The goal of the meeting is to explain the purpose of the study and to get your ideas on how to improve safety and mobility on I-15 and US-20 in Idaho Falls.

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

We want to hear from you!
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 310, Lewisville HWY
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
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.**
  - Fall 2017 – Spring 2018

- **Make data from the PEL environmental study accessible to all.**
  - 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

- **Develop a solid plan to provide safe and efficient travel for all users.**
  - Fall 2017 – Spring 2018

- **Data collection**
  - Develop alternatives and gather public input

- **Refine alternatives**
  - Gather public input on refined alternatives

- **Prepare report on planning study findings**
  - Agency review of planning report

- **Make data from the PEL environmental study accessible to all.**
  - Develop a solid plan to provide safe and efficient travel for all users.

- **Determine short-, mid-, and long-term improvements as funding becomes available.**
  - Fall 2017 – Spring 2018
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><strong>A</strong></td>
<td>Highest level of service. Traffic flows freely with little or no restrictions on maneuverability.</td>
<td>No Delays</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td>Traffic flows freely, but drivers have slightly less freedom to maneuver.</td>
<td>No Delays</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>Density becomes noticeable with ability to maneuver limited by other vehicles.</td>
<td>Minimal Delays</td>
</tr>
<tr>
<td><strong>D</strong></td>
<td>Speed and ability to maneuver is severely restricted by increasing density of vehicles.</td>
<td>Minimal Delays</td>
</tr>
<tr>
<td><strong>E</strong></td>
<td>Unstable traffic flow. Speeds vary greatly and are unpredictable.</td>
<td>Minimal Delays</td>
</tr>
<tr>
<td><strong>F</strong></td>
<td>Traffic flow is unstable, with brief periods of movement followed by forced stops.</td>
<td>Significant Delays</td>
</tr>
</tbody>
</table>

Existing Weekday Conditions

[Map showing traffic volumes and LOS scale]

EXISTING WEEKDAY TRAFFIC VOLUMES - FIGURE 2
### Why is PEL the right process for the I-15 / US-20 Connector?

<table>
<thead>
<tr>
<th>A PEL is a good option when:</th>
<th>I-15/US-20 Project</th>
<th>Identified Purpose &amp; Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Problems in multiple jurisdictions, on multiple corridors that need to be solved, such as safety concerns, traffic congestion, or infrastructure deficiencies and geographical area may not have key logical termini.</td>
<td>✓</td>
<td>The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages.</td>
</tr>
<tr>
<td>There is not identified funding for the project but federal funding is a possibility.</td>
<td>✓</td>
<td>Partial funding is anticipated in the next 5-7 years, but those funds would only address improvements for a prioritized portion of the study area.</td>
</tr>
<tr>
<td>There is a need to gain gauge public interest and/or gather support for a project and collaborate to develop alternatives.</td>
<td>✓</td>
<td>Provide improvements that serve all types of travelers including local commuters, freight, and regional tourism.</td>
</tr>
<tr>
<td>The study will incorporate previous transportation and land use planning documents and recommendations.</td>
<td>✓</td>
<td>Current infrastructure will not appropriately provide for future growth as identified in adopted local (City, County, and MPO) land use and comprehensive plans.</td>
</tr>
<tr>
<td>There is a desire to gain agency input and awareness of the project before NEPA begins.</td>
<td>✓</td>
<td>Consider new infrastructures impacts to local roads through coordination with Idaho Falls and Bonneville County.</td>
</tr>
<tr>
<td>A need to identify and screen alternatives that improve safety and mobility for all users, support local land use plans and minimize impacts.</td>
<td>✓</td>
<td>Identification of resources to investigate and level of analysis to focus on environmental concerns and allow agencies to proactively avoid, minimize, or mitigate.</td>
</tr>
</tbody>
</table>
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

Follow ITD on Facebook and Twitter and YouTube!