Executive Summary

The Idaho Department of Transportation (ITD) was asked by property owner Sharon Nixon to hold a neighborhood meeting for the 81st Street N. area because some residents apparently did not receive notification for the Open House held Sept. 5. Sharon walked door-to-door and invited approximately 80 of her neighbors to attend to find out more about a concept alternative shown in the area of 81st Street. Sharon asked that the meeting be held at Fairview Elementary School in the late evening to allow for people, particularly those who work at the Idaho National Laboratory (INL), to be able to attend. ITD did not publicize the meeting at Sharon’s request so the focus would remain on 81st Street N.

Participants were asked to sign in at the door and ITD recorded 96 attendees. Attendees were given an agenda, comment form, and handout of the concept alternatives shown at the Sept. 5 Open House. Some attendees had to share the alternatives handout because the team ran short. Copies of the sign-in sheets, with addresses and phone numbers redacted, are located in Appendix A and copies of the handouts are included in Appendix B. Comments received are included in Appendix C.

Meeting Format

The meeting included an open house format between 7 p.m. and 7:30 p.m. with ten (10) display boards set up along the perimeter of the room. Large maps of the study area were placed on a tables adjacent to the display boards. Comment forms were available on tables in the center of the room. The display boards included:

- Welcome and Purpose of the Meeting
- Background
- Area Map
- Planning and Environmental Linkages (PEL) Study

Neighborhood Meeting
Nov. 8 5, 2018
7 p.m. – 9:30 p.m.
Fairview Elementary School Gym
979 E. 97th N.
Idaho Falls, Idaho

Study Team:
- Ryan Day, ITD Project Manager
- Karen Hiatt, ITD Engineering Manager
- Megan Stark, ITD Public Involvement
- Tracy Ellwein, HDR Project Manager
- Kelly Hoopes, Horrocks Deputy Project Manager
- Stephanie Borders, HDR Public Involvement
- Ben Burke, Horrocks Traffic Engineer
81st Neighborhood Meeting Summary

- Purpose and Need
- Level Of Service
- Existing Weekly Conditions
- 2045 No Build Weekly Conditions
- Schedule
- Get Involved

A copy of the display boards is included in Appendix F.

At approximately 7:40 p.m., ITD and HDR gave a Power Point presentation about the current status of the study and answered questions from attendees. The session lasted until 9:45 p.m.

A copy of the presentation is located in Appendix D and notes from the Q & A session are located in Appendix E.
Appendix A

Sign-in Sheets
(Names omitted to protect privacy)
As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

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Please provide the necessary information in the spaces provided.
Handouts

- Meeting Agenda
- Universe of Alternatives
Agenda for Tonight’s Meeting

Thank you for attending. Here’s what to expect:

• After signing in, please take a look at the display boards from the Open House meeting held Sept. 5, 2018. Project staff are available to answer your questions.

• At 7:30 p.m., ITD will give a short presentation about the project, followed by a Question and Answer (Q&A) session.

• If you’d like to ask a question, please put your name and question on the tear off portion of this agenda and put it in the Q&A jar. Project staff will pull the questions from the jar.

• The meeting will adjourn at 8:30 p.m.

• Please fill out a comment form and leave it in the comment box or mail it to ITD within two weeks of the meeting.

There are several ways to get and stay involved in the I-15/US-20 Connector study:

• Fill out a comment form tonight
• Email us at I-15US20Corridor@itd.idaho.gov
• Go to the project website at i15us20connector.com to:
  • Sign up for email updates
  • Check our event calendar for community events and future meetings
• Follow ITD on Facebook, Twitter, and YouTube!

If you’d like to ask a question, please put your name below, tear off this section, and put it in the Q&A jar.

Name:  
please print clearly
Universe Alternatives
Neighborhood Meeting
November 8, 2018

The goal of the meeting is to share concept-level alternatives and gather your feedback on those alternatives.

Please review these alternatives, talk with the project team, and fill out a comment form.

You can also fill out a comment on the website using this QR code or by going to http://i15us20connector.com and choosing the Get Involved tab.
Considerations:

• Free flow traffic between I-15 and US-20 for "regional traffic" is a benefit. Alternative does not include free flow traffic between I-15 and US-20. Stop controlled intersections are still required.

• Continued access to Lindsay Boulevard at US-20 is not desirable, as it currently exists today in this configuration. Possible Lindsay Boulevard connectors should be investigated.

Determination:

• NOT recommended for further analysis as a stand-alone solution.
Considerations:

• Environmental impacts are potentially less compared to other alternatives as existing roadway corridors are used
• May not solve the congestion concerns far enough north (east) on the US-20 Corridor
• As shown with the SPUI configuration, bikes, and pedestrians may need to be accommodated via alternative routes

Determination:

• Recommended for further analysis
Considerations:

- Environmental impacts are potentially less compared to other alternatives as existing roadway corridors are used.
- Interchange at Science Center Blvd. may still need to be converted to a full interchange.
- As shown with the SPUI configuration, bikes, and pedestrians may need to be accommodated via alternative routes.

Determination:

- Recommended for further analysis.
Considerations:

• Removal of connectivity to US-20 via the Fremont Interchange and Lindsay Boulevard Interchange will reduce congestion for through traffic but will reduce connectivity for through traffic to local roads.

Determination:

• NOT recommended for further analysis
Considerations:

- May be effective without the addition of the split Access Interchange improvements shown in I.A.
- Access by local traffic to eastbound US-20 may be preserved

Determination:

- Recommended for further analysis
Considerations:
• Access by local traffic to eastbound US-20 is preserved

Determination:
• Recommended for further analysis
Considerations:

• Crossing the railroad tracks and river would require a three-tiered structure that would be complex for design and construction and may be visually obstructive. New interchange would be close to the existing diversion structure for the Porter Canal which is a significant waterway for all of the New Sweden area.
• The new interchange would be located very close to the airport’s runway protection zone.

Determination:

• NOT recommended for further analysis
Considerations:
• Less complicated bridge than II.B. and more separation from the river but is still a challenging location
• Alternative enhances possible extension to US-26

Determination:
• Recommended for further analysis
Considerations:
• Same considerations as II.C
• Provides for an extension to US-26

Determination:
• Recommended for further analysis
Considerations:

• Modify the I-15/US-26 connection through town (known as the Northgate Mile or Yellowstone Ave) to become a local road.
• Create a new connection from I-15 to US-20 and to US-26.
• May include Alternatives II.A., B., or C. together with north portions of Alternative II.D. or Alternative II.G. in the long-range plan.
• Alternatives may not meet short-term needs and/or the future of the Interchanges at exits 118 and 119.

Concerns:

• Any alternative constructed north of 49th North may not address through traffic concerns and as a result, may not meet the purpose and need.

Determination:

• Alternative II.D. combined with Alternative II.C. is recommended for further analysis.
• Alternative II.G. is recommended for further analysis ONLY if considered with other potential solutions.
• Alternatives II.E and II.F. are NOT recommend for further analysis.
There are several ways to get and stay involved in the I-15/US 20 Connector study:

- Fill out a comment form tonight
- Email us at I-15US20Corridor@itd.idaho.gov
- Go to the project website at i15us20connector.com to:
  - Fill out a comment form
  - Sign up for email updates
  - Check our event calendar for community events and future meetings

Follow ITD on Facebook and Twitter and YouTube!
Appendix C

Comments

(Names omitted to protect privacy)
Thank you for attending tonight's neighborhood meeting. Your comments are important to us. Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the study or the concept (Level One) alternatives.

- Expand existing roadway, express/free flowing line.
- Elevate roadway to alleviate future congestion.
- Remove Lindsay Blvd.
- 2 lanes, both lanes? 1.15/05-20 Both.
- Take what is already there & fix/expand.
- Just decide on what we want & move on.
- Use salt lake as solution.

Is there anything else you'd like us to consider as we continue the study? If so, please tell us:

- continue comments on side 2-
LEAVE COMMENTS, MAIL OR EMAIL BY NOVEMBER 26, 2018 TO:

ITD District 6
ATTN: Megan Stark
206 North Yellowstone Highway
PO Box 97
Rigby, ID 83442-0097
megan.stark@itd.idaho.gov

Name:

Address - City, State, ZIP:

Email:

Phone:
Thank you for attending tonight's neighborhood meeting. Your comments are important to us. Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the study or the concept (Level One) alternatives.

________________________________________________________________________

________________________________________________________________________

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________________________________________________________________________


Is there anything else you’d like us to consider as we continue the study? If so, please tell us:

________________________________________________________________________

- continue comments on side 2 -
Thank you for attending tonight's neighborhood meeting. Your comments are important to us. Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the study or the concept (Level One) alternatives.

I believe any of the plans to separate US-20 traffic from I-15 will do. I especially like making separate lanes of traffic like in plan IC as it seems to affect less property & use existing structures.

I would suggest partnering with The INCL to build a high speed train out to the site of in town to further alleviate traffic. As an INCL employee, this would provide faster travel if not use buses. It should provide better transportation considerations for the community & decrease congestion.

Is there anything else you'd like us to consider as we continue the study? If so, please tell us:

- continue comments on side 2-
Name:

Address -

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY NOVEMBER 26, 2018 TO:

ITD District 6
ATTN: Megan Stark
206 North Yellowstone Highway
PO Box 97
Rigby, ID 83442-0097
megan.stark@itd.idaho.gov
Considerations:
- Less complicated bridge than B and more separation from the river but still a challenging location
- Alternative enhances possible extension to US-20

Determination:
- Recommended for further analysis
October 28, 2018

ITD Project Team,

We are writing to voice our strong opposition to the proposed 81st North exit for the I-15 to US 20 connector. We are aware of the planned Nov 8th meeting are would be there if we were going to be in town. We have had a trip with 2 other neighbors, for several months and leave the morning of Nov 8. We are opposed to the 81st North proposal for the following reasons:

1. The section of river the bridge would span is one of the widest parts of the Snake River and would be far more costly.

2. This proposed route would add miles to the route for travelers to Rigby Yellowstone Teton Valley etc.

3. We bought our property because it was peaceful and secluded. The exit would be against our property line.

4. If the gas line that Intermountain Gas owns that is near our north property line and runs under the river has to be re-routed that will add to the expense. Also, per Sharon Nixon there is a natural gas storage tank that would need to be moved. (she has details)

5. We enjoy the wildlife along the river. There are many bald eagle and osprey nests that would be disturbed. We would like to see the results of the environmental impact study on this proposed exit.

6. We support the Osgood farmers in keeping their farm ground intact and farm-able.

7. Our property values would be greatly diminished. How will we be able to re-coup those costs?

7. We and others enjoy sail boarding and sail boating on this stretch of river, this would be eliminated.

6. The best route for the traffic is to stay on US 20 from the original exit. I-15 needs to have lanes added from Broadway to the exit. The bridge over the Snake River needs to be widened to add another lane in both directions.
Appendix D

Power Point Presentation
Welcome to the I-15/US-20 Connector 81st Street Neighborhood Meeting November 8, 2018
Project Area

This study includes an evaluation of a high capacity expressway to the north and west of Idaho Falls.
Alternative II D-G

**LEVEL 1 SCREENING COMMITTEE COMMENTS**


- Consider - May include the Alternatives III-B or C together with the north leg of Alternative II-D or Alternative I-E in the long-range plan.

- Concern - Any alternative constructed north of 40th N may not solve the pass through traffic concerns and stand alone to address the purpose and need.

- Consider - Although these alternatives may be beneficial for the long-range plan these alternatives alone may not address the concerns today and in the future for the interchanges 119/119.

**LEVEL 1 SCREENING RECOMMENDATION**

As a stand alone solution, Alternative II-D combined with Alternative II-C does potentially address the concerns as stated in the purpose and need; therefore it is recommended as an alternative that should be further investigated.

II-G - Should be further evaluated for the long-range plan but does not address the purpose and need by itself as a stand-alone alternative and should be evaluated only with other potential solutions.

II-E - II-F Do not sufficiently address the purpose and need for this project and are not recommended to move forward for further analysis.

---

**Note:** II-D-G are not intended to show actual alignment alternatives but rather general vicinity locations where potential roadways could be developed. Variations of alignment relative to actual features should be anticipated.
BMPO Transportation System Alternatives Study

May 2011

Figure 6-1 Major Beltway Options

Proposed Locations for:
- Super Arterial Loop
- Outer Beltway
What is a Planning and Environmental Linkages (PEL) Study?

Transportation planning study outlined by FHWA that identifies:

- Transportation Issues and Priorities
- Environmental Resources and Concerns
- Stakeholder and Public Concerns

The PEL Study follows Federal guidelines in order to confirm that PEL analyses can be used in future NEPA clearance documentation.

INTEGRATED APPROACH
Opportunities to support multiple community goals and improve quality of life.
Project Purpose

• The purpose of the PEL study is to identify and analyze improvements to address safety, congestion, mobility and travel time reliability for efficient movement of people, goods and services on I-15 and US-20 in or near Bonneville County and Idaho Falls.
Project Needs

The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to:

• Address unsafe travel conditions on I-15 and US-20
• Reduce congestion
• Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
• Address future travel demands forecasts
Universe of Alternatives – Level 1
we are here
Project Development Schedule

2020 → 2023
*NEPA Environmental Preliminary Design
*pending project funding

2024 → 2025
Final Design

2026 → Beyond
Construction

Public Involvement to Date

Open House #1

CWG Meetings

Open House #2

Additional Community Outreach
Community Working Group (CWG)

• Organizations:
  – City of Idaho Falls
  – Idaho Falls Fire Department
  – Idaho Falls Police Department
  – Bonneville County Metropolitan Planning Organization
  – Bonneville County Sheriff’s Office
  – Idaho State Police
  – Idaho National Laboratory
  – Regional Economic Development Eastern Idaho (REDI)

• Stakeholders Representing:
  – Trucking
  – Transport
  – Biking/Pedestrians
  – Tourism
  – Developers
  – Home and property owners
Role of the CWG

• Be briefed on major project milestones and provide input before we take materials to the public.
• Serve as advisors to ITD for the Planning and Environmental Linkages (PEL) portions of the process.
Role of the CWG

• Keep appropriate staff (elected officials, planners, engineers, modelers, etc.) at the respective workplaces, organizations, and public groups you are representing, informed of project progress.

• Serve as an ambassador for the project and its outcomes in the community.
Continued Public Involvement

Get Involved

There are several ways to get and stay involved in the I-15/US 20 Connector study:

- Fill out a comment form tonight
- Email us at I-15US20Corridor@itd.idaho.gov
- Go to the project website at itd.idaho.gov/i15-us20 to:
  - Fill out a comment form
  - Sign up for email updates
  - Check our event calendar for community events and future meetings
Thank You/Questions

Thanks!
Notes from Question & Answer Session
(Names omitted to protect privacy)

After the presentation, Stephanie then opened up the floor for comments.

1. **Stakeholder Question/Comment:** After this meeting is all over, I would like to share my ideas to keep the roadway right where it is at, and not affecting all these people. He asked if anyone on the team has looked at that.
   **Answer:** A member of the study team stated that suggestions are very welcome and appreciated and offered to look at the handouts and review the website to see some of the alternatives that included keeping the roadway in its current location.

2. **Stakeholder Question/Comment:** I don’t understand what the plan is for 81st North. A new route would cut off 5th west and go through a neighborhood. Is the plan to go through the neighborhood?
   **Answer:** ITD stated that the study is at a very high level concept level and design details have not been fully vetted. The universe of alternatives only included someone drawing a line on a map and design decisions have not been investigated. When ITD moves into Level two, the team will analyze the traffic models on these alternatives and get a better understanding of the roadway details.

3. **Stakeholder Question/Comment:** Will we have a chance to state that we do not want anything on 81st North?
   **Answer:** At the end of this PEL study, ITD will have 2-3 different alternatives that will move forward into the NEPA process. There will be public meetings after the Level two screening and level three screening before ITD has a preferred alternative.

4. **Stakeholder Question/Comment:** It sounds to me like you have made up your mind, and that you already have the funds. That’s my fear.
   **Answer:** If you look at Idaho Transportation STIP, there is no project to construct a new route on 81st, 73rd, or any alternative. This is only a study, and is the process to find the best solution. This process along with NEPA process requires public involvement, and without your help, ITD cannot proceed with this project.

5. **Stakeholder Question/Comment:** I am interested in the criteria that you used to make your initial alternative selection. How was it weighted? I haven’t seen anything like that on the website. I would like to see all your documents in written form so that we can all study it. Is it available and can you post it to your website.
   **Answer:** The team presented the evaluation criteria at the last meeting and it is available criteria is located on our website. As ITD goes through the process, reports containing all the findings for that particular level will be available to the public. The level one report will be in written form, and contain the evaluation criteria and how each option was reviewed and scored. This report is still in draft and not available yet but the team plans to have that completed soon. The consultants are compiling all the information received at the meeting in September and then ITD reviews the document and the FHWA will then review it, and all that takes time.
6. **Stakeholder Question/Comment:** Has the State of Idaho indemnified the consultants on this project? If you don’t know what that means you should check with your attorneys.  
   **Answer:** The team declined to discuss contracts or indemnification in this forum.

7. **Stakeholder Question/Comment:** I looked at the website and I cannot find any of the alternatives that were ruled out.  
   **Answer:** All the alternatives should be on the website and the team will check to ensure that they are there.

8. **Stakeholder Question/Comment:** This meeting is not on your website calendar. Why?  
   **Answer:** A team member stated that no notification was given for this meeting at the request of the neighborhood organizer, Sharron Nixon. Sharon stated that the meeting was only for people in the neighborhood because they did not want the entire community to attend. They wanted to focus on 81st Street and the 80 families who live there.

9. **Stakeholder Question/Comment:** I was online and noticed that the sign-in sheet with cell phone numbers from the meeting in September were listed on the site.  
   **Answer:** Those should have been redacted and the team will do so immediately.

10. **Stakeholder Question/Comment:** There is an easement for Intermountain gas for a large transfer station. Have you contacted Intermountain gas?  
    **Answer:** It is still very early in this processes and the team has asked all the utilities to tell us where their existing facilities are located. ITD has not identified how and where they should move because we have not identified any design details.

11. **Stakeholder Question/Comment:** If the preferred alternative is near 81st north, does ITD purchase the required homes and farms. What is the process?  
   **Answer:** When the NEPA Document is complete and an alternative is selected, ITD will determine the right-of-way that is needed. ITD then meets with property owners and show them the project and why we need this area. The property is appraised and the purchase is negotiated with the property owner.

12. **Stakeholder Question/Comment:** Can someone refuse to sell?  
   **Answer:** If someone refuses to sell, then ITD moves into eminent domain, but this is a last resort.

13. **Stakeholder Question/Comment:** I received a flier which titled I-15/US 20 Connector, and since that was nowhere near me, I dismissed it. Some stated that ITD will only purchase what the road is on, and not adjacent. Correct?  
   **Answer:** If ITD has to purchase only a piece of farm land and the remainder is no longer farmable, ITD would purchase the entire farm.

14. **Stakeholder Question/Comment:** Who determines if a piece of land is usable and not usable?  
    **Answer:** That’s all determined in the negotiations when trying to purchase the property. However, in the past, ITD has been very generous to the land owners.
15. **Stakeholder Question/Comment:** What would be the benefit (of a project) to our neighborhood?
   **Answer:** A project of this magnitude is required to benefit the community as a whole and not just in one area. The benefit would be that congestion would be lessened and ped/bike users will have better access and facilities.

16. **Stakeholder Question/Comment** This will not benefit anyone that lives where this route.
   **Answer from another stakeholder in the audience:** That’s not true. I almost got rear-ended on I-15 because the ramp was backed up onto the freeway. I understand that we do not want to have this road on our land but someone will be impacted, and ITD is trying to find a solution. The problem that I have is that one light on the 119 NB off-ramp and I feel that there are options at the existing location that remedy this problem. Also I would like to see more train system instead of building roads.

17. **Stakeholder Question/Comment:** How many lanes would you build on 81st North?
   **Answer:** This is most likely going to be a phased project. There could be a short term solution which could include modifications at the existing interchanges and then a long range solution, which could include new highways. Right now, ITD is trying to determine the connections that need to be made. The study is not at the stage yet to determine the design details of any solution.

18. **Stakeholder Question/Comment:** Thank you for getting us involved. I looked at the map and it seems like all those on the community working group are south of us. We would like to know who we can talk to that is on this community working group. Also four miles north is the Osgood interchange which is also a good route and why would this not included.
   **Answer:** The role of the CWG is to represent community interests and ITD will put the member’s names and contact information on the project website. As for Osgood, ITD has a representative on the CWG and we are told the community does not want an alternative in that location.

19. **Stakeholder Question/Comment:** I talked to intermountain gas they stated that they have not heard of the project. Also, this is an Idaho Falls problem. Fix it down there and leave us alone.
   **Answer:** Intermountain gas is a large company and our team would like to find out who you are talking to so that we can talk to them directly. We have talked to Intermountain Gas and because there is no solution at this time, we have not asked any utilities to relocate. This effort is to look at the big picture, especially now that the economy has picked up and there is a grown in the area. The study must look at the current and future needs and ITD has not determined the solution at this point.

20. **Stakeholder Question/Comment:** We are a growing community. We can fight growth or we can help with the solution. This project will not occur until 2026 and we are talking about it now, so let’s help and not fight.

21. **Stakeholder Question/Comment:** I’m sure that you are getting a lot of comments that state “Anywhere but my road”. However, will a less populated road affect your decision in selecting an alternative? Also, would a more populated road that sends in more concerns affect your decision as to which alternative is selected?
Answer: No it does not. The criteria that is used includes items like safety, congestion relief, and bike/ped connections. ITD does not use the number of parcels that need to be acquired or the amount of land that is needed as the only deciding factor.

22. **Stakeholder Question/Comment:** Will this road run along the ground or will it be elevated. The concern is whether big trucks will be driving down 81st near where children are playing in the yard.
   **Answer:** Those design details have not be determined at this time. ITD has a lot of analysis to complete before the team can determine those details. Sometimes when improvements are made, the problem is moved just down the line to the next interchange. ITD must look at the whole system in order to decide on an alternative.

23. **Stakeholder Question/Comment:** What is the width of US-20 from border to border? Will it be two lanes, four lanes, a freeway with interchanges, traffic signals?
   **Answer:** Currently, US-20 varies between 150 and 200 feet from fence to fence. At this time ITD does not have any lane configuration or intersection/interchange types. Those design details have not be determined at this time. ITD has a lot of analysis to complete before ITD can get to that level of design.

24. **Stakeholder Question/Comment:** Relocating people, gas lines, and purchase of land will affect the cost of the project. How is cost played into this project?
   **Answer:** Cost is weighed against the benefit that the project will bring.

25. **Stakeholder Question/Comment:** This project will not be constructed until 2026. Who is looking at the congestion that is occurring now?
   **Answer:** ITD is looking at some short term solutions that could relieve congestion and improve safety. We have adjusted the signal timing to give more time to the ramp and to hopefully prevent the queues from backing up onto the freeway.

26. **Stakeholder Question/Comment:** This is an idea, could US-20 interchange be moved south so that I-15 and US-20 can parallel each other before US-20 turns towards Rigby? Why can’t a new road be placed in a new location where there is no road today?
   **Answer:** It doesn’t have to go down an existing road. The alignment can be moved to the south or north in any of these options. What the map shows is more the connections as opposed to the where the roadway will be located. The roadway could vary up to a ½ mile. There is an option for 73rd, where no road exists at this time. In May the team showed a large sweeping area in an attempt to not define the location of the roadway. People then asked why ITD needs a road that is 10 miles wide. For tonight’s meeting and for the September open house, the team narrowed the locations and labeled them by their county designation. The suggestion to shift the proposed alignment is, however, we are not even close to making those decisions yet.

27. **Stakeholder Question/Comment:** The slide (in the presentation) also shows connection to US-26. Can I have a copy of this slide?
   **Answer:** Yes and this slide is available on the project website. The 2011 study identified two belt routes around Idaho Falls and that also includes connection to US-26 which is also important for
motorist that are heading to Jackson. Specifically, truck traffic has to travel through Idaho Falls to get to Jackson.

28. **Stakeholder Question/Comment:** I need to know if I should improve my property, should I sell it. Just by having that 81st identified as a possible route affects what I do now. I would like to question your timeline. Do I have to worry about this for 10 years? I want to know now so that I can move on with my life.

**Answer:** Unfortunately, ITD required to follow this process and must follow the proper steps. We understand and know that people will be affected regardless of the option that is chosen. We cannot speed that timeline up because ITD must look at environmental resources, traffic flow and safety benefits; and that takes time.

29. **Stakeholder Question/Comment:** Idaho Falls is expanding to the South and to the East, why are you looking at expanding to the north and to the west?

**Answer:** The 2011 study did identify routes to the south and to the east. The City of Ammon and Bonneville County are the jurisdictions that would take the lead to make those improvements. Since I-15 and US-20 are on the state route system and that is why we are concern in this area.

30. **Stakeholder Question/Comment:** Could a previous option that was eliminated in a previous screening be revived and reviewed if another option is eliminated?

**Answer:** This PEL process is guided by FHWA (the Federal Highway Administration) and is there to assist and streamline the NEPA (National Environmental Policy Act) process. When ITD completes the PEL process, the hope is to have identified all those issues so the team would not have to revive a previous alternative. There is always a possibility that an alternative is changed or modified as analysis is performed.

31. **Stakeholder Question/Comment:** Alternative 2G stated that they should be moved forward only considered with other possible solutions. What’s wrong with 2G and why does it need other possible solutions.

**Answer:** ITD knows that the connection between US-20 and I-15 has to be fixed. Just constructing an outer beltway will not fix the localized problems at the US-20 and I-15 intersection.

32. **Stakeholder Question/Comment:** How many people are exiting I-15 and going to Rigby and Rexburg? I see most people that are just going over the river to get off in Idaho Fall.

**Answer:** The team created a travel demand model that will continue to evaluate the traffic that includes determining their origin and destination.

33. **Stakeholder Question/Comment:** When did you perform your study?

**Answer:** ITD has traffic information from the summer, fall and winter, and we have traffic models that help normalize the numbers. Trends in the data show us that traffic fluctuated between the seasons.
34. **Stakeholder Question/Comment:** Why would anyone go to 81st North and not take US-20 at 119?
   **Answer from stakeholder in the audience:** I would take a route with less traffic, even if it was longer.

35. **Stakeholder Question/Comment:** In California, there were three new freeways built and none of the homes near the freeways can sell. If I sell my house now, do I have to disclose that 81st is a potential new freeway?
   **Answer:** That is a question best asked of a realtor.

The team thanked everyone for coming and request that everyone sign in if they haven’t already done so.
Appendix F

Project Displays
The goal of the meeting is to share concept-level alternatives and gather your feedback on those alternatives.

Please view the display boards, talk with the project team, and fill out a comment form.

You can also fill out a comment on the website using this QR code or by going to http://i15us20connector.com and choosing the Get Involved tab.
Constructed in the 1950s and 60s, the six interchanges are in need of updating to improve safety, mobility, and economic opportunity.

ITD, the City of Idaho Falls, and Bonneville County are working together on a plan for improving these existing facilities and are seeking your input to develop community-based solutions.

The safety and mobility study includes six interchanges:

1. I-15, Exit 118, Broadway St., Historic Downtown
2. I-15, Exit 119, US-20, Grandview Dr.
3. US-20, Exit 307, Lindsay Blvd.
4. US-20, Exit 308 Riverside Dr./City Center
5. US-20, Exit 309 Science Center Dr.
6. US-20, Exit 309 Science Center Dr.
What is a Planning and Environmental Linkages (PEL) Study?

Transportation planning study outlined by FHWA that identifies:

- Transportation Issues and Priorities
- Environmental Resources and Concerns
- Stakeholder and Public Concerns

The PEL Study follows Federal guidelines in order to confirm that PEL analyses can be used in future NEPA clearance documentation.
Purpose & Need

Purpose

The purpose of the PEL study is to identify and analyze improvements to address safety, congestion, mobility and travel time reliability for efficient movement of people, goods and services on I-15 and US-20 in or near Bonneville County and Idaho Falls.

Project Needs

The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to:

1. Address unsafe travel conditions on I-15 and US-20
2. Reduce congestion
3. Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
4. Address future travel demand forecasts
The concept of level of service (LOS) was developed to quantify traffic delay data to descriptions of traffic performance. LOS is defined by six designated ranges, from “A” (best) to “F” (worst), used to evaluate performance, and is similar to grades in school.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Flow Conditions</th>
<th>Technical Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Highest level of service. Traffic flows freely with little or no restrictions on maneuverability.</td>
<td>No Delays</td>
</tr>
<tr>
<td>B</td>
<td>Traffic flows freely, but drivers have slightly less freedom to maneuver.</td>
<td>No Delays</td>
</tr>
<tr>
<td>C</td>
<td>Density becomes noticeable with ability to maneuver limited by other vehicles.</td>
<td>Minimal Delays</td>
</tr>
<tr>
<td>D</td>
<td>Speed and ability to maneuver is severely restricted by increasing density of vehicles.</td>
<td>Minimal Delays</td>
</tr>
<tr>
<td>E</td>
<td>Unstable traffic flow. Speeds vary greatly and are unpredictable.</td>
<td>Minimal Delays</td>
</tr>
<tr>
<td>F</td>
<td>Traffic flow is unstable, with brief periods of movement followed by forced stops.</td>
<td>Significant Delays</td>
</tr>
</tbody>
</table>

2045 No-Build Weekday Conditions
Considerations:
• Modify the I-15/US-26 connection through town (known as the Northgate Mile or Yellowstone Ave) to become a local road.
• Create a new connection from I-15 to US-20 and to US-26
• May include Alternatives II.A., B., or C. together with north portions of Alternative II.D. or Alternative II.G. in the long-range plan
• Alternatives may not meet short-term needs and/or the future of the Interchanges at exits 118 and 119

Concerns:
• Any alternative constructed north of 49th North may not address through traffic concerns and as a result, may not meet the purpose and need

Determination:
• Alternative II.D. combined with Alternative II.C. is recommended for further analysis
• Alternative II.G. is recommended for further analysis ONLY if considered with other potential solutions
• Alternatives II.E and II.F. are NOT recommend for further analysis

Note: II.D-G are not intended to show actual alignment alternatives but rather general vicinity locations where potential roadways could be developed. Variations of alignment relative to actual features should be anticipated.
The first step will be a planning and environmental study which is expected to take about 18 months. There are four major goals for this study:

1. Collect information about how the project might impact the area.
   - Fall 2017 – Spring 2018

2. Make data from the PEL environmental study accessible to all.
   - Spring – Fall 2018

3. Determine short-, mid-, and long-term improvements as funding becomes available.
   - Fall – Winter 2018/19

4. Develop a solid plan to provide safe and efficient travel for all users.
   - Winter 2019

Additional activities include:
- Data collection: Fall 2017 – Spring 2018
- Develop alternatives and gather public input: Spring – Fall 2018
- Refine alternatives: Fall – Winter 2018/19
- Gather public input on refined alternatives: Winter 2019
- Prepare report on planning study findings: Winter – Spring 2019
- Agency review of planning report: Spring – Summer 2019
- Publish planning report: Summer – Fall 2019

We Are Here
There are several ways to get and stay involved in the I-15/US 20 Connector study:

- Fill out a comment form tonight
- Email us at I-15US20Corridor@itd.idaho.gov
- Go to the project website at i15us20connector.com to:
  - Fill out a comment form - comments are due by September 19, 2018
  - Sign up for email updates
  - Check our event calendar for community events and future meetings

Follow ITD on Facebook and Twitter and YouTube!