disregard the reduced nighttime speed, so adding an additional lane on both sides is only going to allow people to go faster, with less visibility as they pass. On top of that, with faster speeds and elk in the road, anyone in a vehicle is in danger of serious injury or death if they do hit an elk.

2. This will not help with traffic. Every city that I have lived in (Los Angeles, San Francisco, Missoula, Phoenix) that has added lanes in order to reduce traffic has had a brief moment upon completion of construction where the traffic was reduced and then it immediately became just as bad if not worse as it was before. Adding more lanes only welcomes more congestion.

3. Making a 5 lane highway throughout the entire valley will fundamentally change our small town.

8 2/14/2024 23:03 My comment is at Spruce Way to Zinc Spur
What is the point of creating a cul de sac on Buttercup. The road is already there and wouldn't it be advantageous to keep this open as an alternate route especially during an emergency?
It will create more traffic in Hailey to cut this access off for people who live off of Buttercup.
The road will be 2 lanes going North and South so the congestion should be less at this point.

- 9 2/22/2024 5:23 Want to ensure that at Coyote Bluff Drive we can exit across from our street turning left across two or three lanes of traffic. It is already dangerous and traffic goes way too fast that often we turn right onto the main highway and then either use buttercup or take a left on Walnut and then go south. Crossing more lanes sounds harder. However when we are on the main highway coming south, if we want to turn left into Coyote Bluff Drive there is no real central island today. It is very dangerous with no center lane to turn.
- We are concerned about increased traffic noise with more lanes. Especially in the summer when we spend more time outside and windows and doors are open.
- We are also concerned for the elk which live close by and are always crossing the highway near us. They need to be protected.

#	Date	Comments/Questions	Other
1	2/2/2024 2:36	<p>I am not sure what ITD is thinking that they can get away with no traffic light at Deer Creek Road. There is absolutely no way a driver can safely make a left turn from deer creek road going north in this design. They will have to contend with 3 lanes of southbound traffic going 55MPH while also hunting for a break in the northbound traffic, with no shared lane or acceleration lane if the pull out is misjudged! Not to mention the new traffic coming from the Deer Creek road extension.</p> <p>There has to be a traffic light, or at a minimum an acceleration lane so drivers can safely merge with northbound traffic.</p>	<p>If you think about it, the configuration is a lot like how the Ohio Gulch intersection was set up before they realized that an acceleration lane is needed when turning left from Ohio Gulch Road. And that original configuration was a disaster and ITD had to make an emergency redesign at that intersection.</p>

2	2/2/2024 2:48	<p>With so many elk on this stretch of highway, there needs to be a mitigation solution to prevent all the vehicle vs elk crashes.</p> <p>I understand an overpass or underpass wont work because of all the ingress/egress points, so I would suggest either dark sky compliant lighting, or better yet a Roadside Animal Detection System to alert drivers that animals are on the roadway. These have been around for a long time and with new technologies like machine vision, there should be some better systems out there than systems outlined in this FHA Article: https://highways.dot.gov/public-roads/septoct-2009/advances-wildlife-crossing-technologies</p> <p>Recent Utah System: https://kslnewsradio.com/2004782/new-deer-crossing-technology-will-alert-drivers-when-wildlife-is-nearby/</p>	
3	2/2/2024 2:54	<p>There are a lot of homes between Hailey and Zinc Spur which are adjacent to the highway. Please ensure that the West side of the highway remains safe for homeowners where trees lost does not result in out of control vehicles launching off berms into peoples homes and yards. If berms are cut into or a significant number of trees removed consider retaining walls for crash protection for property owners.</p>	
4	2/2/2024 20:07	<p>The plan to extend Deer Creek Road across 75 to Buttercup, and to terminate Buttercup in a cul de sac rather than have it continue through to 75 as it does now, seems unnecessary and unwise. If the concern is about motorists speeding as they use Buttercup as an alternative to the highway, better to enforce the speed limit than drastically reroute local traffic.</p>	

5	2/3/2024 0:32	Why the Deer Creek Road extension??	
6	2/4/2024 18:35	<p>Currently, bicycle access to deer creek road from east side of 75, including wood river trail is difficult and dangerous. Extending deer Creek road and the pedestrian underpass would improve this. On the current map, it isn't clear if the pedestrian path would extend to deer creek road on west side of 75 or only to the bus stop. It should extend to deer creek road.</p> <p>I assume all the pedestrian underpasses would also accommodate bicycle traffic. If not, they should.</p>	

7	2/4/2024 19:37	<p>Segment: Spruce Way to Deer Creek Road</p> <p>There is a high point in highway 75 at about the site of the pedestrian underpass that limits the sight distance from Spruce Way looking north and from Deer Creek Road looking south. Eliminating this high point so that there is a clear view from the Spruce Way intersection to the Deer Creek Rd intersection will increase the reaction time available for traffic entering and exiting the HW 75 which should improve safety. Will this improvement be considered?</p> <p>The planned bike path from the underpass goes north parallel to HW 75 ending at the bus stop shelter. A bike path is also needed connecting the proposed path to Buttercup Rd & BCRD trail to the East. The current plan shows a sidewalk about half the width of a bike path on the south side of the Deer Creek Rd extension. Will ITD consider widening this sidewalk to safely allow both bike and pedestrian traffic to use this safely?</p> <p>chas mangham [REDACTED] [REDACTED]</p>	
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8	2/5/2024 15:18	<p>Arrow R to Spruce Road</p> <p>We're pleased the alignment of Arrow R to Spruce Road has been shifted east, lessening impacts on many homes and improving a problematic curve. We have advocated for this since the initial DEIS was underway, and believe the currently proposed alignment is both the optimal design solution, as well as being consistent with the proposed action analyses in the EIS.</p> <p>The EIS committed to a reduced speed of 45 mph, day and night, through this and other similar sections to both minimize noise impacts and reduce wildlife impacts. We would also add that a speed reduction in this stretch seems necessary to calm traffic enough to safely utilize the center turn lane in this congested area.</p> <p>From the Arrow R Road to the north access of Treasure Lane is less than a quarter mile. There are five points of ingress onto Highway 75 in this section. It is already difficult to utilize the center turn lane, with oncoming traffic simultaneously turning in to use it.</p>	<p>Spruce Way to Zinc Spur</p> <p>The Spruce Way to Zinc Spur segment includes a proposal to extend Deer Creek Road to Buttercup, without a stop light at the Highway 75 intersection. Currently, entering the highway from Deer Creek to travel north is hazardous due to limited line of sight looking south. There's a slight rise to the south that blocks the view of north bound traffic traveling 60 mph. Adding more traffic into that intersection, without a light, wouldn't be workable. It's difficult to safely use as is.</p>
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9	2/5/2024 18:32	<p>Hello,</p> <p>My name is Ryan Kyle and I own the property/house at [REDACTED]. My property goes to the highway. I would like to offer my thoughts on the highway upgrade. First of all, I am in support of highway improvements! We really need 5+ lanes of traffic from southside of Bellevue to north of Ketchum! (And really from Twin Falls north) That being said, I have some major concerns.</p> <p>1. Where is the traffic light at Deer Creek if you plan on moving Buttercup to intersect with Deer Creek? Can you imagine what it will be like to try to turn left from Deer Creek? We have to cross 2 (maybe 3 without a stoplight) lanes of traffic going south and "hope" we get into the first lane of traffic going north. Where is the center lane? This will be almost impossible and also very dangerous without a stop light.</p> <p>2. I do NOT support the move and dead end of Buttercup road!!! Why is this even proposed? (next page)</p>	<p>Please let it remain an outlet to 75 where it currently is! I also think this would mean you do not really need a traffic light at Deer Creek, just 5+ lanes.</p> <p>3. Construction for 75 widening needs to be on the east side so it does NOT impact my property line. There is so much more vacant land on the east side of the highway, that is what needs developed. If my property line is impacted, I would also like to know what compensation I will receive.</p> <p>4. Are curbs and gutters really necessary on the highway? To me it seems like a huge waste of money.</p> <p>5. Keep the plan simple!!! All we really need is 5+ lanes from Bellevue to Ketchum and some bus stops. Nothing changed on Buttercup. Also, there are some pedestrian underpasses proposed, will this be for wildlife as well? If not, it needs to be! Lastly, I know this isn't part of this project, but all this is for nothing if you don't have 4 lanes coming into and out of Ketchum in the very near future.</p> <p>[REDACTED]</p>
10	2/5/2024 21:56	<p>As a resident of Deer Creek, I applaud the addition of an underpass and bus stops.</p> <p>I do question closing Buttercup at SH 7</p>	
11	2/5/2024 21:58	<p>I question the closing of Buttercup at SH 75 as it gives users another route into Hailey.</p>	

12	2/6/2024 3:37	Deer Creek does not need an underpass. Stop wasting funds and stealing people's property whilst making highway 75 through Blaine County a freeway with lights.	
13	2/6/2024 16:12	I live off of Deer Creek and I think this plan is good. Love connecting Deer Creek to the bike path and creating bus access. This is of course a big wilderness corridor so I think it's important to keep speed limits low in this area.	
14	2/7/2024 13:30	Potential for more accidents including elk car collisions	
15	2/8/2024 0:02	This highway should not be widened to become a five lane freeway for commuters. Deer Creek Road does NOT need a bus stop or an underpass!!! To the east of this section of road is a subdivision area under a legal battle that will continue for years. No one will be building on the land. Why on earth would ITD plan for a bus stop, a pedestrian underpass, or an extension of Deer Creek to Buttercup? This makes NO SENSE. Pedestrians would not cross the highway here. Plus, the elk migration pattern is very evident along this area. Put 5 lanes in and kill more elk and take away the west side that is under conservation easement??	

16	2/8/2024 19:13	Do not widen this highway. This is where the elk population cross. This is where the west side to the highway is so beautiful, with a lot of protected land and farms. Add bus stop at Deer Creek Road? Why on earth have a bus stop there? Also, what on earth is wrong with the Buttercup road? Deer Creek road should not replace the Buttercup turnoff.	
17	2/8/2024 23:09	DO NOT widen this highway! This is where elk migrate year around. Faster driving in 4 lanes will kill elk and people.	
18	2/8/2024 23:12	A bus stop at Deer Creek? Extending Deer Creek east to Buttercup? This is a bad idea. And an underpass? No one walks or rides east at that crossing because the other side is private property for sale as a development. And there is a house at the corner of Deer Creek Road that would be ruined, not to mention their septic system.	

19	2/9/2024 22:35	<p>Location: 500' north of Spruce Way, 400' south of Deer Creek Road and 50' west of Hwy 75. I took sound level measurements with the NIOSH SLM on 10/5/2023 about 8pm (non-rush hour traffic). The usual industrial measurements taken at ear level were not concerning: LAeq= 40 dB, LC peak 64 dB during a short recording time of 15 sec with no visible traffic. However, the instantaneous level during traffic were potentially concerning: passenger cars 70-75 dBA, pickup trucks 85-95 dBA, and large trucks 105-115 dBA. Qualitatively, most of the noise from all of these vehicles was generated by tires rolling on the highway at about the posted speed limit.</p> <p>My questions: Has ITD considered using low-noise highway covering to reduce the impact of noise on humans and animals? Will ITD make periodic assessments of highway noise to protect inhabited areas from the adverse effects of noise such as hearing loss, and systemic effects such as hypertension with walls?</p> <p>chas mangham [REDACTED]</p>	
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20	2/11/2024 16:25	All the comments below pertain to the segment from Deer Creek Road to Cottonwood concerns regarding: Safety/Barriers, Exposure-Privacy/Barriers,Light/Barriers and dark sky,Noise/Sound Barriers, At this time there is no traffic light at DC. could a round-a-bout be an option. decrease the speed limit in this area. backyards will be less than 80 to 90 feet from the road. decrease the speed limit in this area. when turning north from deer creek onto 75 the hill prevents clear views. What type of barriers between road and property lines. Ditch water overflow? Trees and Tree replacement, association water lines and relocation. Will ITD provide compensation for landscaping design and landscaping to help mitigate lights, noise and cars landing in backyards from accidents? Wildlife corridor? Maintain the beauty and the privacy for the homes and association affected by the expansion.	Landscaping around the bus stops and trees to block lights and exposure to family backyards, private spaces and views into homes.
21	2/12/2024 21:15	I live on [REDACTED] Have a concern about crossing 75 to go north across 4 lanes of traffic moving 55mph. Is there a consideration for a traffic light at the intersection. There will be more traffic as Buttercup will have its current entrance to ID75 closed. Will the speed limit be reduced?	
22	2/13/2024 2:38	I appreciate the pedestrian underpass at Deer Creek Road, but the number of pedestrians needing to cross there compared to the number of elk crossing twice a day much of the year is miniscule. Wyoming has embraced wildlife overpasses in challenging places with success. Of all the places we could truly make a difference for our wildlife and preserving the natural values of our valley, this is one of the most important.	

23	2/13/2024 2:46	<p>Zinc Spur Rd to Ohio Gulch Rd: I am strongly opposed to the proposal of widening traffic to 5 lanes for the reasons stated above. Furthermore, there needs to be further consideration of the feasibility of wildlife overpasses. These are a proven strategy in other parts of the country, including neighboring states of Montana and Wyoming. While I appreciate the investment in pedestrian underpasses throughout the proposal, there are likely many more animals who cross I-75 than pedestrians attempting to cross underneath it.</p> <p>Additionally, adding increase lane capacity will not reduce congestion. Please consider investing in other infrastructure to reduce congestion, such as bus-only or carpooling lanes.</p>	
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24	2/13/2024 2:48	<p>Spruce Way to Zinc Spur</p> <p>Yes, repaving the highway and replacing the curb and gutter is a great idea, but DO NOT MAKE IT 5 LANES!!!!</p> <p>1. There will be exponentially more elk deaths if the highway is widened. People already disregard the reduced nighttime speed, so adding an additional lane on both sides is only going to allow people to go faster, with less visibility as they pass. On top of that, with faster speeds and elk in the road, anyone in a vehicle is in danger of serious injury or death if they do hit an elk.</p> <p>2. This will not help with traffic. Every city that I have lived in (Los Angeles, San Francisco, Missoula, Phoenix) that has added lanes in order to reduce traffic has had a brief moment upon completion of construction where the traffic was reduced and then it immediately became just as bad if not worse as it was before. Adding more lanes only welcomes more congestion.</p> <p>3. Making a 5 lane highway throughout the entire valley will fundamentally change our small town.</p>	
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25	2/13/2024 3:15	<p>Zinc Spur Rd to Ohio Gulch Rd: I am very opposed to the proposal of widening traffic to 5 lanes. There needs to be further consideration of the feasibility of wildlife overpasses. These are a proven strategy in other parts of the country, including our neighboring states of Montana and Wyoming. While I appreciate the investment in pedestrian underpasses throughout the proposal, there are likely many more animals who cross I-75 than pedestrians attempting to cross underneath it.</p> <p>New lanes will not reduce congestion. Many studies have shown that this to be true. Please invest in other congestion reducing infrastructure that is proven, such as bus only and carpool only lanes.</p>	
26	2/13/2024 3:18	<p>Ohio Gulch Road to River Bend Lane: I am vehemently opposed to the proposal of widening traffic to five lanes. Not only does widening roads have no impact on congestion (shown in many studies across our country and globally), it detrimentally impacts wildlife's ability to safely cross. Even if you don't care about wildlife, you should care about the financial cost of wildlife-vehicle collisions. Wildlife crossings are proven to be effective at mitigating this and there are now countless examples in the United States, Canada, and European countries to this effect.</p>	

27	2/13/2024 3:26	<p>Consider engineered wildlife crossing(s). A blanket rejection of wildlife crossings based on ITD's de minimus experience in eastern Idaho flies in the face of the successful work by the state highway departments in Montana and Wyoming, much of which is currently ongoing. Those states, at least, appear to value wild ungulates. The investments required to design, engineer, and build these crossing systems are defrayed by contributions from multiple funding sources.</p> <p>My comment is partly compelled by ITD's blanket rejection of wildlife crossings as part of the major - and now defunct - re-alignment of U.S. Highways 20/26/93 (the Tomcat Hill Project) in Blaine and Butte counties - where engineered wildlife crossings were rejected out of hand with no persuasive rationale provided other than "they didn't work where we tried them".</p> <p>I will repost this comment in each of the applicable Highway 75 sections where wildlife crossings appear to be concentrated.</p>	
28	2/14/2024 14:45	<p>If the Deer Creek to ButterCup extension is done (which I think is a really great idea and plan), there would need to be a traffic light added at the intersection since left hand turning off of SH75 onto ButterCup is already congested during afternoon/evening rush hour and turning left onto SH75 from Deer Creek during the same time is nearly impossible.</p>	

29	2/14/2024 16:24	<p>I think removing the northern connection of buttercup road to HWY75 would be a big mistake and will add to early morning and afternoon congestion. Lots of commuters use buttercup instead of the highway. Relocating the connection will inevitably force more motorists onto the highway or to stay on the highway going south, which will cause significant backlog during rush hour when people get to or leave North Hailey. Also, Buttercup road is essentially the only emergency detour available for HWY75. Moving the only connection point between these 2 routes further south will make this emergency bypass less effective and increase the likelihood of accident congestion in the areas to the north . Has an alternative been explored where the north buttercup connection is maintained without including the bus stops and pedestrian underpass? Why not do those improvements at deer creek as proposed, and maintain the northern connection as well? Aligning buttercup w/ Zinc spur seems feasible.</p>	
30	2/14/2024 17:13	<p>It would be prudent to develop a wildlife crossing with the intersection at Deer Creek.</p>	

31	2/14/2024 18:17	As a resident of the north side of Deer Creek Road, we would like to comment on the proposed design for SH-75 (Spruce Way to Zinc Spur), specifically the intersection of Deer Creek Road and SH-75. Currently there is a two-way median lane to turn left into, when turning left from Deer Creek Road to travel east on SH-75. In snowy conditions and during peak period conditions, it is difficult to make left turn movements across one lane of traffic. Without a traffic signal or a two-way median lane to turn into and with the additional lanes with the widened SH-75 roadway, we are concerned about potential safety issues associated with this left turn movement onto eastbound SH-75, especially in the snow. This safety concern is further exasperated by the proposed extension of Deer Creek Road to Buttercup Road which will increase traffic volumes at the subject intersection. In light of these concerns, we request your consideration of providing a traffic signal at Deer Creek Road/SR-75.	We also request that you provide existing and projected average daily traffic volumes and AM/PM peak volumes along with a Manual of Uniform Traffic Control Devices (MUTCD) traffic signal warrant analysis. Should a traffic signal not meet the signal warrants, we request a median lane similar to the existing condition to allow a safer merge into traffic.
32	2/14/2024 18:57	As a resident of Deer Creek Road I am worried about the proposed changes to its intersection with highway 75. I understand changes need to be made in preparation for future traffic increases, but those need to prioritize safety. The plan doesn't currently have a traffic light at this intersection. I think this will pose a significant hazard to anyone turning left onto 75. I understand there are not that many houses in this area, but it gets a lot of recreation traffic. It is hard for me to imagine IDT not budgeting for a light at this intersection on a project this big. Someones life is with more than the cost of installing a traffic light.	Just an afterthought. I know space is tight, and I am not a traffic planner, but would a roundabout work here? I don't know if it would be more cost effective than a light, but it might help people also follow a 45 mph speed limit. I know it is not followed by many people now.

33	2/14/2024 21:14	<p>Spruce Way to Zinc Spur: For your effects analysis.</p> <p>The concept changes for the segment, including the new connection of Buttercup Road, could potentially have profound influence on the safety of both motorists and wildlife. Currently I (and many, many others like me) take Buttercup in order to avoid "elk ally". By moving the connection to deep inside the "ally" you change these motivations, and consequently the proportions choosing each route, and certainly the number of potential 'encounters' of vehicle vs animal. This combines with more lanes to 'target' animals, as well as lengthy retaining and security walls to trap their escape. It all points to a substantial increase in the risks to wildlife (and certainly not "minimize" as you contend). Please demonstrate otherwise.</p>	
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34	2/14/2024 22:40	<p>My name is Bart Rinker. I am the Trustee of the 2020 Harry S. Rinker Separate Property Trust, which is an undivided 50% owner of Peregrine Ranch located north of Hailey Idaho and the to the east of SH 75. Peregrine Ranch will be directly impacted by the project widening of SH 75. The January 30th open house identified proposed changes from the original EIS. Of particular concern is the modified alignment. The original EIS directed right of way (ROW) acquisitions from both sides of SH 75, which equally impacts properties. The newly proposed alignment would disproportionately burden the eastern properties with ROW takings, which comprise the largest parcels, such as Peregrine Ranch. Not only is this new approach unnecessarily punitive to large landowners, but also the results of this shift to the east will have extremely negative impacts upon Peregrine Ranch, including, among other things:</p>	<ul style="list-style-type: none"> • The widening to the east would necessitate the removal of the existing berm, mature trees, landscaping, and irrigation system. • The widening to the east would substantially diminish the usable land area. • The widening to the east would necessitate creating a cul-de-sac at the north end of Buttercup and a crossing at Deer Creek to the west, which will unnecessarily bisect Peregrine Ranch. By contrast, the Final 2008 EIS provides for merely installing traffic controls at the existing intersection. <p>It is especially concerning that substantial and significant changes to the Final 2008 EIS are being proposed without public hearings, public disclosure of evidence supporting the proposed changes, or adequate consideration of the increased costs, environmental impacts, and inequitable burden on Peregrine Ranch that would be caused by the proposed changes. There is simply no justification for changing the Final 2008 EIS. Therefore, I strongly oppose the proposed changes.</p>
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35	2/20/2024 17:03	<p>Please do not reroute traffic thru Deer creek. If the intersection at the end of Buttercup is not safe or sufficient - work on that. There is a significant amount of traffic which flows north to enter SH 75 above Hailey (to miss lights, traffic, higher speed limit then Hailey proper). To route all that traffic thru a residential area of Deer Creek is not an appropriate choice, it is not safe and will not be adequate. Additionally traffic flow planning which looks at Buttercup as an alternative to SH75 is also misplaced. Again this is an residential area and traffic more appropriately should be encouraged down on SH75 not the reverse. Driveways, streets leading from small neighborhoods all empty down onto Buttercup. At times, particularly during commuting hours, is already difficult to cross and enter Buttercup. Please rethink these plans.</p>	
36	2/21/2024 19:46	<p>Zinc Spur / Buttercup intersection: Any reason why you can't purchase property south of current Buttercup / SH 75 connection to stack cars entering and exiting onto the highway ? Thereby preserving the major stretch of Buttercup to Hailey.? Do we need to purchase land thru Rinkers property for a new Buttercup connection...use the money to preserve a valuable secondary access to Hailey and avoid cutting thru the bike path, and maintain our "quiet" access south. Thank you, Steven Job, East Fork Canyon</p>	
37	2/21/2024 21:18	<p>The Deer Creek road extension to connect to Buttercup (and Buttercup's closure) seems like a reasonable proposal. We would want research-based assurances, however, that it would not have an adverse effect on elk and especially not increase vehicle-wildlife accidents.</p>	

38	2/21/2024 22:49	While I support the Deer Creek connection for both pedestrians and Vehicles, I oppose the plan to have Buttercup Road end at a cul-de-sac before SH-75. Your analysis shows that Buttercup is an important axillary route. And I know that to be true. Why would you shorter length of road that provides the option to divert? You give no rationale. Fire emergency evacuations. Accidents closing the highway. Traffics back-up is eased with the use of Buttercup.	
39	2/22/2024 5:18	I strongly oppose closing the existing Buttercup ingress/egress to HWY 75. I also oppose the proposed new road through Peregrine Ranch to Deer Creek.	

40	2/22/2024 5:30	<p>Buttercup Road/Zinc Spur intersection..</p> <p>I support keeping the present location of the northern access to Buttercup Road across from Zinc Spur. Wildlife along the highway becomes a serious issue just south of Zinc Spur. I find Buttercup to be safer choice because at night I can slow down and have a better chance of seeing wildlife.</p> <p>Buttercup also provides a much needed alternate route in the event of accidents on Hwy 75.</p> <p>The idea of changing Buttttercup so that it will be cutting through a future residential neighborhood also sounds like a bad idea.</p> <p>The present location of the north access to Buttercup Road is straight forward and efficient. Surely highway designers can come up with a way to keep the Buttercup/Zinc Spur/Hwy 75 intersection in its present location.</p>	
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41	2/23/2024 2:08	<p>I am commenting on Spruce Way to Zinc Spur. As a 30+ year resident of Deer Creek, I want to express my concerns about the five lane expansion in this particular section of the highway. With multiple residences a need for pedestrian crossings all along the highway to Ketchum, Hwy 75 is not a freeway but rather a boulevard that requires multiple stop lights along the way and slower speed limits, not faster. A three lane option, one south bound, one northbound with turn out lanes, should suffice here. As part of the boulevard, Deer Creek Road should have a stop light as well. Just south of Deer Creek at Northridge should also have a stoplight. In addition, the area between Treasure Lane and Deer Creek Road is a very high elk and deer migration area which needs a high/extreme level of monitoring in addition to wildlife access across the highway.</p>	<p>Five lanes at this juncture will make crossing very difficult for wild life and will lead to more accidents and potential fatalities. Monitoring should include multiple types of signage, flashing lights and infra red light detectors in this area specifically(Running along Perigrine Ranch). Spruce Way should be closed permanently with a cul de sac. This road was originally built for construction purposes when the small subdivision was built many decades ago. Even with a proposed turn out lane, Spruce Way is a dangerous use option due to low visibility going north and low visibility for south bound vehicles as well. There have been multiple accidents and two fatalities at this particular intersection. It is not a safe intersection in any way and is unnecessary as such for the Deer Creek area.</p>
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42	2/27/2024 21:40	<p>Segment 8 and Segment 9</p> <p>“Need: Pedestrians and bicyclists need safe access across SH-75”. I agree with the need; however I’m not supportive of the approach. There is very little pedestrian traffic crossing SH-57 in the area proposed (Deer Creek Road and Buttercup). As a traffic signal is being installed at Ohio Gulch and SH-75 pedestrians and bikers could cross safely at Ohio Gulch. This option would reduce cost and eliminate unnecessary infrastructure.</p> <p>There is an elk crossing in the vicinity of Deer Creek Road. Putting an intersection there, and widening the highway along that corridor, would be disastrous to elk. I cannot support any expansion of infrastructure along that corridor. This is a known crossing for elk who would not likely be convinced to cross elsewhere. A disruption to their routine crossing would also likely impact where they would or could winter.</p>	<p>Segment 8 and Segment 9</p> <p>Deer Creek Road will be extended across farm land to connect to Buttercup Road. North of that intersection will be a cul de sac with no access to SH-75. So one ingress/egress from Buttercup to SH-75 is closed, and a bit further south a new ingress/egress to SH-75 is created. This is net-net no improvement. If Buttercup intersection to SH-75 is not adequate, then make improvements at that location. Don’t add more infrastructure, new rights of way, etc. when an option already exists.</p> <p>The Idaho Transportation Department has a large infrastructure to maintain, and numerous complex projects underway. There is no reason to add complexity to the SH-75 Bellevue to Broadway Run project, when reducing complexity benefits the neighborhoods, pedestrians, wildlife and farmland.</p>
43	2/29/2024 4:04	<p>There is absolutely no reason to widen the highway. The congestion on the highway (which isn’t bad) is only due to the bottlenecking entering both Hailey and Ketchum also at the East Fork light. Widening the highway will only worsen these bottlenecks. Widening the highway will increase wildlife collisions, increase the amount of salt in our drinking water and rivers, the increased lanes will obviously increase the noise. Also, ITD can’t seem to maintain the current highway, who is going to pay for the increased lanes maintenance? What about adding only an HOV lane.</p>	

44	2/29/2024 4:30	<p>A frustration with this project is the segmented tactics of ITD. A perfect example of this deceptive approach is the nonsense of asking for comments on sections. The project in any drivers mind is Timmerman thru Ketchum. The convenience issue needing to be resolved is the mergers created by ITD from earlier expansions 10ish years ago resulting in backed up traffic. Now this proposal moves those same zipper mergers to Bellevue and the entrance of Ketchum. ITD has no appreciation of balancing community values like clean water and air, wildlife protection, pedestrian safety, public transit, property value depreciation, displacement of old homes and the historic value of Hwy 75 Scenic Corridor. ITD's goals are simply to maintain 55mph (even when the average driver does not drive 55mph 24/7/365), plan for an exaggerated growth model and spend the money received. It's hard not to view this as a partisan beat down from Boise. Also, I've never rcvd a response to questions over the last year+.</p>	
45	2/29/2024 5:31	<p>This project is a massive waste of money for 2 hours of traffic each day. the data ITD is using is flawed and does not match the past, present, or future trajectories of our valley's traffic.</p>	<p>put a passenger train back in get rid of most of the commuting vehicles. we should be leading this country, and take a proven European approach rather than continue to use the standard ever expanding highway model the US continues to waste money on.</p>

#	Date	Comments/Questions	Other
1	2/1/2024 22:27	The pedestrian underpasses seem like a huge waste of money. There is no pedestrian traffic. Why not install a crosswalk??	
2	2/7/2024 13:31	More potential for horrible accidents including elk/ car collisions	
3	2/7/2024 23:53	Do not widen our highway to 5 lanes. Making a bus stop at Ohio Gulch is a joke as there are very few residents along this portion. And there is no need for a park and ride station here. Also, a pedestrian underpass? There are not enough people in the section of the road to need an underpass!	
4	2/8/2024 19:10	Do not widen the highway. Ohio Gulch does not need a bus stop! And a park and ride station should only be in Hailey.	
5	2/9/2024 23:18	Buttercup Road to Ohio Gulch: With such limited ingress and egress from SR-75 in this section, why five lanes?	

6	2/13/2024 2:49	<p>Zinc Spur to Ohio Gulch</p> <p>Yes, repaving the highway and replacing the curb and gutter is a great idea. Also, it is already 5 lanes in that stretch so why is widening to 5 lanes part of your proposal?</p> <p>Great, add a pedestrian underpass. What about a wildlife overpass? The elk are dying needlessly, and people are injured and can die from vehicle collisions with elk. Do something about it!</p>	
7	2/13/2024 2:49	<p>Ohio Gulch Road to River Bend Lane: I am strongly opposed to the proposal of widening traffic to 5 lanes for the reasons stated above. Furthermore, there needs to be further consideration of the feasibility of wildlife overpasses. These are a proven strategy in other parts of the country, including neighboring states of Montana and Wyoming. While I appreciate the investment in pedestrian underpasses throughout the proposal, there are likely many more animals who cross I-75 than pedestrians attempting to cross underneath it.</p> <p>Additionally, new lanes will not reduce congestion. Numerous studies have shown that this to be true. Instead, please consider investing in other congestion reducing infrastructure that is proven, such as bus only and carpool only lanes.</p>	

8	2/13/2024 3:46	<p>Consider engineered wildlife crossing(s). A blanket rejection of wildlife crossings based on ITD's de minimus experience in eastern Idaho flies in the face of the successful work by the state highway departments in Montana and Wyoming, much of which is currently ongoing. Those states, at least, appear to value wild ungulates. The investments required to design, engineer, and build these crossing systems are defrayed by contributions from multiple funding sources.</p> <p>My comment is partly compelled by ITD's blanket rejection of wildlife crossings as part of the major - and now defunct - re-alignment of U.S. Highways 20/26/93 (the Tomcat Hill Project) in Blaine and Butte counties - where engineered wildlife crossings were rejected out of hand with no persuasive rationale provided other than "they didn't work where we tried them".</p> <p>I will repost this comment in each of the applicable Highway 75 sections where wildlife crossings appear to be concentrated.</p>	<p>I note that the public navigation tools for this Project site are defective. The site takes me to the Bellevue to Broadway Run segment -- ONLY -- and not to OTHER segments I select for comment. MY COMMENT ABOVE IS APPLICABLE TO SEGMENTS 7 TO 13, that is, FROM MCKERCHER BLVD NORTH TO THE BROADWAY RUN INTERSECTION.</p> <p>The extent of Highway 75, so commented, is based on 25 years of observation of large ungulate presence, behavior and mortality.</p>
9	2/14/2024 21:23	<p>Zinc Spur Rd to Ohio Gluch Rd: why a Park-n-ride at Ohio Gulch? Whom is it intended to serve? A more logical location would be at Deer Creek or even the Buttercup cul de sac, either of which could serve and streams of commuters traveling Buttercup.</p>	

10	2/14/2024 21:41	Zinc Spur Rd to Ohio Gluch Rd and elsewhere: I do not understand or support the need for the substantial added disturbance and massive expense of installing underpasses at the major intersections. Surely crosswalks can be designed and constructed that will provide nearly the same level of pedestrian safety at a fraction of the cost and impact. In fact, probably safer since, where the currently exist, I occasionally see folks run across the highway presumably rather than take the lengthy route down and under. Please explore other approaches.	
11	2/21/2024 21:21	We support these proposals, especially the addition of a light at Ohio Gulch Road. This is a very dangerous intersection and an additional light is essential.	

12	2/23/2024 14:57	<p>I see no need for the number of underpasses. Since there is a light at Ohio Gulch, there is clearly no need for an underpass there. Has any study been done of the number of people who will use the busses at that intersection. I doubt many people from the Valley Club, Heatherlands and Starweather will cross the road and those that do can safely cross with the stop light. Also, I have seen that the underpass at East Fork, which is used to access the BLM land a Greenhorn in the summer is not even plowed and usable in the winter. The underpass proposal is a total waste of money and if funded by Mt. Rides, the money should be used for buying electric buses. At the very least, once the light is installed a new study of usage and estimates with a bus stop should be conducted before an underpass is built. I also have ridden the bus from Hailey north in the summer and I see very few people getting on the bus mid-valley at East Fork, where there is a park and ride lot.</p>	<p>I also have ridden the bus from Hailey north in the summer and I see very few people getting on the bus mid-valley at East Fork, where there is a park and ride lot. Also, I have observed the few people who cross the road on foot primarily use the light and do not use the underpass. Bikers are the ones who use the underpass to access the mountain biking out Greenhorn. Since there is no BLM land accessible on the West side of the highway at Ohio Gulch, there is no need for bikers to use an underpass there. The BLM land is to the East and accessible from the bike path. While I am in favor of an additional bus stop at Ohio Gulch, I honestly believe it will be used as little as the one at East Fork, which means there is no need to spend money on another little-used underpass.</p>
13	2/29/2024 4:13	<p>Widening the highway makes absolutely no sense. The only congestion on the highway are at the bottlenecks of entering Ketchum, Hailey and at the East Fork light. Widening the highway would only worsen these bottlenecks. Expanding the highway will increase wildlife collisions, increase the salt in our drinking water and rivers. Increase the noise of homes adjacent to the highway (significantly decreasing home values). ITD can't seem to maintain the current highway to safe road surface standards. What's the plan when the highway turns into a freeway? We live in the mountains, not Boise. We don't want a freeway running through our valley!!!!</p>	

14	2/29/2024 4:29	Noise is going to increase without a doubt. The future increase in traffic numbers for this entire project are not realistic. Widening the highway only part way and not into ketchum Will only exacerbate the traffic problem. More lanes , more salt. You are going to poison our wells. There needs to be safe pedestrian access from zinc spur.	
15	2/29/2024 4:42	As a resident with property adjoining the west side of Hwy 75 in the Zinc Spur area I'm concerned about the negative impacts of the entire project. Where are we placing our values by putting in a five-lane highway through a significant portion of our valley? It seems to me, the very reason we created the Sawtooth Scenic Byway, and Scenic Highway Overlay District was to protect our "intrinsic qualities" that a five-lane highway is the exact antithesis of! I'm very concerned about the proposed plan due to how much more road debris, & salt that that would drain onto our property and into our drinking water(our well is 25' deep, 60' from hwy), and will also increase harmful road dust, affecting our natural habitat, streams and rivers. Increased noise is also a concern. Adding more lanes isn't going to help traffic's flow, because the slowdowns & congestion are where we have a reduction in speed from 55mph to 25mph and/or enter one lane sections of road and need to merge/zipper together.	I'm shocked that when the data from recent studies on the negative effects from roads/highways to our health and the environment, like the one led by Mrs. Bell at the Yale School of Forestry & Environmental Studies(Linked), paired with the data showing that highway expansion does not reduce congestion(Linked), and only leads to induced demand, why are we still continuing to expand our highways as a first and only way to proceed, without considering other options that would help reduce traffic and insure better practices for our health, future generations quality of life, and the environment going forward? I urge you to read these, and I'm sure there are many others out there, that speak to where we should be headed for a brighter, healthier future. Please reconsider 5 lanes as the best option. https://environment-review.yale.edu/another-one-bites-road-dust-study-shows-consequences-particulate-matter-0 https://www.governing.com/now/why-the-concept-of-induced-demand-is-a-hard-sell

16	2/29/2024 5:23	I think a question we should be asking ourselves as a community is whether this is something we want, or is this a project ITD is pushing down upon us? The reason we created the Sawtooth Scenic Byway, and Scenic Highway Overlay District was to protect our "intrinsic qualities" that a five-lane highway is the exact antithesis of! Adding more lanes in the proposed areas isn't going to help traffic's flow, because the slowdowns & congestion are where we have a reduction in speed from 55mph to 25mph and/or enter one lane sections of road and need to merge/zipper together. ITD has already added 5 lanes to a portion of the valley (Greenhorn to Broadway Run) and all it has accomplished is increased speeds through an animal corridor with traffic bottlenecks at each end of the "improved" portion of road.	I am surprised this project and all of its individual segments, is even being considered with the current road conditions throughout the state of Idaho. ITD should be ashamed of the current road surfaces in our state vs any other surrounding state. This money going towards funding such a small portion of road rather than spread throughout the state to help everyone. Please read the linked articles providing data on why this entire project is a waste of time and money. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html https://www.nrdc.org/bio/rabi-abonour/survey-shows-americans-understand-expanding-roads-doesnt-fix-traffic
17	2/29/2024 5:35	MASSIVE WASTE OF MONEY!! ITD should be embarrassed by our states roads. How could you possibly justify adding additional pavement when you obviously cannot manage the amount that is already on the ground.	The elk are a part of this valley, they must be considered in this project and 5 lanes of 55mph is not the solution.
18	2/29/2024 16:47	We don't want this expansion, as it doesn't fix the bottlenecks and just makes more road surface. Please spend the money instead to fix our current roads, that are in major need of repair! And add some safety measures, traffic lights, pedestrian measures etc.	

#	Date	Comments/Questions	Other
1	2/6/2024 3:39	I am utterly opposed to five lanes all through Blaine County. Add better public transportation options instead of making it a freeway. Bad accidents, aggressive lane changers, drivers speeding up to try to miss traffic lights, more wildlife issues, etc.	
2	2/7/2024 13:32	Potential for elk/ car collisions. Where in current environmental impact report?	
3	2/7/2024 23:43	Absolutely no need for a five land highway	
4	2/8/2024 18:58	do not widen the highway. The impact to our community would be terrible	
5	2/8/2024 18:59	do not widen the highway	

6	2/9/2024 20:33	<p>we live in Hidden Hollow. We are totally against expanding highway 75 to 5lanes for the following reasons. 1st, during the winter there are many elk in our neighborhood. They have a hard enough time crossing the highway as it is, this will make it impossible. 2nd, like the elk, we have an extremely difficult time trying to get onto the highway to go north as it is. The expansion will make it twice as difficult. 3rdly, the ITD may not realize it, but Bellevue to Broadway Run is a neighborhood, not a drive thru. If anything, we need a lower speed limit and more stoplights. This is not anywhere USA, but a lovely part of Idaho. Don't demean us. If the ITD feels the need to spend tax money, it should expand Highway 75 between Timmerman Hills and Shoshone. That is where there are so many unnecessary accidents because it is only two lanes. The community is totally against this expansion. Julia and Jeffrey Ward</p>	
7	2/13/2024 2:51	<p>Ohio Gulch to River Bend</p> <p>Please repave all of it! Repave Bellevue, Hailey, the whole highway up to Galena. Repave Carey to Craters, that road is absolutely in horrible condition and there's a giant pot hole that poses a significant danger if you are going eastbound and there's a hay truck coming at you and you aren't able to avoid the pothole.</p>	

8	2/13/2024 3:28	<p>"Landschaftszer-schneidung" is a German compound words that means "landscape dissection." Traffic in our valley acts as a moving fence for wildlife, and widening SH-75 to five lanes seems an absurd solution to congestion given that increasing lanes is shown to have no beneficial impact on traffic congestion. I do support the addition of bus stops and Park-and-Ride infrastructure, but I am fundamentally opposed to widening SH-75.</p> <p>"ITD also evaluated wildlife overpasses, which were not considered to be feasible. Construction of wildlife overpasses would require extensive fencing, impacting properties and visual resources." I find this quite contradictory to the report ITD referenced on the Project Site under 2008 SH-75 Timmerman to Ketchum Environmental Impact Statement, which states that wildlife crossings and detection systems are the only way to effectively mitigate wildlife collisions. There needs to be actual follow-through with the existing literature.</p>	Surely, in this valley, there are ample resources to facilitate the implementation of wildlife crossings. Rather than widening SH-75, instead put those funds to better use and build wildlife crossings and increase bus infrastructure.
9	2/14/2024 16:42	I am looking for more information on the proposed park and ride at Ohio Gulch	
10	2/14/2024 21:28	Ohio Gulch Road to River Bend Lane: Consolidate the numerous personal driveway connections in this segment.	

11	2/21/2024 23:11	keep lighting to a minimum, landscape the park and ride and try to improve the aesthetics of this area. Not sure we really need a Park and Ride at this location, a bus stop at the blinking light near Timmerman seems like a better use of money. Why would someone drive from Shoshone and park so close to Ketchum and jump on a bus and be subject to the whims of a bus schedule?	
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#	Date	Comments/Questions	Other
1	2/6/2024 3:40AM	IDT is turning HWY 75 into a freeway with traffic lights!	
2	2/7/2024 11:36PM	Elk cross in this section. Widening to 5 lanes is a terrible idea as it sets a precedence for people to speed (and then stop at stop lights). We already have an adequate northbound bus stop Widen SH-75 to five lanes	
3	2/8/2024 6:59PM	do not widen the highway	
4	2/8/2024 7:06PM	The only problem where commuters jam up is at the East Fork light, and that's because the lanes change from 5 to 2 heading south... This should not have happened originally, as everyone tries to speed up ahead of the next guy at this light. Once that has settled into one lane, everyone settles down and drives normally again.	
5	2/8/2024 7:07PM	existing bus stop is just fine.	

6	2/8/2024 11:20PM	Will comments be made public. Doubtful.	the BIG traffic problem during commuter time is at the East Fork stoplight where everyone fights to be a car ahead when the light changes. Then people settle down and drive responsibly...on a TWO LANE road, no less. Elk have a chance to live, and drivers are much more careful.
7	2/13/2024 3:00AM	<p>River Bend Lane to Greenhorn Road/East Fork Road: I am strongly opposed to the proposal of widening traffic to 5 lanes for the reasons stated above. Furthermore, there needs to be further consideration of the feasibility of wildlife overpasses. These are a proven strategy in other parts of the country, including neighboring states of Montana and Wyoming. While I appreciate the investment in pedestrian underpasses throughout the proposal, there are likely many more animals who cross I-75 than pedestrians attempting to cross underneath it.</p> <p>Additionally, new lanes will not reduce congestion. Numerous studies have shown that this to be true. Instead, please consider investing in other congestion reducing infrastructure that is proven, such as bus only and carpool only lanes.</p>	<p>People live in this part of the country for small-town charm. Adding new lanes under the guise of reducing congestion will damage the personality of this valley without improving congestion. We need to invest in cost-effective congestion reducing measures, such as transit and multimodal infrastructure. The Environmental Impact Statement is dated (16 years old). While you point out that animal collisions was a key concern in the public outreach, there is no mention of how you are incorporating the Blaine County wildlife crossing mitigation study. Additionally, you ignore the fact that the report recommends wildlife crossings and fencings as one of the only proven ways to reduce vehicle collisions with large animals. Lastly, the graphics provided in this open house were of extremely poor quality. It was difficult to decipher cross sections to offer meaningful comment. It feels as if the public is being intentionally excluded from this process.</p>

8	2/28/2024 4:18	I am a resident of the River Bend Hidden Hollow area who accesses the bike path on an almost daily basis during spring summer and fall months via a trail which parallels the highway on the west side and goes under the big wood river bridge using the fisherman access on the south side connecting to the bike path. This trail was made possible during the construction of the bridge and is utilized by many of my neighbors as well. I hope this trail will be preserved during the new project as it fulfills one of your departments stated goals of providing more pedestrian access across the highway. Thank you	
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#	Date	Comments/Questions	Other
1	02/06/2024 03:41:21.000	A pedestrian underpass is not needed here. Stop wasting money.	
2	02/13/2024 02:52:11.827	Again, I appreciate the pedestrian underpass but a wildlife overpass would be helpful here as well as at Deer Creek/Peregrine Ranch.	

***Highlighted names** indicate these individuals emailed a comment sheet and are included in the in-person comment summary.

#	Type	Name	Contact	Message
1	Email	Suellen Wagner	[REDACTED] [REDACTED]	<p>Good morning,</p> <p>Please direct me to all environmental evaluations and reviews for this project.</p> <p>Thank you. As an East Fork resident, I am very concerned about increased noise and air pollution from construction and operation as noise will shoot through the canyons. There will be more vehicles using the highway and they inevitably, the expansion will bring them closer to residents. This always happens when highways are widened.</p> <p>There is very little information on the website: Which side of the highway will contain the new roadway — east or west of the existing road? Or both sides equally?</p> <p>Will a soundproof barrier or tall berm be constructed along the roadway? These changes will also bring cyclists closer to roadway and pollution/noise and they, like residents, should be protected for safety and health reasons. This will be especially important on canyon roads.</p> <p>What esthetic feature will be planted or built to mitigate impacts? And where? What are/were the alternatives presented in the environmental documents? What days of the week and hours will construction be allowed?</p> <p>I will have more questions but this is a start.</p> <p>I would like my comment included in the public record. This is a public comment.</p> <p>Thank you, Suellen Wagner</p>

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#	Type	Name	Contact	Message
2	Email	Justin Blackstead	[REDACTED] [REDACTED]	<p>Does this include 4 lanes from Mckercher to Greenhorn?</p> <p>Also have you spent any time with Idaho fish and game looking at a wildlife overpass or underpass? That seems like it would be a high priority as a daily commuter, and a proven success in neighboring states and along Lucky Peak.</p> <p>Thank you for your work on this!</p> <p>Justin Blackstead, Hailey Resident / Ketchum Worker</p>
3	Phone	Larry Isham	[REDACTED]	Message unintelligible
4	Phone	Jennifer Montgomery	[REDACTED]	<p>Jennifer Montgomery is my name and the phone is [REDACTED]. I do wish to attend the January 30th meeting in Haley at the Community campus. Is a reservation Etc. needed? Please call back and confirm one way or another. Excuse me. Again, [REDACTED] Jennifer Montgomery is a reservation needed for the January 30th meeting in Haley at I think it's 4:00. Thank you. Happy New Year.</p>
5	Email	Emily Olson	[REDACTED] [REDACTED]	<p>Hello!</p> <p>I'm a Bellevue resident and am interested in the open house you're hosting next week. I attended the last one and found it valuable.</p> <p>I do worry however, that the timing of the open house isn't ideal for many residents in the valley. Most people work until at least 5 and are stuck in traffic, ironically, and won't be able to attend for a sufficient amount of time, if at all. I fear it may look like this is being done purposefully, to keep the majority of the community away.</p> <p>The online option is ok but in person is ideal.</p> <p>Why the early timing? Any insight into this would be helpful.</p> <p>Many thanks for your efforts,</p> <p>Emily Olson</p>

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#	Type	Name	Contact	Message
6	Email	Kari Dequine Harden Reporter Idaho Mountain Express (208) 309-6729	kari@mtexpress.com	<p>Hello,</p> <p>I am working on a story to run in advance of the Jan. 30 open house on Highway 75 improvements. We will also be sending a reporter to the meeting for a follow-up story.</p> <p>I had a few questions I was hoping someone could help me with. We plan to run the story in Friday's paper (as we just public twice a week), so if I'm able to get these answered by the end of today or by about 10 a.m. tomorrow (Thursday) that would be great!</p> <ol style="list-style-type: none"> 1. Is there any timeline or projections at this time in terms of construction? 2. Where would the work start – are there portions that are prioritized? (Which section / project first) 3. Funding – is this going to be entirely funded by ITD or are there funding partners? Any cost estimate? 4. Can you help me understand better what “multimodal infrastructure” means in reference to “Add multimodal infrastructure for pedestrians, cyclists and transit users.” 5. I know Blaine County recently received grant funding for Buttercup Road – does this planned improvement affect/coexist/conflict with the ITD plans . . . the intent there is also to address the increasing traffic. 6. I know there are a lot of elk that hang out around the McKercher to Ohio Gulch stretch – how are wildlife concerns / impacts being included in the planning process? 7. What type of specific improvements are being considered for the two intersections (Broadway Run and Gannett)? And what are the needs at those? 8. I know there have been a lot of discussions around the Glendale Road intersection south of Bellevue, with recent residential and commercial growth. Is that intersection being considered as part of these improvements? <p>Thank you so much. Feel free to call my cell, below, if a phone interview is preferred.</p>

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#	Type	Name	Contact	Message
7	Email	Kari Dequine Harden Reporter Idaho Mountain Express (208) 309-6731	kari@mtexpress.com	Hi again! One more question. I'm going through this 2008 Environmental Impact Statement, and just wondering if this document is good for a reference or if it is outdated? I did see something on the 2022 fact sheet about an environmental reevaluation. Is the prediction of the infrastructure being over capacity by 2025 still the prediction?
8	Phone	Larry Isham	[REDACTED]	Please call me. Larry Isham. [REDACTED] 10:30 on Thursday. Thank you.
9	Email	Christine Mangham	[REDACTED] [REDACTED]	I'm a resident in deer creek rd community. We have been told 3 different plans but Now on website I can't find out what is going on with deer creek project? I was told a light may be put in at deer creek road (which would be great because we witness car crashes about every 2 to 3 weeks) It's also hard to get in and out of deer creek because 75 slopes up when going north or south so you can not see cars going north or south when trying to get out of Deer Creek. The signs that say 45 miles at night are not observed (they are useless). Then we were told there will be a road going from buttercup to 75 going west to enter 75 or deer creek Which would be fantastic.... Could you send me more information? I will be at the meeting Tuesday at 4pm A quick response would be helpful before we attend the meeting Tuesday at 4pm Thank you Christine Mangham

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#	Type	Name	Contact	Message
10	Email	Mary Mills	[REDACTED] [REDACTED]	<p>Gentlemen,</p> <p>This is from a letter written a while back speaks my sentiments as to what I would like to see addressed by itd. Of particular attention is Deer Creek</p> <p>> I've lived here for a long time. I would commute between Bellevue and SV daily. I have seen more than my share of road kills and also live animals crossing 75. It's dangerous for drivers and it's dangerous for wildlife. I know the west pretty well and during my travels I've seen different ways highway departments deal with game crossing over real highways. Some go over, some go under. I realize there are different herds up and down the valley, so put on your thinking caps and do something. It may take a few crossings but it could save lives of both humans and wildlife, plus all the vehicle damage. Thank you for your consideration.</p> <p>Mary Mills</p>
11	Phone	Karen Scott	[REDACTED] [REDACTED]	<p>Hi, my name is Karen Scott. I have a house on Highway 75. And I'm just now learning about this project. So I know there's a meeting tomorrow, but I am in Boise. I would like some updated information and to talk to somebody please if I could. My number is [REDACTED]. My address is [REDACTED]. Okay? Thank you. Call me back soon as you can. Thanks.</p>
12	Phone	Larry Isham	[REDACTED] [REDACTED]	<p>Call Larry at [REDACTED]. It's Monday morning at 9:50. [REDACTED]</p>
13	Email	Mike Thompson	[REDACTED] [REDACTED]	<p>I do not see the stoplight to be added to the intersection of Hwy 75 and Ohio Gulch road, is that still in the plans?</p> <p>Thank you,</p> <p>Mike Thompson</p>

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#	Type	Name	Contact	Message
14	Phone	Joan Davies	[REDACTED]	<p>Hello, this is Joan Davies. I live in Hailey, Idaho. My phone number is area code [REDACTED]</p> <p>Talked to one of your engineers concerning the new project that will be happening closer to Ketchum rather than what's down below and he indicated that the subject that we talked about was a bus stop that was there. I don't remember this gentleman's name. He was most informative and most helpful. I wonder if somebody could call me back and we could discuss that a little bit more because it looks like I will be able to have an appointment with the Blaine County Commissioners, and we might be able to initiate this if and get the permission that we need so Joan Davies [REDACTED]. Thank you. Bye.</p>
15	Phone	Tim Garza	[REDACTED]	<p>Hi, my name is Tim Garza. My phone number is [REDACTED]</p> <p>[REDACTED] I attended the Bellevue Broadway Run open house yesterday and I wanted to add some comments to your website. However is giving me... it's not letting me in to make comments. So I click the link and it says login. Wondering if you guys could fix that. Again, my number is [REDACTED] And this is Tim. Bye.</p>
16	Phone	Dustin Cousins	[REDACTED]	<p>Hello, my name is Dustin cousins. I just had a quick question. I was looking over at the documents at the Deer Creek intersection on Highway 75 on the project. Yeah, I didn't get to make the meeting. Sorry. I had but I just wasn't sure is there going to be a traffic light installed at that intersection at the same time. That's that's my only question on that if you get back to me at [REDACTED] that would be wonderful. Again. That number is [REDACTED] and just curious about is going to be a traffic light installed at the Deer Creek Road and Highway 75 intersection with the proposed changes. Thank you very much, and hope you have a good day. Bye.</p>

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#	Type	Name	Contact	Message
17	Email	Kim Hofeldt	[REDACTED] [REDACTED]	<p>Hello,</p> <p>I have looked over the materials online, including the online public meeting, but don't see where the Environmental Reevaluation Document has been posted.</p> <p>Can you please provide a link where I can review that, as well as the results and report for the most recently conducted Noise Study.</p>
18	Email	Sheri Thomas	[REDACTED] [REDACTED]	<p>Hello</p> <p>I am the manager of an HOA off Deer Creek Road.</p> <p>Can you send me the plans that you have to date for the widening of the McKercher to Timber Way section?</p> <p>Sheri Thomas CMCA, AMS</p>
19	Phone	Sherry Cove	[REDACTED]	<p>Hi, my name is Sherry Cove. I live along Highway 75 Altura subdivision right across from the headlands. It is in the zone of Buttercup to like Ohio Gulch or Buttercup to Bigwood Bridge. I think the impact is going to go, if I read this correctly the impact will not go to the west it's only going to go to the east now and what's going to be affected is like there's going to be another Lane added. We'll have two lanes going north and two lanes going south with the center turn lane. Which is really important because it's really hard to get out to go north and it's also becoming more difficult to go south, which I think the stoplight at Ohio Gulf hopefully will slow down traffic and make it easier on top of the pinch right after Ohio Gulch with people are going south and speed up and then it slows down. So I just want to confirm that I have this understanding correctly. I'm at [REDACTED]. Again, [REDACTED]. I don't think there are any going to be any property right away is taken from that Altura subdivision confirm that as well. Look forward to your call. Hope you're having a great day. Take care.</p>

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#	Type	Name	Contact	Message
20	Email	Andy Harding	[REDACTED] [REDACTED]	<p>I attended the open house in Hailey last week and would like to comment.</p> <p>The plans call for the Buttercup road to be terminated short of the northern end with a connector cutting down to Deer Creek road. I do not like this idea. It seems to me that when the highway is shifted east to add lanes that Buttercup Road could be reconfigured just a bit south of the present day intersection rather than all the way down to Deer Creek. There is some vacant land there now where it appears to be public land.</p> <p>The traffic signals in Ketchum have been screwy for years. They need to be synchronized to enable traffic flow. Pedestrian crossings should have the type of lights like in Hailey where pedestrians push a button and the lights flash and the people cross. Simple. The one crossing in Ketchum is particularly odd with the different flashing and confusing lights. Get rid of it!</p> <p>As much as I hate to admit it , the addition of travel lanes would help traffic flow. Everywhere the lanes are reduced from two to one traffic backs up. Some traffic signals work better than others at reading the traffic and enabling flow but I am sure the engineers can fix that. It would be nice if the public transportation buses could somehow get express lanes or light preferences.</p>

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#	Type	Name	Contact	Message
21	Email	Christine Mangham	[REDACTED]	<p>There is a high point in highway 75 at about the site of the pedestrian underpass that limits the sight distance from Spruce Way looking north and from Deer Creek Road looking south. Eliminating this high point so that there is a clear view from the Spruce Way intersection to the Deer Creek Rd intersection will increase the reaction time available for traffic entering and exiting the HW 75 which should improve safety. Will this improvement be considered?</p> <p>The proposed bike path from the underpass goes north parallel to HW 75 ending at the bus stop shelter. A bike path is also needed connecting the proposed path to Buttercup Rd to the East. The current plan shows a (pedestrian) sidewalk about half the width of a bike path on the south side of the Deer Creek Rd extension. Will ITD consider widening this sidewalk to safely allow both bike and pedestrian traffic to use this safely?</p> <p>Thx Christine mangham</p>
22	Email	Wendy Jaquet [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	<p>Good afternoon,</p> <p>Someone told me ITD has purchased right of way across the Rinker property between Buttercup road and Deer Creek. Is that indicated on the plans. I don't see any narrative about this. Can you supply please?</p> <p>Thank you Wendy</p>
23	Phone	Arnold Marz	[REDACTED]	<p>Please call Arnold Marz, m a r z and my phone number is [REDACTED] I'm calling for information regarding the Bellevue to Broadway run infrastructure improvements on Route 75. Thank you. Bye.</p>

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#	Type	Name	Contact	Message
24	Email	George Kirk	[REDACTED] [REDACTED]	<p>I own property at [REDACTED] I've seen the plans and am inquiring as to what the large white rectangles with some number of feet (ie 15') represent? Also, it appears as if we're losing our parallel parking along Highway 75. Is there any means to preserve?</p> <p>Thanks, George Kirk</p>
25	Phone	Dave Cropper	[REDACTED]	<p>Hi, it's Dave Cropper in Hailey at area code [REDACTED] Thank you.</p>
26	Email	Rob Shepherd	[REDACTED] [REDACTED] [REDACTED]	<p>Greetings,</p> <p>I live at [REDACTED] and would like an update on the SH75 project. I haven't received any information in a very long time.</p> <p>Thanks, Rob [REDACTED]</p>
27	Phone	Annie Vandenberg	[REDACTED]	<p>Hello, my name is Annie Vandenberg. I can be reached at [REDACTED] and I have obviously some questions about the highway expansion around the Deer Creek area. So if you could please return my phone call, I would really appreciate it. Thank you so much, bye-bye. Again, my name is Annie Vandenberg. [REDACTED]</p>

***Highlighted names** indicate these individuals emailed a comment sheet and are included in the in-person comment summary.

#	Type	Name	Contact	Message
28	Email	Lindsay Mollineaux	lmollineaux@co.blaine.id.us	<p>Hi,</p> <p>I wanted to reach out because I have received a lot of concern from constituents that both the comment period for the proposed expansion project isn't long enough for folks to chime in, and also that we've only had one open house in the county when so many different cities are affected. Is there a way to request that we expand the comment period and also add more open houses in additional cities? These projects are very large and important to the valley, and I want to make sure everyone has time to give thoughtful feedback so that you can craft a good project. Who is the best person in your office for me to chat with about this?</p> <p>Thanks! Lindsay</p> <p>Lindsay Mollineaux Blaine County Commissioner Blaine County Old Courthouse 206 S. 1st Avenue, Suite 308 Hailey, Idaho 83333 w- (208) 788-5500 ext. 1124 c- 208-450-1443 lmollineaux@co.blaine.id.us</p>
*	Email	Leisa Hollister	[REDACTED]	Thank you for listening.

29	Email	Aaron Bronson	<div></div> <div></div>	<p>Please see my comments in the attached letter.</p> <p>Thank you,</p> <p>--</p> <p>Dear Committee,</p> <p>It am grateful the expansion of highway 75 in the Wood River Valley is being considered. As a third generation local who has had the pleasure of living in the valley for over 40 years, I have witnessed the incredible transformation. This being said, I do have some concerns about the project.</p> <p>First, I am disappointed that there has not been more effort to communicate the plans and potential impact of personal property for those that border the project. My husband and myself learned at the most recent public meeting that we are one of the most impacted properties in the entire project and had no idea. We are lucky it fit into our schedule to attend the meeting as it has been difficult for us to attend the prior meeting. Not that it isn't important, but our family of 6 has a very busy schedule and community meetings are not always on the list. I expect there to be greater respect for property owner's as our investments are impacted by the proposed developments.</p> <p>Next, I find it concerning that the plans being developed are based on outdated data and reports. Using a 2008 impact study does not indicate the current challenges and traffic needs as our area experienced significant transformation in the last sixteen years. As well, the outdated information illustrates the priority areas to address, including starting at the north most points of the valley. Rather, any local that drives into the valley to head north can testify the highway maintenance from Bellevue to Hailey is the most crowded, slowest and has the worst surface. Considering this is mostly commuter traffic trying to get to their work locations, it seems those employers should have a greater concern for these conditions. As well, I know other individuals like myself who have moved from Bellevue area to Hailey inorder to avoid the extensive time and delays caused by the daily commute. With a large development in the works for Bellevue and South Hailey, it seems the traffic flow there should be a priority. Whereas, the potential developments North of Hailey are not even on the horizon at this point.</p>
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				<p>This leads me to my next concern, The plans to create a major intersection at Deer Creek with a proposed road from Buttercup to State High 75 to accommodate the potential for a future development seems premature. It is true there is property in Deer Creek and at Peregrine Ranch that could be developed. At this time, there are no active movements on any development at either location. Therefore, the justification for these changes seems premature. As well, what involvement does the county have in this planning. The proposed idea to close Buttercup, the only other road that allows for traveling North-South without being on the highway, is a critical road for our county. And to divert all traffic to one road seems counterproductive if the goal is to improve traffic flow and increase safety.</p> <p>And lastly, I have concerns about the proposed bus stop and pedestrian tunnels. Our children are daily users of Mountain Rides. So the routes and bus stops are important to our family. As such, we live in Deer Creek, so the potential ability to not have to drive to town to access a bus stop are appealing. However, of greatest concern to me is the proposed stop at Deer Creek. I am unclear what data is substantiating the need for this stop. The lack of a parking area proposed for the stop implies that all riders will be coming from Deer Creek subdivision. There are not enough residents in this subdivision to justify this. As well, the explanation that the stop is so mountain bikers can access the canyon also seems far fetched. While mountain biking in the canyon is a thing, there are not that many people accessing the trails. As well, Mountain Rides cannot accommodate that many bikes. It seems the amount of property that is needed to create the stop seems to be unrealistically expensive considering the limited number of bus riders. As well, the location of the proposed Southbound stop being right at the intersection of Deer Creek road seems as if it will cause a safety issue for traffic. There are no other bus stops right at intersections as there are several traffic changes also happening at intersections. If it is determined that a stop proposed at Deer Creek is necessary, it seems best to move the stop away from the corner more and plan for vehicle parking.</p>
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#	Type	Name	Contact	Message
				<p>As I have already said, I am in support of the widening of the highway. It is long overdue and can resolve most of the traffic issues in our valley. However, the additional proposed changes seem to be lacking information and data that substantiate them.</p> <p>I trust that there will be increased effort to inform the property owners that are impacted by the proposed project as it continues to develop. I welcome you to reach out to me to discuss these concerns in greater detail as I look forward to better understanding the ideas and their goals.</p> <p>Sincerely, Aaron and Ryan Bronson [REDACTED] [REDACTED]</p>
30	Email	Paul Bates	[REDACTED] [REDACTED]	I was attempting to comment and wrote this long thing out and then it wouldn't let me send it, I don't know why. Please include these comments in the record. And read them.
31	Email	Kari Harden	kari@mtexpress.com	<p>Hi – Are you extending the public comment period on the Bellevue to Broadway Run project?</p> <p>Thanks!</p> <p>Kari Dequine Harden Reporter Idaho Mountain Express (208) 309-6729</p>
*	Email	Dave Cropper	dlcropper01@gmail.com	<p>Hi Jeremy please see a few comments below of some of my concerns. Thanks Dave Cropper.</p> <p>—</p> <p>David L. Cropper Real Estate Center 208-309-2005</p>

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#	Type	Name	Contact	Message
32	Email	Lisa Horowitz City Admin - Hailey	lisa.horowitz@haileycityhall.org	<p>Hello Nathan, Jesse, Andrew and Scott.</p> <p>Attached please find:</p> <p>1. Joint letter from Hailey, Bellevue and Mountain Rides regarding the FEIS Bellevue to Timber Way.</p> <p>2. New Intersection Site plan submitted to you on January 2, 2024 (between Hailey and Bellevue to serve Flying Hat Ranch East)</p> <p>3. Hailey letter on the FEIS submitted to the ITD in December 2022.</p> <p>Please let us know if there is an additional email that we need to send these comments to in order for them to be part of the record.</p>
33	Email	Eric Huus	43nconstruction@gmail.com	<p>I was inquiring about the planned park and ride proposed at the Ohio Gulch intersection, I own the property that abuts the bike path (the bike path has an easement on my property) and anything proposed there will have an obvious impact on my property values. Could I get an email showing what is planned? That seems like an odd place for a park and ride, most commuters are coming from Hailey and cities South of there, once you reach Ohio Gulch you are basically to your destination. Would the state make any effort to landscape and improve the intersection? Right now it is a mess there, trucks parking overnight, landscape companies parking trailers et.... Could the park and ride go South of Ohio Gulch and not impact my property? I am potentially selling my house currently under construction and anything negative done there will literally cost me hundreds of thousands of dollars .</p> <p>Thank you Eric Huus 2087208712</p>
34	Phone	Unknown		No message

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#	Type	Name	Contact	Message
35	Phone	Eric Huus	[REDACTED]	Hi there, my name is Eric my number is [REDACTED] I own a property right on Ohio Gulch right next to where the proposed Park and ride's going to be and just have some questions about that and lighting and location. If someone could give me a call that would be great. I appreciate it. Thank you.
36	Email	Sylvia Miller	[REDACTED] [REDACTED]	Re elk and animal crossing safely on Highway 75... saving human lives: please check with the city of Anchorage and visit their animal crossings on major roads. Yes, they have some fencing, but it is not, as it appears you envision. As someone who travels back-and-forth on 75 between Hailey and Ketchum, this is a major concern. I appreciate your efforts to improve the safety of the referenced roads. Thank you. Sylvia Miller [REDACTED] [REDACTED]
37	Phone	Arnold Marz	[REDACTED]	Mrs Curtin, this is Arnold Marz up here in Wood River Valley and I'm trying to reach you to ask you where I should send my comments regarding the Bellevue to Broadway run comments that you asked for at the meeting a couple of weeks ago. I've completed those comments and I'm ready to send you those and I need to know who else would be good candidates for me to send that to because it is extensive amount of suggestions that I think the ITD would be very interested in would you be so kind as to return my call? It is [REDACTED], and I have also additional comments that I'd like to add to the Animal Crossings. Wall Street Journal article that I sent to you a week ago, and I think you'll be interested in those additional comments. So please call Arnold Marz m a r z at [REDACTED]. Thank you. Bye.

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#	Type	Name	Contact	Message
38	Email (forwarded)	Bart Rinker		<p>My name is Bart Rinker. I am the Trustee of the 2020 Harry S. Rinker Separate Property Trust, which is an undivided 50% owner of Peregrine Ranch located north of Hailey Idaho and the to the east of SH 75. Peregrine Ranch will be directly impacted by the project widening of SH 75. The January 30th open house identified proposed changes from the original EIS. Of particular concern is the modified alignment. The original EIS directed right of way (ROW) acquisitions from both sides of SH 75, which equally impacts properties. The newly proposed alignment would disproportionately burden the eastern properties with ROW takings, which comprise the largest parcels, such as Peregrine Ranch. Not only is this new approach unnecessarily punitive to large landowners, but also the results of this shift to the east will have extremely negative impacts upon Peregrine Ranch, including, among other things:</p> <ul style="list-style-type: none"> • The widening to the east would necessitate the removal of the existing berm and mature trees, landscaping, and irrigation system on and along Peregrine Ranch. 1. The widening to the east would substantially diminish the usable land area of Peregrine Ranch. • The widening to the east would necessitate creating a cul-de-sac at the north end of Buttercup and a crossing at Deer Creek to the west, which will unnecessarily bisect Peregrine Ranch. By contrast, the Final 2008 EIS provides for merely installing traffic controls at the existing intersection. <p>It is especially concerning to me that substantial and significant changes to the Final 2008 EIS are being proposed without public hearings, public disclosure of evidence supporting the proposed changes, or adequate consideration of the increased costs, environmental impacts, and inequitable burden on Peregrine Ranch that would be caused by the proposed changes. There is simply no justification for changing the Final 2008 EIS. Therefore, I strongly oppose those proposed changes.</p>

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#	Type	Name	Contact	Message
39	Email	Matt Stalker	[REDACTED] [REDACTED]	<p>Hi, I want to publically comment on this project (as a whole) not on an individual section. My comments exceed the length available in the individual sections, and appear to be anonymous.</p> <p>Is there a place for longer, and signed comments to be provided?</p> <p>Also there appear to be contradicting dates on public comment, so when is this window open? I see the 28th and the 14th of Feb.</p> <p>Thanks, Matt</p>
40	Email	Ben Majsterek	[REDACTED] [REDACTED]	<p>Hello,</p> <p>Please include as many on highway bus stops as possible between Bellevue and Ketchum. Thank you.</p> <p>Ben Majsterek [REDACTED]</p>

41	Email	Matt Stalker	<div></div> <div></div>	<p>This comment is related to the project in general. I have 3 comments about the project:</p> <p>First, It seems like ITD's mind is made up on the addition of more asphalt. Is this true?</p> <p>1. What is the opportunity cost? I am not opposed to additional actions regarding traffic, but without any cost analysis it appears that the cart is being put ahead of the horse. How are we to properly evaluate solutions without knowing the costs of each? Would a single, dedicated fast bus lane (also for emergency response) be more appropriate and financially responsible? Would a light rail on the existing bike path be appropriate? What could we do with the xyz million dollars that it will cost for this?</p> <p>2. More lanes equals more traffic. A study involving Michael Manville, an associate professor of urban planning, discussed on the UCLA Luskin School of Public Affairs website, highlighted the ineffectiveness of adding more lanes to reduce traffic congestion in Los Angeles. I would recommend reading up on this study. The end result is that more lanes is simply more traffic; it doesn't alleviate the underlying issues. Increased traffic also increases noise. I understand that ITD says it will not increase the noise above certain levels, but it, by definition, will increase noise, and that has a cost on anyone within earshot of the highway. The burden is being unfairly imposed on those people.</p> <p>3. This subsidizes bad behavior. There's a phenomenon called 'triple convergence,' where initial improvements in traffic flow from strategies like adding lanes are eventually offset as drivers who had previously adjusted their routes or times to avoid congestion return to their original patterns, leading to a resurgence in congestion. Per the slides provided by ITD traffic studies, the reduction of speed on the highway, now AND in the future, only reaches a 'red' level during the two peak hours of the day. Therefore all of this effort is going into subsidizing people who want to drive during these times. The fact that we can't all fit on the road at the same time is a natural, and environmental constraint of the valley. It is not an American freedom that is our right; baked into the Constitution. As police officers inform and enforce: driving is a privilege, not a right, yet it feels like ITD is presenting this as a right, not a privilege to build up our</p>
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#	Type	Name	Contact	Message
				valley the way you see fit. Matt Stalker [REDACTED] [REDACTED]
42	Phone	Arnold Marz	[REDACTED]	Rosemary, this is Arnold Marz. I am returning your call of this morning and my number is [REDACTED] You left a message for me to send my comments to the email address. I'm not on email and that's why I have sent you the comments last week. I sent them to your the address. You gave me [REDACTED] and I sent them to you about a week ago and it states at the top State Highway 75 Bellevue the Broadway run project Arnold Mars, my phone number and then [REDACTED], [REDACTED] Since I'm not on email, would you let me know how I can distribute the comments to those people at that email address. Please give me the names of the people and I will distribute I want to each, that is one of the comments, to each member that is on that email address. Please call me back at [REDACTED]. Thank you. Bye.
43	Email	Unknown	[REDACTED] [REDACTED]	The park and ride should be on the South side of Ohio Gulch and properly landscaped with minimal lighting that adheres to the Blaine County Dark Sky Ordinance. I know IDT does not have to follow our rules, but since this is being built at the bequest of Mountain Rides and the grant they received from the Federal Government, the least they should do is adhere to our own rules and make this something to be proud of, A flat asphalt mess with intense illumination is betraying the Scenic HWY ideals laid out by Blaine County.

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#	Type	Name	Contact	Message
44	Email	Heidy Bruner	heidy.s.bruner@faa.gov	<p>Hello,</p> <p>US Federal Aviation Administration has interest in this project. Please add me to your contact list.</p> <p>Many thanks, Heidy</p> <p>Heidy Bruner, P.E. (she/her) Environmental Protection Specialist (ID) Helena Airports District Office FAA Northwest Mountain Region 406.441.5221</p>
45	Email	Madhu Gupta	[REDACTED]	<p>Hello,</p> <p>I've reviewed your website www.sh75project.com and believe it can use an upgrade to meet the latest web design standards and optimization for better results.</p> <p>We provide custom web design with a refund policy in case of unsatisfactory results.</p> <p>Would you be interested in seeing our pricing first?</p> <p>Thank you, Madhu Gupta</p>
*	Email	Leisa Hollister	[REDACTED]	<p>Thank you for entertaining our feedback and listening. (attached public comments)</p>
46	Phone	Stu	[REDACTED]	<p>Hello, Stu here in Haley. [REDACTED] It is Tuesday the 27th, about 4:20 in the afternoon. Wanted to touch base and perhaps leave a comment and thanks for your time.</p> <p>Take care. Bye.</p>

47	Email	Nina Jonas	<div></div> <div></div>	<p>Good morning Rosemary,</p> <p>In regards to the expansion on highway 75 from Timberman to Ketchum I am having difficulty finding some information and hope that you can help, thank you:</p> <ul style="list-style-type: none"> • Has the Timberman Hill (blinking light south of Bellevue next to the rest stop) to Ketchum project been reduced to only Bellevue to the Hospital? • Where can I find maps that show the plan for Timberman Hill to Bellevue and the Hospital to Ketchum. I have attended meetings that were about those sections with maps and plans. I understand that they were always referred to as separate projects, but I would like a complete understanding of the entire highway section through the Valley. • The updated EIS, where do I locate this? • Overall budget for project. • Data on speed collected - specifics of what, where and when • Data on noise pollution collected - specifics of what, where and when • Noise pollution mitigation allowance. • Data on air pollution collected - specifics of what, where and when • Air pollution mitigation plan. • Data on highway usage count collected - specifics of what, where and when • The snow melt used. What is it? How much is used? What are the studies on its impact to plants, water, vehicles and the asphalt? How much more maintenance is required due to the corrosion on the asphalt? • What is the number one reason for this project? • What are the assumptions for the growth model used? • How will ITD calculate payments for property purchases needed? • Has ITD begun negotiations on property purchases in this section of highway? • If an individual is forced to move from their home because the highway expansion will encroach on their home too much, will ITD be paying for their full relocation to a new home?
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*Nina Jonas
Cont'd.*

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#	Type	Name	Contact	Message
				<ul style="list-style-type: none"> • Wildlife? What's the plan? None? I have been told by ITD representatives and contractors that wildlife will stop crossing the highway once it is wide enough because it will be too loud. Is this the plan? What evidence is there that wildlife stop crossing highways the wider the road gets? • Where is the wildlife/vehicle collision data used for this project? • Why is ITD so insistent on maintaining 55mph? • Have differing speeds been analyzed as to how they effect commute time and safety? Where is that information? • Pedestrian underpasses. How much do they cost? Who will maintain them for waste? • Pedestrian alternatives. There is not a safe passage for pedestrians crossing the highway at every neighborhood. Why not? • Maintenance. What is the maintenance plan and budget? • Have there been open house public meetings in Twin Falls, Jerome, Shoshone, etc? When and where? Rumor has it that there have been many, would like to know. • Does ITD still define this section of Highway 75 as an "urban corridor" as they did in 2006? • Studies on the traffic backup of vehicles entering towns caused by the in-town stop light time and in-town speeds. (Basically 2 lanes approaching at 55mph are slowed to 25mph and stopped by 3 minute in-town lights causing a gridlock back up 1-2 miles out.) <p>ITD's position on designation of an HOV lane for this section of highway.</p> <p>I'm sorry it is a lot of questions for a Friday. I greatly appreciate any help you can provide before the weekend so that I may get educated comments in before the deadline. I sense that you feel the local communities frustration on why and how ITD is running this project.</p>

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#	Type	Name	Contact	Message
48	Email	Paul Bates	[REDACTED] [REDACTED]	<p>Please include this comment, I apparently put in too many characters and it would not let me send. I misread it and thought it meant 1000 words. Thank you, Paul Bates.</p> <p>So, I commented previously on the number of things concerning the section at buttercup and Zinc Spur .. As I was looking over your website, I noticed in the changes that you have come up with since last year's meetings include a number of things that I think will be very helpful, however, I think you were disingenuous to not include the change that you had eliminated the pedestrian tunnel at zinc spur. The result of that I think is that people can presume that it is still part of your plan, when you have stated that it is not. Please be clearer. I look forward to seeing what all of these comments have suggested to your design team, hopefully we will get to actually see the comments ourselves. They should be public, shouldn't they? Also, one additional thought - I had mentioned in a previous comment the potential redundancy of having an intersection light at deer Creek plus a pedestrian tunnel, and you have the same proposed at Ohio Gulch. Perhaps they could give up one of their tunnels and other worthy subdivisions might get them instead? Particularly regarding the light at Ohio Gulch, that light will be activating constantly anyway. And I am quite familiar with that intersection and know that there is very little pedestrian traffic crossing it. Part of that reasoning for that could be it's incredibly intimidating. We have the same situation at buttercup and zinc spur. And you propose to make it even more intimidating with no remediation for pedestrians or bicyclists. Thank you for listening, I look forward to further conversations. Paul Bates.</p>

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#	Type	Name	Contact	Message
49	Email	Pete Stephenson	[REDACTED] [REDACTED]	<p>To begin, there seems to be some confusion on the comment period date.</p> <p>The Mountain Express mentioned that Thursday the 28th is the date, however Thursday is actually the 29th (leap year) so here goes.</p> <p>Regarding the top of Buttercup I find that turning off/on SH75 very convenient and would rather stay in place if possible.</p> <p>My other concern is the proposed "4' center median" between Hailey and Bellevue.</p> <p>Is this a physically raised median with curb cuts? If so, My experience has been dreadful.</p> <p>If you will remember, about 1995, a median was installed on SH75 from the Elkhorn light south for 1000 feet or so.</p> <p>I happened to be driving south when a state plow hooked the curb with its hurricane blade and was lofted into my lane.</p> <p>I narrowly evaded the airborne blade.</p> <p>I reported the event to the local highway shed guys and they passed it along.</p> <p>About a month later it was removed.</p> <p>In short, am opposed to a raised median as it is not safe for state plows.</p> <p>Thank you for providing the public open houses and comment periods.</p> <p>Regards, Pete Stephenson [REDACTED] Heatherlands resident involved in the Ohio Gulch controlled intersection.</p>