Welcome to the I-15/US-20 Connector Open House!

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.
Background

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.

INTEGRATED APPROACH
Opportunities to support multiple community goals and improve quality of life.
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
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<th>Improves Congestion</th>
<th>Enhances Ped/Bike Opportunity</th>
<th>Accommodates Future Travel Demand</th>
<th>Minimizes Environmental Impacts</th>
<th>Economic, Demographics, and Market Impacts</th>
<th>B/C Analysis and/or comparison of lifecycle costs and constructability</th>
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Notes: Does the alternative improve bike, pedestrian, and vehicle safety on I-15 and US-20 including the interchange on and off-ramps? Does the alternative reduce congestion on I-15 and US-20? Does the alternative enhance or improve bicycle, pedestrian, transit and vehicle connectivity throughout the I-15/US-20 study area? Does the alternative improve travel time reliability on I-15 and US-20 in the study area? Does the alternative meet the purpose and need of the project? Does the alternative enhance or improve economic, demographic, and market conditions in accordance with City, County, and MPO land use and comprehensive plan objectives and goals? Does the alternative provide options for phased improvements? Does the alternative improve access to local resources including schools, recreational facilities, and commercial areas?
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.
- 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 recommended 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:

- **Collect information about how the project might impact the area.**
- **Make data from the PEL environmental study accessible to all.**
- **Determine short-, mid-, and long-term improvements as funding becomes available.**
- **Develop a solid plan to provide safe and efficient travel for all users.**

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