



I-15/US-20 Connector
Planning and Environmental Linkages (PEL) Study Report

Appendix N. Community and Public Involvement



VISIONING WORKSHOP





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I-15/U.S. 20 Visioning Workshop Summary

Executive Summary

Visioning is a technique used to support a group of stakeholders in developing a shared vision of the future. The Idaho Transportation Department (ITD) District 6 held a Visioning Workshop for the I-15/U.S. 20 project on December 6, 2017 at the Skyline Center in Idaho Falls from 8:45 a.m. to 4 p.m. Community representatives with a variety of viewpoints were invited to participate in the workshop.

Members of the project team gave a brief overview of the goal of the workshop and short presentation on the Planning and Environmental Linkages (PEL) study process to set the stage for the workshop.

I-15/U.S. 20 “Picture”

Participants were then asked to choose an image or picture to illustrate how they felt about the I-15/U.S. 20 corridor. Their responses below summarized their concerns and hopes for the current condition and the upcoming process.

- Exasperation
- Bottle-necks
- Congestion
- Frustration with traffic
- Connecting communities
- Build on past accomplishments
- Solution will be like a puzzle – fitting lots of pieces together
- Patience is necessary
- Simplify
- Solution is unknown at this point
- Optimism



Figure 1 - photo of corridor images chosen by participants

I-15/U.S. 20 Values

Participants were broken into three groups and asked to identify the values and elements an ideal I-15/U.S. 20 would have and reported them to the larger group:

- Connections. The roadway should function for:
 - Locals
 - Regional use
 - Tourists
- Be safe for everyone
- Flow efficiently
- Keep the small town character
- Keep Idaho Falls core vital
- Be multi-modal
 - Car pool, buses, pedestrians, bicyclists rail, and public transportation
- Support the economy
- Technology
- More options beyond barriers (river, I-15)
- Recreation
- Bike/pedestrian separation



- Legacy highway (similar to Salt Lake City) limit access and move highway
- Remember to address issues such as:
 - Snow removal
 - Airport traffic
 - Commuter lanes or transit have to plan for the future when roadway capacity won't keep up with the population.

I-15/U.S. 20 Ideal Corridors of the future

Building on the identified values and elements, each group came up with a Vision for their ideal corridor:

Group #1

Provide safe, free flow, multi-modal connection to function for local, regional and tourist use, enhancing the future economic vitality of the metropolitan area.

Group #2

A higher speed expressway surrounding the Idaho Falls area incorporation U.S. 20 as the north leg and I-15 as the west leg. It would be developed with enough lanes to accommodate future traffic, and multi-modal users (bikes, pedestrians, transit, freight) users, and existing alignments through town would be taken over by the city.

Group #3

Controlled access around west side tying 20/26/15 together to serve through and local traffic – providing for utilities, bikes, and pedestrians with multi-modal hubs strategically placed to serve local commerce – maintaining access to the airport. Award winning, pleasant stretch, technologically “smart”, free flowing, access-controlled facility.

Two groups identified an alternate route or bypass around the current I-15/U.S. 20 corridor as it exists today.

Updated Corridor “Picture”

At the end of the day, participants were asked to revisit the image they choose and talk about whether the image still fit or if it had changed as a result of the workshop discussion. A few reiterated their feelings about the challenges involved with “fixing” I-15/U.S. 20 but many stated that the workshop gave them a more hopeful perspective on a long-term solution for the community.

Participants were asked to identify a potential project name and the following were suggested:

- Idaho Falls Connector or Connection
- Eastern Idaho Regional Connector
- Yellowstone Parkway
- Yellowstone Connection
 - *One participant disagreed with using Yellowstone because they felt it made Idaho Falls seem like a pass-through area to get other places rather than a destination.*



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Your Economic Opportunity





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APPENDIX A

Visioning Workshop Agenda

Subject: Visioning Workshop

Date: Wednesday, December 06, 2017

Location: Skyline Activity Center, 1575 N Skyline Dr., Idaho Falls, ID 83402, South Conference room

- 8:45 a.m. Welcome/Introductions**
- 9:00 a.m. Corridor Overview**
- 9:30 a.m. Corridor Picture Exercise**
- 10:15 a.m. Break – 15 minutes**
- 10:30 a.m. Brainstorming Exercises**
- 12 p.m. Working lunch/presentation**
- 12:30 p.m. Continue Brainstorming Exercises**
- 2 p.m. Break – 15 minutes**
- 2:15 p.m. Develop the Vision**
- 3:30 p.m. Updated Corridor Picture**
- 4 p.m. Adjourn**



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APPENDIX B

Participant Sign-in Sheet



APPENDIX C

Corridor Picture Comments

Visioning Pictures

- Debra Tate (INL) - futuristic, be thinking of the future generations
- Lee - Safety, it's been a tough year for ITD. The technology now helps, but lots of distracted driving
- Nick - delays due to accidents and delays, leads to safety concerns, congestion. New to the area
- Jeff - cyclist, bike commuter. City has made stride with connecting the communities plan. Opportunity to make real progress, there is a will. Don't get paralyzed by the need to fix everything and we do nothing. Find shorter solutions now before the grand fix
- Karen - Frustration Ahead - weave movements causing safety issues and conflicts
- Chris Canfield - intersection congestion @ Grandview/I-15. Don't need events, it occurs daily
- Jason Giard - Fred Flintstone graphic. System build in 1955 with the interstate and we still have the same infrastructure.
- Kelly - horizon pic - looking into the future for our kids
- Wade - congestion picture. Traffic stacking, we have the opportunity to fix problems, improve safety
- Kent - construction signing - we have done so much with trying to reallocate space, the solutions are major construction
- Lance - puzzle picture - this is a puzzle, the solution is not inherently obvious, there will be trial and error, different options, maybe even back tracking to go other directions
- Brent - Expect delays - patience is important
- Ronnie - Simple - need to connect the pathways
- Chris F. - ramp picture at 118 - people bring this up all the time. What are the short term solutions now! I don't know what the solution will be.
- Dana - kids jumping for joy - when this is done, this is what we will be celebrating
- Darrell - frustration picture - this is my commuter route, people are frustrated
- Kerry B - bottleneck - that is what this is!
- Kevin - congestion pic, planning reflects the safety for the people. Can we make an impact to reduce this congestion down for future generations

Deb - Why is this happening? Increase in park traffic, corridor from SLC to the parks is huge for international visitors, 8700 vehicles going north. Dynamics changed due to tourism; Ashton to Pocatello for commuter corridor to the schools, business in IF (Caldwell-Nampa-Boise). We have no other modes of transportation, no park and rides, Pocatello regional transit, TRIPTA, SLC express. Counties do not talk to one another. There is also lots of shipping to MT to Bozeman and Billings.

Jeff - There are only four ways to cross the river. With this being the fourth crossing. This is the bottleneck and hasn't been dealt with.



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APPENDIX D

Flip Chart Notes

I-15/20 Project Visioning Meeting Notes

12/13/17

Provide safe, free flow, multi-modal connection to function for local, regional and tourist use, enhancing the future economic vitality of the metropolitan area.

Airport/Rail/Pedestrian Infrastructure

Idaho Falls as a hub to serve neighboring communities

Connections:

- Function for locals
- Functions for regional use
- Function for tourists
- Safe for everyone
- EMS
- Efficient Flow

Commercial traffic will work potential separation of commercial thru. (More options)

GROWTH:

- Keep small town character
- Keep Idaho Falls core vital
- Seamless connections
- Tourism corridor
- North Connection

Technology

Free Flow

Connections (more options)

More connections beyond barriers (River, I-15...)

No new barriers

Multi-Modal

- Car pool, bikes, peds, rail, public transportation, kayaks

Recreation



Economic

What opportunities or considerations should be weighed?

- Separate bike and pedestrian facilities
- Legacy (similar to SLC) Highway limit access and move highway
- Issues that are often missed
 - Snow removal
 - Airport traffic
 - Opportunity for commuter lanes – transit
 - Have to plan for future when roadway capacity won't be enough for population.
- Consider a future of shared autonomous cars
- SLC Corridor might be good model
- More lanes would fix weaving – safer
- Long term totally different access and exit ramps
- Economic drivers INL, University place, hotels, tourism, community college, ERM (C?)
- Could airport terminal be moved?
- Need 20-26 connection
- Chunnel under the river
- Tunnel between Jackson and Driggs
- Don't need to see a facility to go to it. Consider how google or other apps will direct travelers.
- Tourism – how do we get them to stop here
- Quicker path to hospital
 - Need connection 20+ Sunnyside
- Back to perimeter
 - Safety for all users*
 - Non-motorized pathways next to or near interstate or highway
 - Free flow traffic*
 - Flyovers*
 - Perimeter system that takes through traffic around*
 - With multi-modal options to NOT sever community

Perfect Corridor

- Poky to Rexburg
 - Shrinking in terms of commute
 - Regional connection
- Find other options for short-distance local commuters
- Elevated highway (move airport)
- Total separation of bikes and peds
 - Second solution



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A higher speed expressway surrounding the Idaho Falls area incorporating US 20 as the north leg and I-15 as the west leg. It would be developed with enough lanes to accommodate future traffic and multi model (bikes, peds, transit, freight) users and existing alignments through town would be taken over by the City.



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APPENDIX E

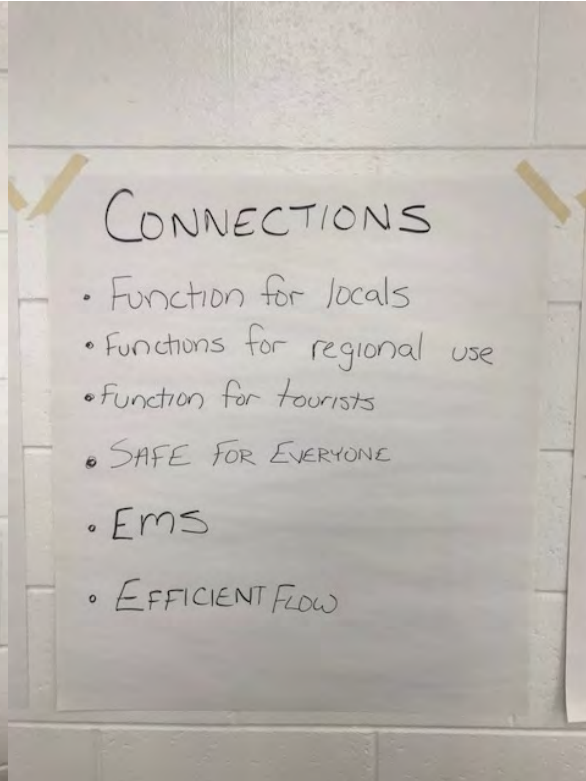
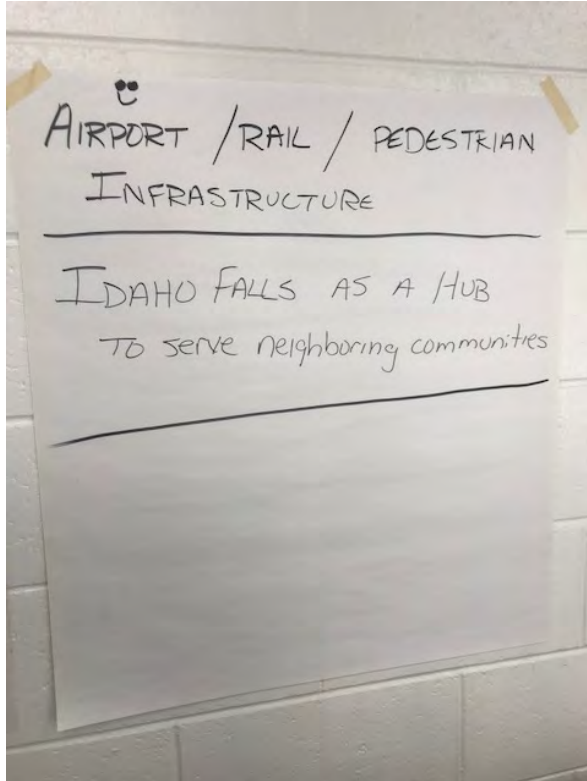
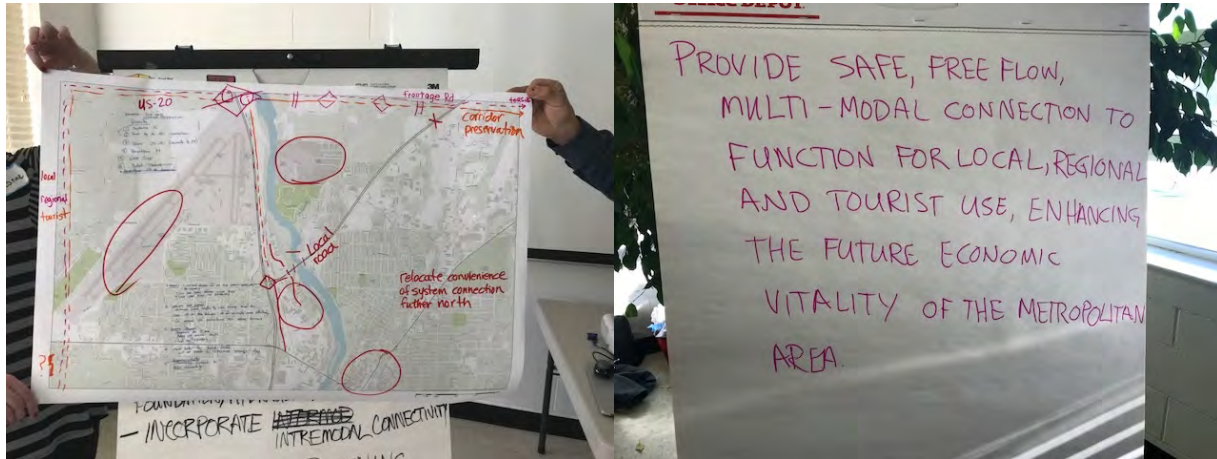
Photos





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IDAHO FALLS





COMMERCIAL TRAFFIC WILL WORK
POTENTIAL SEPARATION OF
COMMERCIAL THRU. (MORE OPTIONS)

GROWTH

Keep Small town character
Keep Idaho Falls Core Vital
Seamless Connections
Tourism Corridor
North Connection

TECHNOLOGY

FREE FLOW

CONNECTIONS - (MORE OPTIONS)
MORE CONNECTIONS BEYOND BARRIERS
(RIVER, I/S,)

No new barriers

MULTI-MODEL :

CAR POOL, BIKES, PEDS, RAIL
PUBLIC TRANSPORTATION, KAYAKS

RECREATION

Economic

- What's ideal for residents?

- bike/ped separation

- Legacy Highway limit access and
move highway
- similar to SLC

- Issues missed

- Snow removal

- Airport traffic

- commuter lanes-transit

- have to plan for future
when roadway capacity won't be
enough for pop.

- shared cars

- SLK corridor might be good model

- more lanes would fix weaving
= safer :-)

- long term totally different
access and exit ramps

- economic drivers INL, University Place
hotels, tourism, Community college, etc

- could terminal be moved?

- need 20-24e connection

- channel



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IDAHO FALLS



- tunnel between Jackson + Driggs
- don't need to see a facility to go to it.
- tourism - how do we get them to stop here
- quicker path to hospital
 - Need connection 20 + Sunnyside
- back to perimeter

- distance term
- eco hot port
- cow
- need
- chunk

- * Safety for All users
 - non motorized pathways next to ^{or near} interstate or highway
- * free flow traffic
- * flyovers
- * perimeter system that takes through traffic around
 - with multi-modal options to not sever community

- what's
- bike/
- Leg
- mov
- IS

- tunnel between Jackson + Driggs
- don't need to see a facility to go to it.
- tourism - how do we get them

- shared cars
- SLG corridor might
- more lanes w
- = safer -)

Perfect Corridor

- * Poly to Rexburg
 - shrinking in terms of commute
 - regional connection
- * find other options for short-term ^{distance} commuters local commuters
- * elevated highway (move airport)
- * total separation of bikes + peds
 - second solution

- * Safety
 - non
 - to ^{or near} ir
- * free
- * flyover
- * perimeter through
- with
- to

Belt loop around town

Alternative transport - commuter trains

Technologically "Smart" system

Integrates utilities with roadways

The road to destinations

Ease of use

Separated pathways for cyclists + pedestrian

Right of Way Preservation

Lane configuration changes for am/pm peak traffic

Maintaining connectivity to commerce downtown

Maintain access to airport

Access control

High-speed roadways

I-215 partial loop

Legacy Parkway

Trailheads to access bike path

Change in consumer trends effect freight traffic

Improve connectivity to other modes of transportation

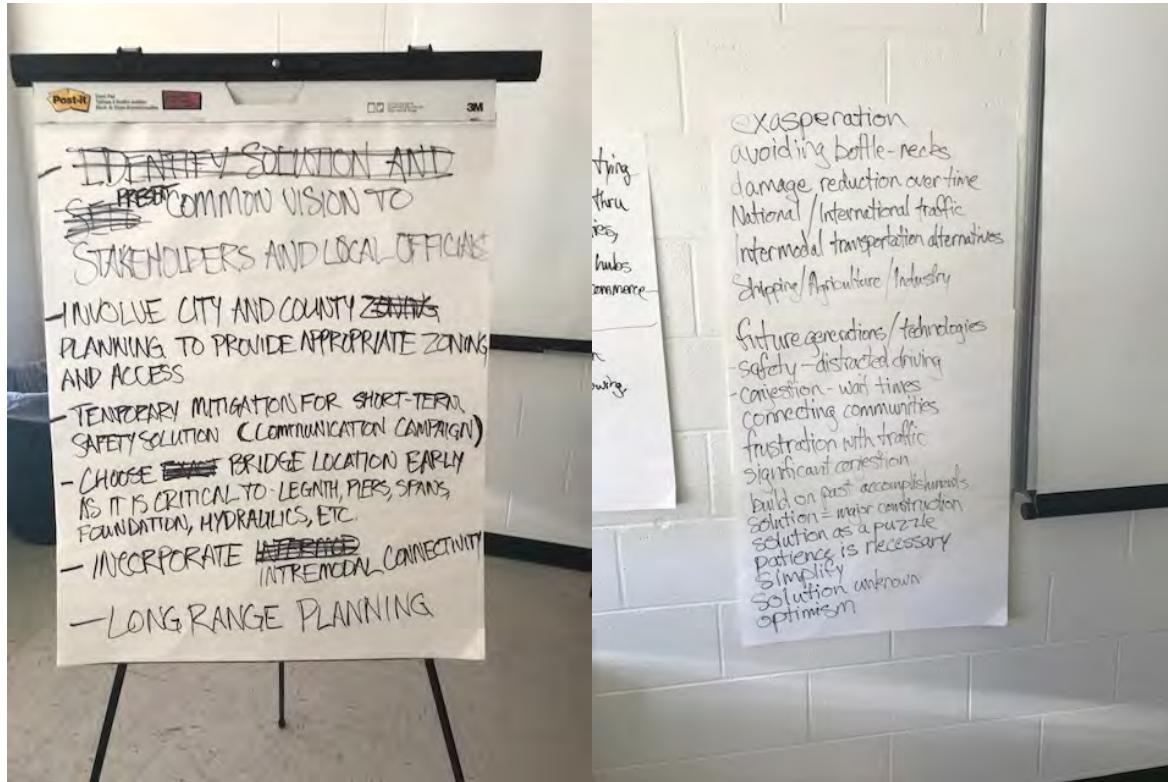
Benchmark study

- tunnel between Jack
- don't need to see
- go to it.
- tourism - how do



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APPENDIX F

Notes from brainstorming activity.

Facilitators used Triggered Brainwalking as a brainstorming activity. Triggered brainwalking involves having individuals in a group build on each other's ideas.

A blank piece of paper was placed in front of each participant. The group was asked by the facilitator to determine concrete steps for getting from where I-15/US 20 is now to the ideal corridor of the future. Using their paper each participant wrote down their ideas and then passed their paper to the person seated to their left. Each person passed their paper around the table until they received their own paper back. The process is designed to have participants build on colleague's ideas and to illustrate that individuals, even within a group, have varying thoughts on the steps needed to get to the "ideal corridor".

The notes are copies of the papers that were developed as a result of the activity.

- BUY RIGHT-OF-WAY
- BENCHMARK "BEYOND TRAFFIC" 2045 TRENDS
AND CHOICES - U.S. DOT
- * BUY RIGHT OF WAY BETWEEN HIGHWAY 15
to Hwy 20
- Consider Idaho Falls power considerations
- Design for easy of construction
- * Involve County & City Planning for
appropriate zoning & Access along
desired route.

VISION

STAKE HOLDER

INVOLVE

CURRENT → FUTURE
FUTURE

①

SHORT-TERM

- GO AFTER LOW HANGING FRUIT WITH HIGH ROI. EXAMPLE: ELIMINATE LINDSAY BLVD WEST-BOUND MERGER ONTO U.S. 20.
- DETERMINE LOCATION OF WHERE BRIDGE CROSSES RIVER
- Decide which low hanging fruit has the greatest short-term impact and involve the public in that process

Design ~~part~~ project to incorporate multiple modes of transportation

- Include Bike Ped priorities in initial activities.

1. LONG TERM ACCESS CONTROL IS A MUST.

- EXPLORE IMPLEMENTING LANE CHANGING (EX: GOLDEN GATE BRIDGE OR EXPRESS LANES) BASED UPON HEAVY DEMAND TIMES
- ALLOW 2 LANE EXIT/ENTRANCE ON OR OFF I-15

* COMMUNICATION CAMPAIGN

Future State

- Safe Efficient Traffic Flow
- * - Intermodal Connectivity Accommodated,
- BUY RIGHT-OF-WAY
- GET COUNTIES, METRO PLANNING ORGS AND TRANSIT PROVIDERS TOGETHER FOR PURPOSES OF DEV. & IMPLEMENTING A COMMON VISION OF WHAT INTRA-MODAL COULD/WILL BE.
- * { GET INFLUENTIAL LEADERS TOGETHER TO ACCEPT A COMMON VISION.
Benefits commerce and attracts both business and residents to our community
- * Incorporate ~~the~~ long Range Plans into Design

①

Preferred Alternative

Constraints Defined / Stakeholders involved early.

* CHOOSE ALTERNATE ALIGNMENTS

EXPAND BLUETOOTH TO WIDER CIRCUMFERENCE
TO BETTER UNDER DESTINATION TYPE TRAFFIC
COMING THRU AREA.

* SEEK THE VISION

Maintained and ~~approved~~ improved future

+

①

Build Highway 15 to Hwy 20 ~~by accessing~~

By accessing appropriate funding

Incorporate bike + pedestrian into design

Involve Railroad : Airport solutions
concerns : solutions accordingly.

* EXACT LOCATION OF THE RIVER
CROSSING IS CRITICAL DUE TO MANY
FACTORS SUCH AS LENGTH, SPANS
PIERS, FOUNDATION, HYDRAULICS. ETC.

• VALIDATE THAT MOST TRAFFIC MOVES IN A
NE \rightarrow SW FASHION AND EXPLORE EAST SIDE
OPTIONS OR ARTERIAL CONVERSIONS.

CAN WE CAPITALIZE ON REPURPOSING
YELLOWSTONE, AMMON RDS TO TURN INTO
THOROUGHFARES INSTEAD OF LOCAL TRAFFIC

- Develop agreement between agencies & on what we need to do.

- Know what we want to do - scope project

Develop concepts and gather public input

- Perform planning and environmental

- Put tools in place for corridor preservation

- Identify routes for expressways to enable timely corridor preservation.

- Preserve ROW w/ county, City, & state.

- Appraise property and purchase need ROW

Secure Funding or Options

Build and they will come (dubious)

Determine ROW corridors

Acquire Right of ways, easements.

Determine environmental issues

Put tools in place for corridor preservation

Purchase ROW & construct improvements

~~Phase~~ Phase construction over funding years

①

To start, gather together the key stakeholders involved

Choose different alternative to study.

Identify schedule & Intermediate Solutions

IDENTIFY POSSIBILITIES FOR MASS TRANSIT

- GET DATA / ANALYTICS FROM INHA DEPT. OF COMMERCE TO UNDERSTAND "HOW" THIS CORRIDOR MAY BE BEING USED FOR LONG DISTANCE TRADE.
- SELECT A COMMON VISION and a plan to sell it to local leaders



Identify a solution and sell common vision to stakeholders and local leaders / elected officials



COMMUNITY WORKING GROUP MEETINGS





Community Working Group (CWG) Meeting Summaries

Executive Summary

The Community Working Group (CWG) was formed to bring stakeholders together with the common goal of acting as representatives of neighborhoods, agencies, organizations, or employers in relation to the project. The CWG was intended to be a dynamic group over the life of the Planning and Environmental Linkages (PEL) study. Participants were expected to:

- Represent a diverse set of interests,
- Distinguish personal preference from what's best for the greater community,
- Communicate and understand different perspectives, and
- Share expertise.

The CWG members were representatives from local governments, the metropolitan planning organization, freight and trucking industry, transit/bus services, law enforcement and emergency responders, hotels and the business community, economic development, major employers, and the Hispanic community, as well as ITD and the consultant team. They served as advisors to the project study team and as ambassadors for the study and its outcomes in the community. Members were asked to commit to attending (or to sending a representative in their place) up to six meetings over 18 to 24 months.

All but one of the meetings listed below were held at the Skyline Activity Center, 1575 N. Skyline Drive, Idaho Falls.

1. Jan. 31, 2017
2. June 20, 2018
3. August 23, 2018
4. April 29, 2019

I-15/US-20 CWG Members	
Name	Representing
Jason Andrus	Andrus Trucking
Jon Andrus	Andrus Trucking
David Bascom	Citizen
Lance Bates, P.E.	Assistant Public Works Director Bonneville County
Doyle Batt	81 st St. Neighborhood
Kerry Beutler	City of Idaho Falls
Stephanie Borders	HDR/Consultant facilitator
Nick Contos	Citizen
Ryan Day	ITD Project Manager
Cameron Waite	HDR/Consultant Project Manager
Amanda Ely	Targhee Regional Public Transportation Authority
Chris Fredericksen	City of Idaho Falls
Karen Hiatt	ITD Engineering Manager
Kelly Hoopes	Horrocks/Consultant Deputy Project Manager
Bryce Johnson	Idaho Falls Fire Department
DaNeil Jose	Bonneville Metropolitan Planning Organization
Nicholas Manning	Eastern Idaho Regional Medical Center
Angie Roach	Osgood area
Megan Stark	ITD Public Information Specialist
Deborah Tate	Idaho National Laboratory
Chris Weadick	Idaho State Police
James West	Hilton Company/Hampton Inn
Darrell West	BMPO
Paul J. Wilde	Bonneville County Sheriff
Syd Withers	Citizen



Community Working Group (CWG) Meeting Summaries

5. Feb. 27, 2020
6. July 20, 2020 – online meeting

Members selected the project name and logo, reviewed project study materials, suggested strategies for informing and engaging more stakeholders, and suggested a new alternative to the I-15/US-20 Connector project team (project team).

CWG Meeting #1

January 31, 2018

The purpose of the first meeting was to establish the CWG membership for the project study. The Idaho Transportation Department (ITD) invited 22 community representatives to the meeting via an email sent on January 15, 2018. A reminder was emailed on January 25, 2018. Fifteen people responded that they would participate, but only eight representatives attended. Several of those who did not make it notified ITD that last-minute conflicts at their respective workplaces prevented attendance.



The agenda for the first meeting was short to respect the time of participants. Highlights included the following items:

- Welcome and introductions
- Roles and responsibilities of the CWG
- Study overview
- Study name and branding exercise
- Next steps

The project team presented to the CWG the Purpose and Need for the Planning and Environmental Linkages (PEL) study and asked members to provide feedback.

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 the vicinity of Bonneville County near Idaho Falls.

Project Need: The PEL will study multimodal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to accomplish the following:

- Address unsafe travel conditions



Community Working Group (CWG) Meeting Summaries

- Reduce congestion
- Provide pedestrian and bicycle mobility
- Address future travel demand forecasts

CWG members in attendance felt that the proposed Purpose and Need statements fit very well and provided a good foundation for the study.

Study Name/Logo: CWG members in attendance helped the project team choose a name for the study, which is now referred to as the **I-15/US-20 Connector**. They also gave valuable feedback on the five initial logos that were developed and determined the best way to choose the final logo would be through an online survey. Subsequently, ITD sent the survey to all 22 people invited to join the CWG and they were asked to vote on their favorite version. The survey vote and additional feedback from participants resulted in the following logo.



Local Outreach Opportunities: Finally, the CWG members in attendance brainstormed ideas about local events and venues for reaching the public with project information.

Ideas included the following:

- | | |
|-------------------------------------|-----------------------|
| • Eastern Idaho Fair | • Earth Day |
| • Bone and Back race | • Ammon Days |
| • Farmer's/Craft market | • Fourth of July |
| • River Art Show | • Concerts – downtown |
| • Parks and Recreation coordination | • Duck race |
| • City Night Out | |

Meeting #1 Conclusions/Action Items

Due to low attendance, the project team pledged to connect with the other invitees prior to the next working group meeting, and to invite additional community members to join the CWG. The project team committed to using a Doodle Poll to determine dates and times that worked for attendees.



Community Working Group (CWG) Meeting Summaries

CWG Meeting #2

June 20, 2018

The focus of the meeting was to share an overview of the public comments and themes received as a result of the Community Kickoff Meeting held in May and to discuss the alternatives development process. Each CWG member was given a copy of the Community Kickoff Meeting summary (with individual comments removed to protect privacy). The project team gave a presentation on both topics.

Of the 25 people invited, 15 attended. There was additional citizen representation at the second meeting as a result of recruiting members at the Community Kickoff Meeting.

Feedback from CWG Members

Questions/Comments on Alternatives

Questions/Comments	Responses
Where is the problem defined? Is there a plan or have you outlined what the study should accomplish?	Showed the group the purpose and need statements developed with agency input in the initial stages.
Temporary ideas for traffic flow: <ul style="list-style-type: none"> • Direct airport traffic to go a different way and get rid of left turns in that area. • Osgood to Rigby – utilize I-15 better. 	Thank you for the comment we will consider that as we develop alternatives.
On the alternative route, people want a shorter route. The road behind Reed's Dairy area is straighter and should be studied.	Thank you for the comment we will consider that as we develop alternatives.
Any alternative route should make it easy to bypass but convenient for stopping.	Thank you for the comment we will consider that as we develop alternatives.
Emergency services will need easy access to area.	Thank you for the comment we will consider that as we develop alternatives.
Remember you can't make it Main Street. One road for one purpose.	Thank you for the comment we will consider that as we develop alternatives.
If we develop a belt route it needs to separate through traffic.	Thank you for the comment we will consider that as we develop alternatives.
In considering alternatives, it's important to think about what is given up where.	Thank you for the comment we will consider that as we develop alternatives.
At the next meeting, please show us the alternatives that were considered and eliminated so we can understand why some ideas won't move forward.	Thank you. We will do that.



Community Working Group (CWG) Meeting Summaries

Ideas for Raising Awareness with the Public

Idea/Suggestions	Response
Attend War Bonnet Rodeo	Good idea.
Attend Civil War Football Game	Good idea.
Attend Emotion Bowl	Good idea.
Independence Day Celebration. <ul style="list-style-type: none"> This year they are looking to have a stage as a common area. Could we put the website on the VMS traffic signs? 	Good idea. We will check on VMS signs and possibility of distributing information.
Contact the Idaho Trucking Association and ask to attend/present at their monthly meeting.	Good idea.
INL can push out information through their internal channels.	Good idea. Thank you.
Create Facebook and Twitter accounts that are study specific.	Thank you. It is against ITD's policy to create separate accounts. We need to utilize their existing accounts.
Reach out to Salt Lake Express.	Mike and Stephanie met with them early in the study phase. We will continue to work with them to see if they can help distribute information to riders.
Pay Google to add directions to their mapping app.	Thank you. Google should already be updating their maps but we can investigate to see if we could advertise or use the app in another way.

CWG Meeting #2 Conclusions/Action Items

The next public meeting was tentatively scheduled for September 5, 2018. The project team planned to show preliminary alternatives to the public at that meeting and asked to have the third CWG meeting two weeks in advance to gather the group's input on draft alternatives. The project team sent out a Doodle Poll to pick the date.

CWG Meeting #3

August 23, 2018

The purpose of the meeting was to gather feedback from the group on the upcoming September 5, 2018, public open house to be held at Skyline High School in Idaho Falls. Twelve people attended the meeting. The project team used a PowerPoint presentation to show the CWG the 10 Level One Alternatives. Prior to showing the alternatives, the project team reviewed the PEL process and the screening criteria considered, which includes evaluating whether the alternative accomplishes the following:



Community Working Group (CWG) Meeting Summaries

- Improves safety for bikes, pedestrians and motorists.
- Improves/reduces congestion on I-15 and US-20.
- Enhances bike/ped opportunity throughout the study area.
- Accommodates future travel demand and improves travel times in the study area.
- Minimizes environmental impacts and meets the purpose and need of the project.
- Provides options for phased improvements.
- Improves access to local resources such as schools, recreational facilities and commercial areas.

The alternatives included the following (full descriptions are included in the I-15/US 20 Safety and Mobility Study Planning and Environmental Linkages (PEL) Study Report):

- I.A. Split Access for Interchange 118/119
- I.B. Free Flow for Interchange 118/119
- I.C. Free Flow for Interchange 118/119 & Fremont
- I.D. Increase Capacity
- II.A. Original Anderson Street Connector
- II.A. Modified Anderson Street Connector
- II.B. 33rd/Iona Road Connector
- II.C. 49th/Telford Road Connector
- II.D-F. Bypass Concepts

The CWG suggested modifications to Alternative II.C to provide for an extension to connect to US-26. The CWG members also discussed methods of notification for the upcoming public meeting, including the project mailing, website announcements, social media, and newspaper ads. The project team revised the project schedule with the CWG.

CWG Meeting #4

April 29, 2019

Fourteen members of the group attended the meeting. The purpose of the meeting was to gather feedback from the group on the upcoming May 16, 2019, public open house. The project team used a PowerPoint presentation to discuss the upcoming meeting and a proposed change in format. The project team also reviewed the latest Level Two Alternatives and discussed the reasons three alternatives were moving forward for further analysis and others were being removed from consideration.

The CWG made a number of very good suggestions, which are summarized in the following table, along with the action that resulted from each suggestion.

CWG Suggestion	Resulting Action
Guided Tour – take small groups of no more than 8.	Project team did this
Guided Tour – put both videos in each room and have the guide introduce the PEL video and make the point that no final alternative has been chosen.	Project team ended up using one large room and showing the videos back to back. ITD welcomed the groups and moderated the discussion.



Community Working Group (CWG) Meeting Summaries

CWG Suggestion	Resulting Action
Put PEL and Post PEL schedule boards in the room with the videos and have guide speak to it. Have guide emphasize where we are and that construction is after National Environmental Policy Act (NEPA) – years away and that the idea is to do what’s best for everyone in the community.	Project team did this.
Alternatives – make sure the guide explains that Alternative A is the no build option	Project team did this.
Add a dashed line on H to show a future connection.	Project team did this.
Add descriptions/identifiers to the alternatives on the comment form. Add street names too.	Project team was unable to add street names to this size (it would have to be a full sheet), but added a text description.
Make the handout a self-mailer.	Project team did this.
Do a better job describing “impacts”. Impacts is too vague when it means the loss of a school or church, homes etc. Concern that people would not be able to weigh the alternatives if they don’t understand the full impacts.	Project team added “Typical impacts can include relocation of fences, trees, and outbuildings and/or the acquisition of homes or businesses through the right-of-way process.”
Add a disclaimer to boards and materials that says line work is approximate and will be determined in design phases.	Guides explained this.
Use another term rather than weaving. People don’t understand what that means	Project team added a sentence that clarifies that this occurs when cars enter and exit the highway in the same area.

CWG Meeting #5

February 27, 2020

The purpose of the meeting was to give the CWG members an update on activities that had occurred since the public meeting in May 2019 and show them the refined alternatives that resulted from the Cost Risk Assessment and Value Engineering (CRAVE) study.

Eleven members of the CWG signed in, and additional three attended but did not sign in.

I-15/US-20 Connector Update

The project team used a PowerPoint presentation to update the CWG. Printed maps of each alternative were placed on tables for participants to look at and write their comments on. The presentation consisted of the following topics:

- Welcome/Introductions
- Project Updates



Community Working Group (CWG) Meeting Summaries

- E. 49th N. Neighborhood Meeting
- Interim Project Update
- July 2019 meeting with Army Corps of Engineers
- Alternatives Analysis
- Level Three Alternatives
- Next Steps
- Adjourn

Most of the conversation revolved around the following Level 3 Alternatives (full descriptions are included in the I-15/US 20 Safety and Mobility Study Planning and Environmental Linkages (PEL) Study Report):

- C3 Free Flow Interchange with Fremont/Science Center Modification
- E3 Anderson Street Connector with North End Modification
- H2 49th / Telford Road Connector with US-26 Connect

Alternative C3 (Free Flow interchange with Fremont/ Science Center Modification)

The project team explained the alternative had changed from the version shown at the May public meeting. He explained that during the CRAVE study, two additional alternatives were developed. The project team used value engineering to look at ways to make the alternative function more effectively, while reducing anticipated construction costs, where possible. Major changes were highlighted for the CWG:



1. I-15 alignment was shifted to the east. This assumed the railroad tracks could be removed between the existing US-20 at John's Hole and the river crossing near the city water tower.
2. Exit 119 was reconfigured and Grandview traffic would be routed below I-15 rather than over the interstate. Local road connections change dramatically with this alternative.
3. The design speed of the ramp curves was reduced from 65 to 50 miles per hour (mph) to simplify the geometry. The smaller curves are similar in size to the wye interchange in Boise.
4. Connection of the ramps and accessibility to the local roads was altered as needed.

CWG Questions

- CWG members had questions about the frontage road system and how it would operate.



Community Working Group (CWG) Meeting Summaries

- They wondered how traffic would navigate the new bridge system at John's Hole.
- Some were not sure it would address long-term growth or congestion.
- It was emphasized that separated pathways, whether with a buffer or barrier, are preferred for bike/ped connectivity

The explanation about the effectiveness of the traffic mobility for this alternative was described in very general terms.

Alternative E3 (Anderson Street Connector)

Alternatives E1 and E2 were combined into a single alternative as a result of the CRAVE study. Changes discussed included the following:

1. Shifting the I-15/US-20 Olympia Dr. exit (new Exit 119) further south. Reducing the design speed of the ramp curves from 65 mph to 50 mph to simplify geometry. Smaller curves made it possible to move this interchange south resulting in a narrower Snake River crossing with fewer impacts to aquatic resources. The impacts to the grain silos, local business, RV Park and houses all changed because of this shift, which lowered the overall cost of the project.
2. Ramp connections and accessibility to local roads were altered - most significantly near Olympia and Science Center.
3. The need to reconstruct the Broadway interchange was dramatically reduced and only required changes to northbound ramps.
4. Impacts to the Alturas Park/Temple View area were dramatically reduced.

Discussion included an overview of structure needs and the changes in constructability, as well as changes to current freight movements.

CWG Questions

Alternative C and Alternative E were discussed from the bike/ped perspective. Crossing of I-15, US-20 and the Snake River were all discussed for the two alternatives. One CWG member asked about how two alternatives would correspond to the Interim Project. The interim project was briefly discussed at a very high level.

Alternative H2 (49th / Telford Road Connector with US-26 Connect)

The project team showed the primary differences as a result of the CRAVE study:

- The same reduction of the design speed of the ramp curves to 50 mph dramatically reduced the system to system interchange between I-15 and US-20.



Community Working Group (CWG) Meeting Summaries

- Moving the east/west portion of the new US-20 further south, which could minimize noise impacts to the Sage Lakes. The split diamond improvement between Exit 118 and Exit 119 is not the final configuration, just a placeholder until design.

CWG Questions

- A CWG member raised the concern of shifting the alignment south of Sage Lakes and thus splitting a parcel to the west that may land lock the southern piece.
 - The Burtenshaws and Johnsons own land to the west and south of Sage Lakes that they would like to develop. The airport restrictions have slowed development, but the project team should determine what is planned by talking to the property owners.
 - The project team was going to add an explanation that the alignment could shift, and specific impacts were not known at the time the alternative was presented to the public.
- One member suggested a sound wall could be added to the alternative shown in May, and the roadway could be depressed to reduce noise impacts.
- CWG members were concerned about connections to the east and west. Highlights of the discussion include the following:
 - Fitting connections into regional planning for high capacity routes.
 - The belief that connections are the key to the success of Alternative H2.
 - The Bonneville Metropolitan Planning Organization (BMPO) and City are looking for funding to study these routes.
- Ryan Day explained that connections may have to be separate projects per the Federal Highway Administration (FHWA) because they could be considered outside the purpose and need of the PEL, but agreed the project team could design the alternative to allow for future connections.

Additional topics of discussion:

- The intersection of 49th N and 35th E has high crash rate, which is a public safety concern for the County. If more traffic is encouraged to use the 49th N corridor, there should be some specific improvements made to the intersection to improve safety.
- Freight haulers use Anderson and 49th to access US-26. If Alternative H2 goes in, 49th would be the most attractive route for trucks.
 - They could still use Grandview to Anderson, but this would not be appealing.
- There were a lot of public comments on the connection to US-26 at the meeting last year.



Community Working Group (CWG) Meeting Summaries

- Adding the new interchange west of the existing St. Leon interchange would allow better access to Telford and Lewisville.
 - Cut off old US-20 south of the interchange.

CWG Meeting #5 Conclusions/Action Items

CWG #6 was scheduled for April 7, 2020, in the same location. Project team members planned to show the CWG the public meeting materials, including the meeting room layout and guided tour plan, display boards, handouts, and a draft PowerPoint to set the tone of Public Information Meeting #4.

CWG Meeting #6

July 20, 2020

Due to COVID-19, this CWG meeting was held virtually through a WebEx meeting. Eleven CWG members joined the presentation. The project team explained that during the CRAVE study, Alternative C had been removed from analysis. The project team explained that Alternatives E1 and E2 had evolved into Alternative E3 and Alternative H was modified to be Alternative H2.

Each alternative was shown via WebEx with explanations of the features, benefits and challenges of each.

Alternative E3 (Anderson Street Connector)

Features & Benefits

- The new I-15/US-20 Olympia Drive Exit is north of the existing Exit 119 at Grandview. This increases the distance between the I-15 interchanges, improving safety and operations.
- The Alternative E3 US-20 location results in a shorter new Snake River bridge crossing and reduces environmental impacts as compared to Alternatives E1 and E2.
- Reduces impacts to the Anteras Park/Temple View area.
- Converts current US-20 between Grandview Drive and the Freemont Avenue to a local street.
- Reduces the need for reconstructing the Broadway Interchange (Exit 118), with changes to the northbound on-ramp and southbound off-ramp.
- Removes weaving concerns between I-15 Exit 118 and the new I-15/US 20 Exit 119 by making them farther apart, connecting them with direct access ramps and realigning US-20 to the north.
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20.
- Provides more direct access from I-15 to the Idaho Falls Airport via the new interchange.



Community Working Group (CWG) Meeting Summaries

Challenges

- Impacts to grain silos, an RV park, and other local businesses east of I-15.
- Relocation of the businesses served by the railroad and buyout of the railroad.
- Constructability may impact existing businesses and motorists.

Alternative H2 (49th / Telford Road Connector with US-26 Connect)

Features and Benefits

- Moves the east-west portion of the new US-20 alignment further south than the previous Alternative H to minimize overall impacts. However, concept alternative locations shown are approximate and will be refined through the NEPA and design process.
- Improves traffic operations of the I-15 interchanges by separating regional through traffic and local traffic. Possible improvements include converting Exits 118 and 119 to a split interchange to remove weaving and backup on I-15.
- Converts current US-20 between Grandview Drive and the Lewisville Highway to a local street.
- Allows for construction in phases to minimize impacts to motorists. Realigns US-20 and connection to I-15 first, followed by a new interchange at exits 118 and 119.

Challenges

- Alignment goes through a construction material landfill, which requires mitigation.
- Impacts to farmland.
- Provides a new alignment for US-20.

The project team showed the CWG a video of how traffic would operate under the No-Build Alternative and Alternatives C3 and H2. The video did not have narration, and the group recommended that adding a voice over might help with public understanding.

The consultant then talked about the online meeting and explained that the same notification process would take place that ITD had followed for an in-person meeting. The group was asked to help inform their colleagues, friends, and neighbors about the opportunity to participate in the meeting.

The consultant talked about the next steps. The PEL study report would be completed in late summer and go to FHWA for review. The project would then move into the NEPA processes and the project team would continue to engage the CWG.



PUBLIC MEETINGS





I-15/US 20 Safety and Mobility Study:
Planning and Environmental Linkages (PEL) Study Report

Public Meetings

Public Meeting #1: Community Kick-off May 2018



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Appendix M.
Community and Public Involvement

I-15/US-20 Connector Community Kickoff Meeting!



Meeting Summary

KN20065

Temple View Elementary School
1500 Scorpius Avenue, Idaho Falls
5 p.m. to 7 p.m.

May 9, 2018



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Community Kickoff Meeting Summary Report

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Community Kickoff Meeting Summary Report

Executive Summary

The Idaho Department of Transportation (ITD) hosted a Community Kickoff Meeting for the I-15/US-20 Connector on Wednesday, May 9, 2018. The meeting was held in an open house format, meaning participants could attend anytime between 4 p.m. and 7 p.m. More than 100 people attended the meeting and many expressed their thanks to ITD, the city, and county for starting the study with a blank slate.

Public Open House
Wednesday, May 9, 2018
Temple View Elementary
4 p.m. to 7 p.m.

A couple of themes arose from the comments and are presented in this summary at a high level. *Copies of full comments received are included in Appendix F:*

Expressway:

- Approximately 1/3rd of those who submitted comments were against the concept of a high capacity route. Comments related to the topic included:
 - “Stay out of New Sweden – NO LOOP WEST and NORTH! Keep it on the current alignment and expand as necessary. No reason to go nuts and blow the farms and community all to hell.”
 - “Completely opposed to a high capacity route on West 26 (Old Butte Road) – it’s a neighborhood with kids, bike riders etc. and not suitable.”
 - “Third, don't build an "Expressway to Nowhere." The proposed expressway around the west side of Idaho Falls would be very expensive with little to no benefit to either local or pass-through traffic.”
- Several commenters thought the expressway was a good idea and urged ITD, the city and county to plan for growth. One commenter urged the team to start buying right of way now by stating:
 - “Plan on starting to build it soon, because with growth you have exploding property values.”
 - “We need a high capacity route to the north and west of IF.”
- A few however stated that it would be better to have an eastside route (on the Ammon side) instead.
 - “A belt route is needed to meet growth on the east side of town.”

Local Access

- Several commenters discussed the importance of local access and the economy.
 - “Please keep downtown access from both 20 and 1-15 a relatively high priority. There is still much vitality to the downtown area, and I believe that will continue as long as the infrastructure doesn't sabotage it.”
 - “Local businesses are trying to attract customers into IF, not have them drive 15 or 20 miles around. An expressway is too expensive.”



Community Kickoff Meeting Summary Report

- “Keep local access open and clean up ramps for locals and get rid of all shared merge lanes.”

Lindsay Boulevard and Broadway Street Interchanges

- Opinions were very mixed about the Lindsay Boulevard and Broadway Street Interchanges with some calling one or both to be completely reconfigured or closed. Some were fearful a closure would cut off vital business access.
 - “The overpass over Lindsay Blvd. is decades old also. Somewhere in the foreseeable future this overpass will need to be replaced and could be done in this project.
 - “Close Broadway to I15 North Bound make a 2 Lane Elevated Road to 20. Close Lindsay Exit, Extend River Bridge. Extend Anderson overpass, to all 6-8 lane merge to 20 before Lewisville Hwy.”
 - “Close exit 118 northbound to Broadway to 119 merge. Add a no stop lane coming from I-15 to US-20, all you can do is build up.”
 - “We will need to build a free flowing interchange on-ramp for I-15 Northbound traffic to enter onto Hwy 20. There is room to do this if the Lindsay Blvd exits are deleted, and they need to be removed anyways.”
 - “Main concern is 119 must be saved and reconfigured for local business access.”

Additionally, the following comments are an example of the various opinions expressed by stakeholders concerning potential solutions.

- “It would be ideal if ITD would add a pedestrian/cyclist overpass of I-15/US-20 between Saturn and the greenbelt. This would improve quality of life and safety on the west side.”
- “Keep the express route on I-15 past the Grandview exit for 2-3 miles. Don’t think there is enough traffic for an extreme west and north route.”
- “Look at an elevated ramp to bring north bound traffic off the interstate and picks up the traffic from Lindsay and merges onto 20.”
- “Build a new exit off I-15 further down the interstate with an easy connection to US-20.”
- “Favor a new interchange north of 119 that feeds onto Lindsay.”
- “Would help to better time lights at 119.”
- “Add a light on exit 119 southbound that is currently a stop sign.”
- “In favor of more bike lanes in general.”
- “At the Broadway exit only allow to cars to exit (not enter) here. Route traffic to new expressway located near John’s Hole.”
- “I-15/US-20 Expressway at exit 119 build an elevated exit from I-15 to merge once over the river and in return an elevated entrance from US-20 to merge north or south onto I-15.”
- “Slow down traffic on the onramp to I-15 from Science Center to 55. People are going 60 and it’s hard to merge off.”
- “More room is needed for off ramps.”
- “Need a wide bike lane across the river.”
- “Build a road up and over for non-stop I-15 to US-20 (north and south bound)

Community Kickoff Meeting Summary Report

Notification Process

ITD used a variety of methods to inform the public about the open house including:

- A newspaper ad appearing in the Post Register on April 25 and May 2, 2018.
- A digital ad on the home page of the Post Register ran May 3 -9, 2018 and generated 12,407 impressions and 149 clicks.
- Postcards mailed to 4,703 addresses on April 18
- Facebook ads that garnered more than 180,000 impressions and roughly 3,050 clicks.



Copies of notification materials are included in Appendix A.

Attendance

A total of **109** attendees signed in at the Community Kickoff Meeting. *A copy of the sign-in sheets is included in Appendix E. Photos from the meeting are included in Appendix B.*

Room Layout

The public was invited to view exhibits and talk with key team staff. Exhibits were set up around the room to explain the purpose of the PEL study and to stimulate attendees' ideas about short-, mid-, and long-term improvements to the interchanges and potential high capacity route. Large maps of the study area were also placed on tables and attendees were encouraged to draw or write comments on the maps. A video highlighting the issues within the study area was projected on a wall and the study story map was live on a computer screen for those who had detailed questions about traffic. Comment forms were available on tables in the center of the room.



Community Kickoff Meeting Summary Report

Exhibits

- Welcome and purpose of the meeting
- Background
- Area Map (mounted as an exhibit and paper maps on tables)
- Level of Service
- Existing Weekly Conditions
- 2045 No Build Weekly Conditions
- PEL Study
- Purpose and Need
- Why is a PEL Study right for I-15/US-20?
- Schedule
- Get Involved

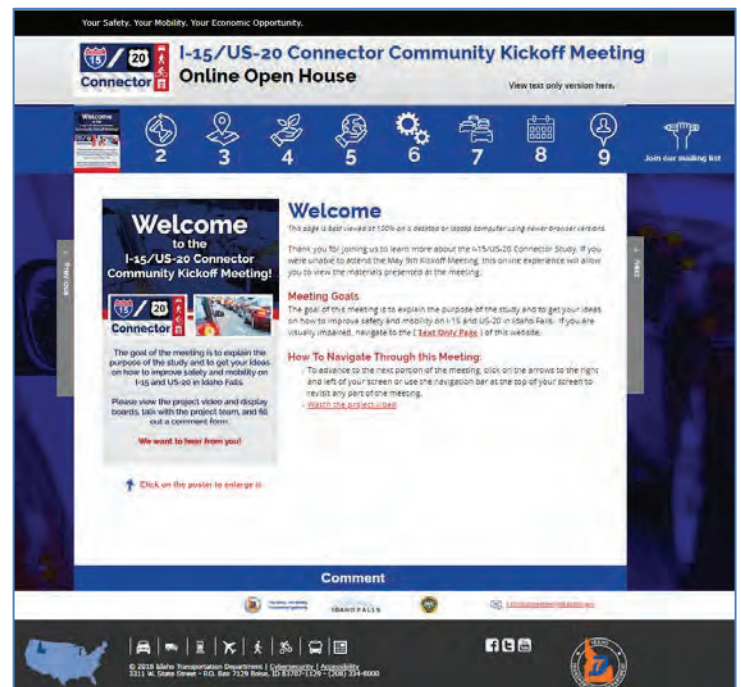
A copy of all project exhibits is available in Appendix C. Project team members answered stakeholder questions and encouraged them to write comments or use the project website to submit comments.

I-15/US-20 Project Team

- Ryan Day (ITD)
- Karen Hiatt (ITD)
- Drew Meppen (ITD)
- Wade Allen (ITD)
- Tim Cramer (ITD)
- Megan Stark (ITD)
- Mark Layton (ITD)
- Tracy Ellwein (HDR)
- Jason Longsdorf (HDR)
- Cameron Waite, (HDR)
- Stephanie Borders (HDR)
- Kelly Hoopes (Horrocks)
- Michael Jones (Horrocks)

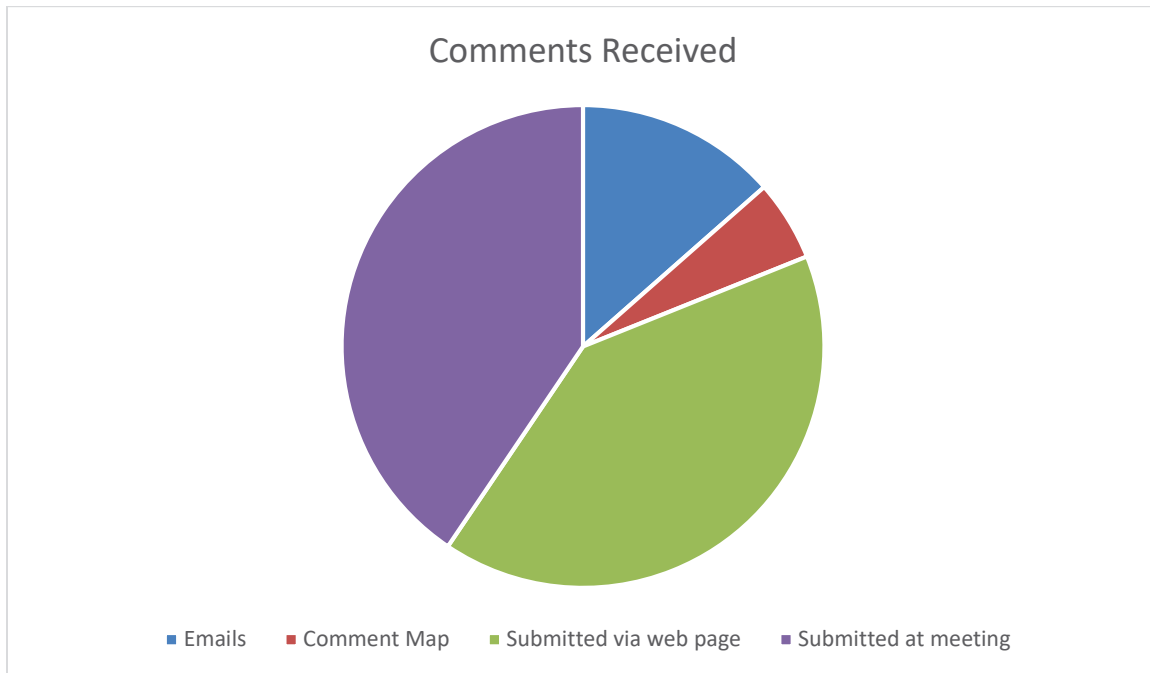
Online Meeting

An online version of the meeting was available from May 9th until June 7th on the project website at <http://i15us20connector.com/>. The online version of the meeting included the same information presented at the in-person open house in an interactive format. Visitors could visit the online meeting anytime and provide comments. Statistics on the number of visitors is included in Appendix D.



Comments

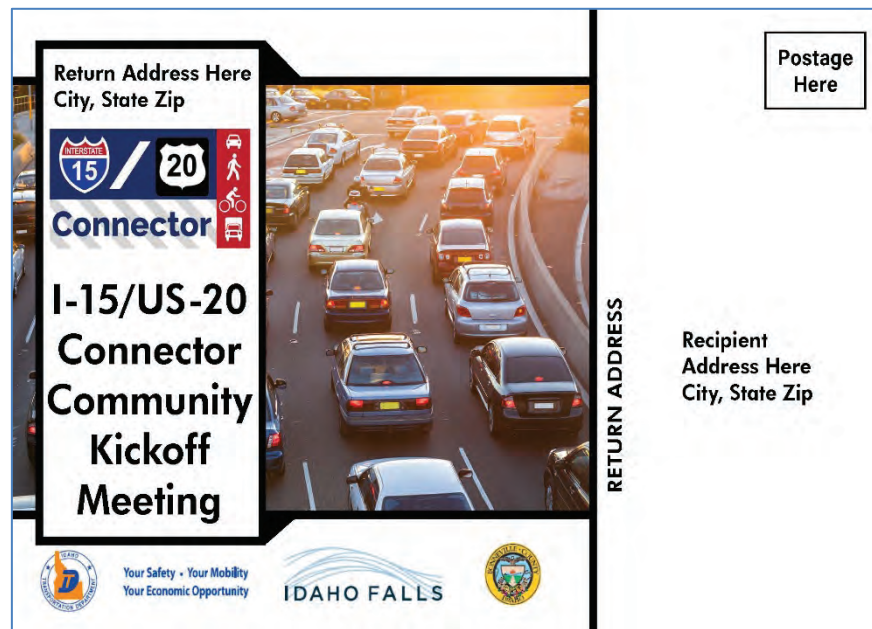
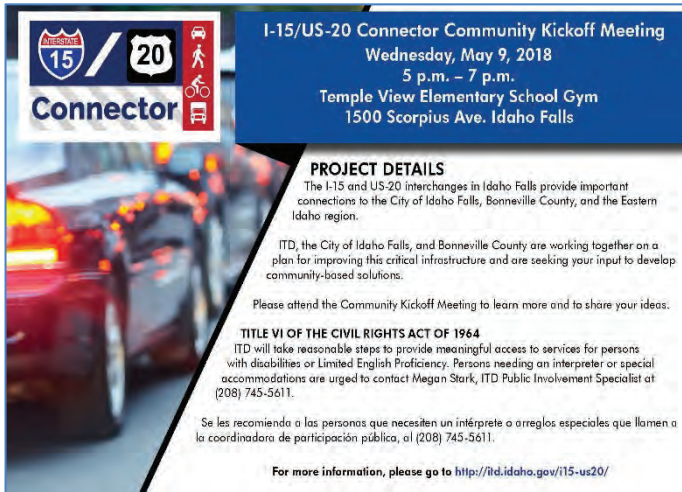
The public comment period was open from May 9 to May 30, 2018 but comments received after May 30 were also included. 77 comments were received as of June 6, 2018. The public was given a few options for submitting comments including comment forms, a project email address, and a comment form as part of the online meeting on the project website.



A copy of all the comments received and a response to comments is available in Appendix F.

Appendix A – Notification














Postcard



Ads

Black and white – newspaper ad

Color – digital ad

 Connector	<h2>I-15/US-20 Connector Community Kickoff Meeting</h2>	JOIN US! 
MEETING DETAILS  Wednesday May 9, 2018 5 p.m. – 7 p.m.  Temple View Elementary School Gym 1500 Scorpis Drive Idaho Falls	<p>ITD, the City of Idaho Falls, and Bonneville County are working together on a plan for improving this critical infrastructure and are seeking your input to develop community-based solutions.</p> <p>Please attend the Community Kickoff Meeting to learn more and to share your ideas.</p> <p>For more information, please go to itd.idaho.gov/i15-us20/</p> <hr/> <p>TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 <i>Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users Dial 711 to use the Idaho Relay System.</i></p> <p><i>Se los recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al coordinador de participación pública al (208) 334-8119 o TDD/TDY marque 711.</i></p> <p> Your Safety • Your Mobility </p>	
 Connector	<h2>Help shape the future of I-15 and US-20 in Idaho Falls!</h2>	JOIN US! 
MEETING DETAILS  Wednesday May 9, 2018 5 p.m. – 7 p.m.  Temple View Elementary School Gym 1500 Scorpis Drive Idaho Falls	<h3>Please plan to attend the Community Kickoff Meeting for the I-15/US-20 Connector</h3> <p>The Idaho Transportation Department, the City of Idaho Falls, and Bonneville County are working together on a plan for improving this critical infrastructure and are seeking your input to develop community-based solutions for short-, mid-, and long-term solutions.</p> <p>For more information, please go to itd.idaho.gov/i15-us20/</p> <hr/> <p> Your Safety • Your Mobility Your Economic Opportunity  </p>	

Appendix B – Photos





Appendix C – Exhibits

Welcome to the I-15/US-20 Connector Community Kickoff Meeting!



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



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Area Map









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Level of Service

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

Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways.

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.

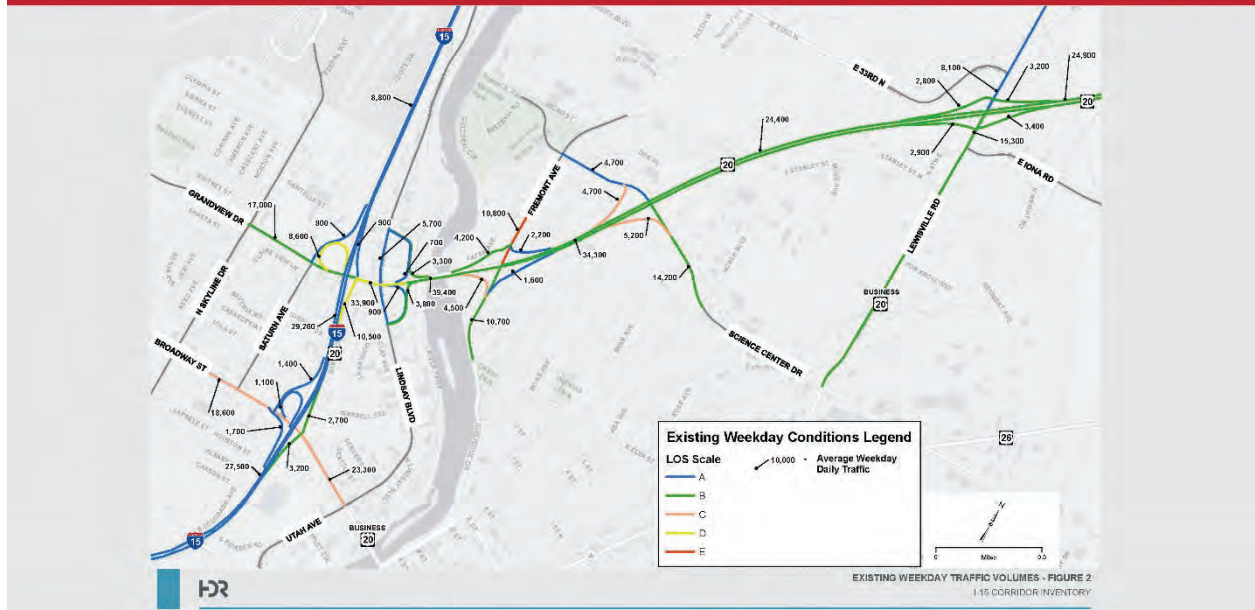


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Existing Weekday Conditions

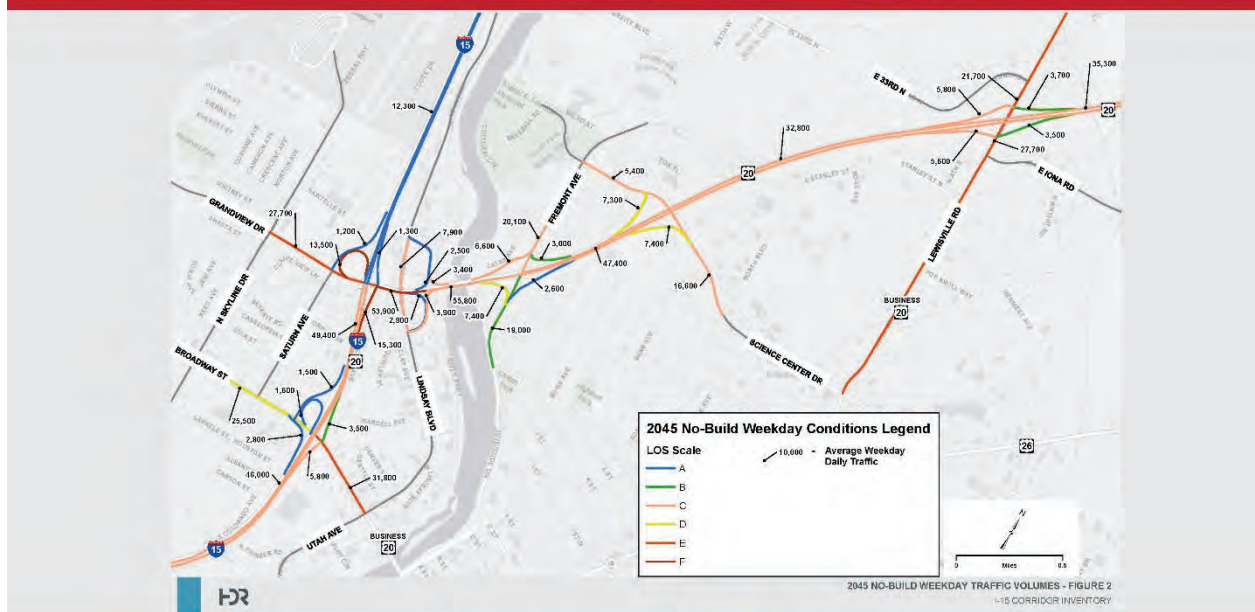


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2045 No-Build Weekday Conditions



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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





PEL Study

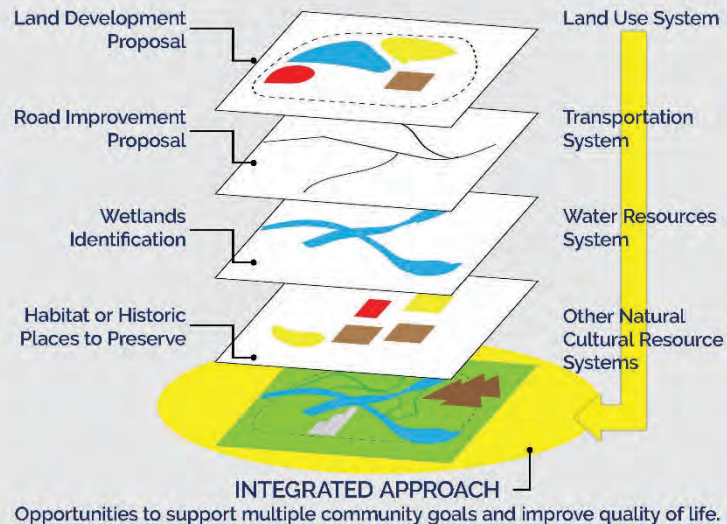
Planning and Environmental Linkage Study

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.



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Why is PEL the right process for the I-15 / US-20 Connector?

A PEL is a good option when:	I-15/US-20 Project	Identified Purpose & Need
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.	✓	The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages.
There is not identified funding for the project but federal funding is a possibility.	✓	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.
There is a need to gain gauge public interest and/or gather support for a project and collaborate to develop alternatives.	✓	Provide improvements that serve all types of travelers including local commuters, freight, and regional tourism.
The study will incorporate previous transportation and land use planning documents and recommendations.	✓	Current infrastructure will not appropriately provide for future growth as identified in adopted local (City, County, and MPO) land use and comprehensive plans.
There is a desire to gain agency input and awareness of the project before NEPA begins.	✓	Consider new infrastructures impacts to local roads through coordination with Idaho Falls and Bonneville County.
A need to identify and screen alternatives that improve safety and mobility for all users, support local land use plans and minimize impacts.	✓	Identification of resources to investigate and level of analysis to focus on environmental concerns and allow agencies to proactively avoid, minimize, or mitigate.



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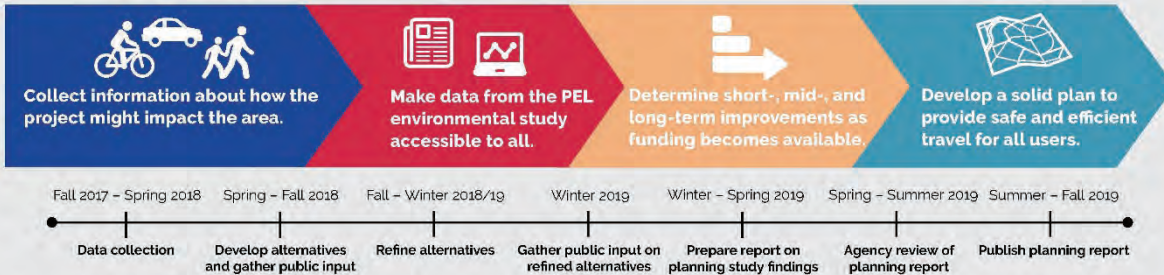
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Project Schedule

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:



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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

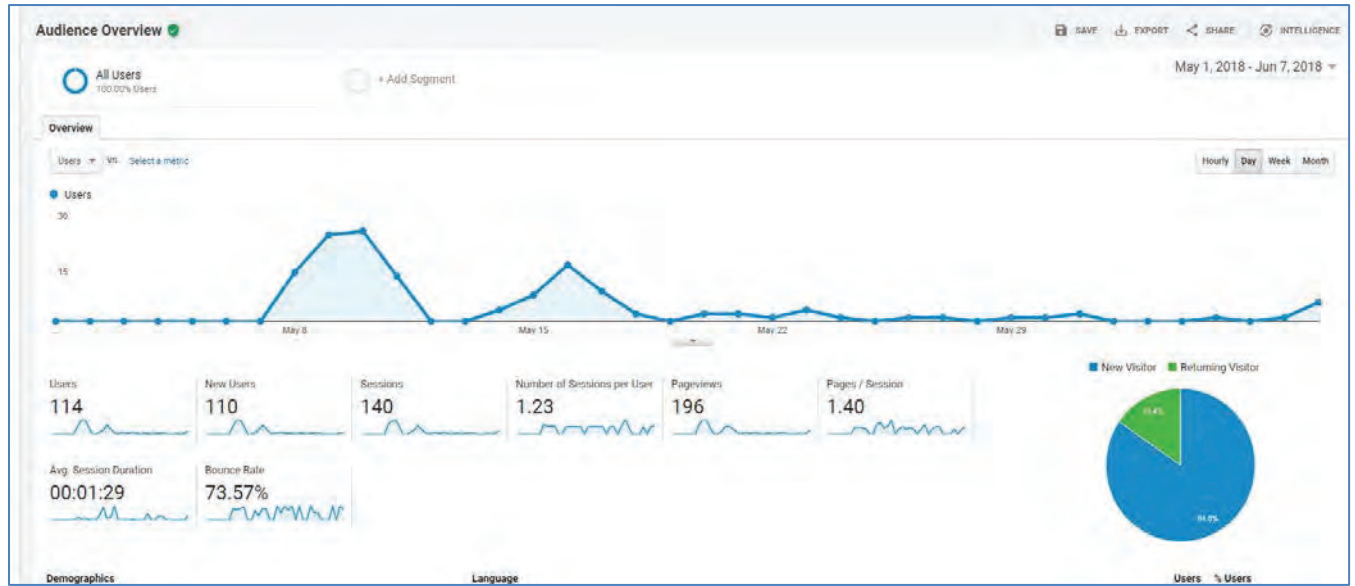
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Your Safety – Your Mobility
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Appendix D – Online Meeting and Website Visit Statistics



Appendix E - Sign-in Sheets

Sign-in sheets were removed from this online summary to protect attendees' privacy.

Appendix F - Comments

Comment numbering begins at identification number 7 because of the database system. All comments received are accounted for.

Comment Report - Anonymous :

Comment ID Number	Comment Date	Comment	Comment Source	Comment Topic/s
7	04/12/2018	I worry about the exit onto US-20 from I-15. I see a lot of cars and trucks waiting for the light.	Web comment	Traffic/delays
9	05/08/2018	create a non stopping northbound merge lane from I-15 to US 20. Possibly close Lindsay on ramp to northbound us 20	Web comment	Routes
11	05/10/2018	I am opposed to any of the proposed route changes for I15-US 20 interchange. Please stay out of one of our only rural areas that haven't been destroyed. If you make this a route, you will bring in gas stations, hotels etc. We don't want that in our beautiful rural area. It would be cheaper to widen the freeway, and reset that light! This was not nearly as large of an issue before the last construction was done. Widen that freeway, and leave the rural area rural please.	Web comment	Economic development
12	05/10/2018	Comment on US20 -I15 interchange. Use the I-15 corridor better. Do NOT extend into the Osgood area cutting up farm land and disrupting many homes and farms. It seems wiser to tie into I-15 just north of the city limits. New bridge over Snake River, new interchange on Lewisville north of existing one. Use the Hatch pit corridor for roadway between Lewisville hw and the river. Create 3 lanes both directions on the existing I-15 corridor between the new interchange north of Idaho Falls all the way through to Sunnyside or to 65th South. Take out the Grandview interchange altogether. Maybe new interchange at 17th South. Upgrade the existing Broadway interchange.	Web comment	Routes

13	05/10/2018	<p>I am not in favor of you bringing or even considering taking this out 45th West or 49th North. We bought land in the country and would like to keep it in the country. If you take away our homes and land to build this project in today's economy it becomes problematic to find another home to live in. We would not like the highway noise and there are no services out here. Just a really bad idea to bring it out here, I realize that you really want to buy this land at a cheaper rate than the commercial land around the city but this also opens up the door for the city planned utilities lines which have been fought hard by many in our Osgood community. I do believe those same arguments would be felt if it is bought out this way. We are farmers who would like to continue farming our small family farms and keep life simple and quiet. Please consider taking this out past Dad's Truck Stop and stay further away from the airport and Osgood.</p>	Web comment	Routes
14	05/10/2018	<p>I have always thought that the traffic on US20 (east bound) should merge left and the traffic coming from I-15 should stay to the right. Both of these paths of traffic could flow at the same time. (Road may need to be widened to allow for semi's turning with wide loads.)</p> <p>There would need to be a red-light for US-20 to allow I-15 traffic to turn left. But I-15 traffic could continue to enter US-20 by turning right.</p> <p>And that is my suggestion :)</p>	Web comment	Traffic/delays
15	05/10/2018	<p>Safety Bicycles/Pedestrians Economic Growth</p>	Web comment	

16	05/10/2018	While the traffic study is being completed on Map Comment the intersection of northbound I-15 exit and Hwy 20, can you at least make an inexpensive change to free up the congestion? Such as: merge the two lanes of traffic on Hwy 20 traveling towards Rigby into one lane (left) prior to the intersection of northbound I-15 exit intersection. The right lane of Hwy 20 would then be freed up for traffic exiting I-15 without interruption. The traffic exiting I-15 and wishing to turn left onto Hwy 20 would still need to be controlled by a stop light (a longer wait time for those wishing to turn left should be implemented), but those turning right would no longer need to stop.		Traffic/delays
17	05/10/2018	A third lane on each side would be very helpful from exit 315 to the i15 exit.	Map Comment	Traffic/delays
18	05/11/2018	I drive this route every work day to get to my office at the INL. I have seen it get more congested over the past few years and am pleased that action is being taken to improve the situation. I have always thought that there should be a way to exit I-15 and merge onto US-20 without stopping.	Map Comment	Routes

19	05/11/2018	<p>I want to comment on the "high capacity expressway" that is included in the I-15/US-20 connector study. I think that is a waste of money. You need to spend your money fixing the real problems, the biggest of which is the northbound I-15 traffic getting off to go eastbound on 20. The bypass route wouldn't address that issue at all. The state already can't keep up with all the road and bridge maintenance it needs to do and spending money on a bypass route is wasteful & would just add to the road maintenance burden.</p> <p>I suggest some sort of modern exit off of I-15 N, similar to the big exits you see in SLC that can move lots of traffic through them. You would probably have to reroute the Lindsay on ramp to 20 East as part of that work. The exit would take traffic off of I-15 north and onto 20 east without stopping, it would be a merging type interchange. There could be an on and off ramp to this interchange to pick up the traffic from Lindsay Blvd. that needs to go onto 20 east.</p> <p>I know there are engineers who design traffic interchanges for a living and I strongly recommend that IDT hire one of those firms to develop design options.</p> <p>As part of the I-15/Hwy 20 work you would need to consider how you could get the foot and bicycle traffic coming east from Grandview safely across I-15 and the interchange and to the river and its pathway.</p>	Web comment	Routes
24	05/12/2018	<p>Putting in a major road that is busy will ruin the farmland that's left in Osgood. It will ruin the country farm town area! We need these farms. The road needs to be moved away from the Osgood area. There are no sidewalks in the country and putting in a major road will not keep our children safe. Farm land will have to be torn up for the major road and the high volume traffic will not allow the farmers the easy access they need to drive their tractors, semis and all other farming equipment back and forth safely between their fields. Please do not ruin the last little area we have left that is farmland and country. Find a way to use the roads already in place.</p>	Web comment	Land use/growth

It's obvious to everyone that the I-15 and Hwy 20 interchange needs to be fixed. The stop light will have to be replaced with a free flowing on-ramp one way or another.

Map Comment

Traffic/delays

But after that is fixed, there is still a bottleneck with too much traffic all trying to cross at John Hole Bridge.

Currently, the John Hole Bridge is so busy because it serves both interstate traffic as well as intra-city traffic. There are tons of drivers that come from the airport and skyline Road areas and they have no way across the river other than to merge in with the interstate traffic.

Instead of forcing both interstate traffic and intra-city onto the same bridge, we should extend International way with bridges across the interstate and across the river. Then city traffic would have access without merging into the interstate traffic. The city drivers would have access to East River Road and science center drive without making Hwy 20 into a parking lot.

This idea would also solve the problem of Lindsay Boulevard. The on/off ramps at Lindsay will need to go away as the I-15/Hwy20 interchange grows, but they wouldn't be needed anymore if city traffic has other access such as International Way.

1. We can't have just a stop light for the interchange between to major highways.
2. The Snake River Bridge is a bottleneck.
3. The Lindsay Blvd ramps are way too small and way too close together.
4. The Broadway ramps are too close to the Hwy20 ramps.

Solutions:

1. We will need to build a free flowing interchange on-ramp for I-15 Northbound traffic to enter onto Hwy 20. There is room to do this if the Lindsay Blvd exits are deleted, and they need to be removed anyways. This will solve most of the traffic issues. Almost everyone coming up I-15 is headed east on Hwy 20, and they won't have to wait at a stoplight any more. The southbound traffic is already fine for I-15 because of the existing on and off ramps, and the few drivers on I-15 Northbound that need to go west can eventually be handled with a "Michigan U-Turn Interchange" where there is a little space just north of Hwy 20.

2. The Snake River Bridge bottleneck can be solved by adding a separate bridge for city traffic. Most of that traffic comes from the big parking lots on International Way or Sawtelle Street. If International Way was extended across the river, the bottleneck of city vs interstate traffic having to share the same bridge would be fixed.

3. The Lindsay Blvd on/off ramps would no longer be needed if drivers had access on these other roads as mentioned above. Removing those ramps would make a big difference. They cause big problems currently.

4. Broadway Street is an enigma, because it's really part of Hwy 20, but it has turned into a city mainstreet. Conversely, Grandview Drive is a city street but it is turning into a Highway. The two sides of Hwy 20 should be fixed and connected to run straight through instead of parallel to one another. Grandview should be extended to run between the airport

and Reed's Dairy and connect directly into Hwy 20 so that interstate traffic from Arco to Rexburg can go straight through without having to get off the Highway and navigate neighborhood streets. Then Broadway can go back to being a city mainstreet. We won't need the Broadway on/off ramps that are being used less and less anyways. Removing the Broadway ramps will clean up the ramps at Hyw 20 - They are too close together currently. If needed, eventually interstate ramps could be added at Pancheri where there is more space and where it makes much more sense to have Interstate on/off ramps.

23	05/11/2018	Seems to me that creating a route going way west of Idaho falls takes people away from where they want to be. growth is on the eastside. It would be used more on the eastside.	Web comment	Routes
25	05/14/2018	Thank you for looking into some relief on the US20/I15 corridor congestion, I really appreciate it and hope something can be done, the delays are grinding on the commute home.	Web comment	Traffic/delays
26	05/14/2018	Close down the off and on ramps between I-15 and Hwy 20 at Grandview. Have people get on I-15 at Broadway.	Web comment	Traffic/delays

27	05/14/2018	<p>I regularly ride my bike to work from the downtown area to Sawtelle St. The fastest route is to travel on the greenbelt and then jump on US-20 over I-15. However, this route is extremely unsafe with multiple danger points (i.e., crossing Lindsay on/off ramps, using the only available sidewalk which is narrow and can only safely accommodate one traveler, and biking opposite of traffic). I would like to see the I-15/US-20 connector include a design that allows pedestrians and cyclists to safely travel between the west side of town, the downtown area, and Freeman Park. Freeman Park is accessible by the greenbelt during the summer months, but a portion of the route that goes under US-20, and is the safest route, is blocked during the fall/winter/spring months because of danger from the Snake River during those seasons. Riders are then forced to use sidewalks and bike opposite of traffic to access Freeman Park from the greenbelt and west side of town, creating unsafe situations as bikers/pedestrians navigate on/off ramp traffic from US-20.</p> <p>Biking and walking paths are an important element to incorporate into the I-15/US-20 connector. This will link areas of the city so that residents can safely travel by bike or foot and enjoy city parks, the greenbelt, downtown, and safely commute to work using non-motorized transportation.</p>	Web comment	Traffic/delays;Safety;Bicycles/pedestrians
28	05/15/2018	<p>The idea of bringing 20 down to 15 via 26th west is not a solid option. The soccer fields bring heavy traffic and pedestrians on a regular basis. The noise level from the airport is enough noise pollution for this area without adding a highway.</p>	Web comment	Routes

29	05/16/2018	I don't understand why a "high volume expressway" through the Osgood area would help traffic delays. Who in the right mind would go west so they could then go east? People will wait out the delays rather than going out of their way in a different direction, adding time and miles. Not to mention the expense of building all new roads, bridges, and overpasses. Why not expand the bridges already in place and add a direct, non stopping merging lane onto a widened US 20? If you insist on an expressway around Idaho Falls, why not run it to the south and east of Idaho Falls? That is where the business and growth are. You could run it from Sunnyside on up to US 20. Why build an expressway in the middle of nowhere? Build it where the business is!	Web comment	Other
32	05/16/2018	Preserve quiet country living by keeping the high traffic expressway out of Osgood. It will disrupt farming operations and devalue existing residential properties. We are strongly against this proposal.	Web comment	
36	05/16/2018	I-15 needs 3 lanes from Sunnyside to Grandview both directions Highway 20 needs 3 lanes both directions from Idaho Falls to Rexburg A belt loop won't change the congestion at John Hole Bridge, people won't backtrack	Web comment	Traffic/delays
37	05/17/2018	Concerning I 15 exit congestion in Idaho Falls. Create a right of way for northeast bound traffic exiting I 15 at highway 20 by widening overpass over interstate, tracks, and river. Eliminate left turn option. Close northbound onramp from Broadway onto I 15.	Web comment	Traffic/delays;Safety;Land use/growth;Routes
38	05/19/2018	Hey very nice blog!	Email comment	Land use/growth

Lindsay/Utah Ave Exit with a frontage road running along side of I-15. Have the exit start south of the Pancheri Bridge. Traffic having a destination to the South Utah area could turn east after going under the Pancheri Bridge. Traffic with a destination of the Lindsay Boulevard area would use a bridge going over Broadway and then turn east toward Lindsday at the Super 8 Motel. Funneling traffic to these two local streets may require some additional upgrades to the local streets. The Northbound exit on I-15 would be closed.

Second local traffic flow idea:
The Pancheri Bridge has created good east/west traffic flow, but north/south is somewhat impeded. An overpass taking traffic from South Skyline would be valuable in moving traffic north and south.

thanks
Gary

Thank you for the study of the I-15/US-20 interchange. This area really does need work. I realize that the solution will likely be multi-faceted. No single idea will be enough. I have listed below some ideas and suggestions that I think are relevant, and worthy of serious consideration. The viability of these ideas is probably already being studied by you.

Web comment

Widen I-15 to six lanes through the Idaho Falls corridor, possibly starting as far south as Sunnyside, and extending north of the Grandview/US-20 exchange. This could be accomplished by eliminating the median and replacing it with a solid concrete barrier, as in Salt Lake City or Boise. Perhaps it would require some barriers on the shoulders also where space is limited. You should study the possibility to make the northbound lane four lanes wide. The Broadway overpass is decades old and must surely need replacing in the foreseeable future. The Grandview overpass is also decades old. These could be replaced as part of this project.

Widen US-20 to six lanes, from at least the I-15 offramp to near the Lewisville Hwy exchange. This could also include a permanent concrete barrier. The overpass over Lindsay Blvd. is decades old also. Somewhere in the foreseeable future this overpass will need to be replaced and could be done in this project.

Study the elimination of the Lindsay Blvd exit.

A traffic light on Grandview and the southbound exit of I-15 at Saturn Ave.

A nonstop exit lane from I-15 to US-20. This could be incorporated in the rebuilding of the overpasses to accommodate 6 lanes. A new exit may need to be elevated over existing roads as in Salt Lake City.

Leave the traffic on I-15 (6 lanes) to a point a little north of Idaho Falls, then build a new exchange and a new road over to US-20. this would be shorter than going thru Osgood. You will still have trouble getting drivers to choose the longer route, even if it only adds 3-4 miles. GPS units will also not choose

the longer route.

Following are some arguments against the idea of a "high capacity express way" thru Osgood ("north and west of Idaho falls"). I envision two different options you may be considering for this expressway, (both of which I am opposed to); a freeway-type road or a 4-lane road similar to Sunnyside in Idaho Falls. I will discuss both options below and my opposition to each.

1st possible option- a nonstop, controlled access 4 lane freeway to divert traffic off I-15 and around the bottleneck at I-15/US-20. According to my rough calculations, from the map displayed at the public open house, starting from south of Sunnyside, heading north, then turning east at about 49th north, and reconnecting with US-20, would be approximately 12-13 miles. If it went a little farther north and crossed at 65th north, it would be approximately 14 miles. If it crossed even farther north, at about 81st north, approximately 16 miles.

This assumption, again, is on a free flowing nonstop express-way. It would require overpasses at the following roads: (1) the south end as it leaves I-15; (2) West Broadway; (3) I-15 crossing; (4) railroad tracks and N. River Road, (5) a bridge over the Snake River; (6) Lewisville Highway, (7) the railroad tracks east of the Lewisville Highway; and (8) at the point where it rejoins US-20. These eight overpasses or bridges would be a minimum, with another probability of (9) some point in Osgood (35th W or 26th W). The overpass at the I-15 and US-20 connecting points would need to be new or reconfigured to allow for nonstop traffic taking this bypass. It would not be feasible to expect traffic to exit I-15, stop at the stop sign, wait for traffic, then make a left turn to get on this bypass.

What is the cost of building a 4-lane highway? Assuming 2 million dollars a mile (Blog.midwestind.com) and an average of ten million per overpass or bridge, the shortest route adds up to about 105 million dollars. With a little longer route, with the possible 9th overpass, the cost adds up to 118 million dollars. Assuming the cost rose 15% by the time this freeway was built

in the next 5-10 years, the cost rises to 120 million or 135 million. Perhaps construction costs will be greater than I estimated. This is prime farm ground, very expensive property to buy, many homes to be condemned, legal expenses for court proceeding, etc.

Only this free-flowing expressway would have the possibility of luring drivers off I-15. No lesser option would accomplish this.

Regarding the idea of fostering development...it would not do this. This would be mostly pass thru traffic, and very little local traffic would use it due to the restricted access of the road. Residents of Osgood do not want development and will contend against this idea. We do not wish we had a store, restaurant, or gas station closer to our homes. The idea that "if you build it, they will come" makes a great movie about baseball, but not a good reason to spend over a 100 million dollars on an irrelevant road.

This route just "happens" to coincide with the route of the failed north loop power transmission line that the City of Idaho Falls tried to foist upon us a few years ago. It seems that they have enlisted the Idaho Transportation Department to be the big brother and do the bullying for them. We opposed the power line once, and we still oppose it.

The idea of an additional river crossing north of Idaho Falls on this freeway type road would not be convenient for local traffic use. Drivers would have to enter and exit the freeway to use the crossing, unlike at the Broadway, Grandview, and Panchari bridges. Perhaps it would require the building of a six-lane bridge instead of a four-lane bridge.

2nd option; a less-than-freeway road, probably a four lane ("High capacity"), but more access, perhaps not so many overpasses. This would likely look somewhat like Sunnyside or 17th street in Idaho Falls with a traffic signal at the Broadway and Lewisville Highway intersections, and other county roads would be at-grade crossings, with a few others needing a traffic signal. It still would require an overpass at I-15 and a new river bridge. Who would take such a road as this for a bypass route? NO ONE! No one would

take a road like this to avoid congestion on I-15. This road would take 30- 40 minutes with all the lights and reduced speed (likely 40mph, as on Sunnyside Rd). If the drivers instead stayed on I-15 at 80 mph (reducing to 65), waited for the light at US-20 for 2-3 minutes and within a mile increased their speed to 70 mph, it would take 10 minutes tops. The local traffic taking this bypass would have a negligible effect on the congestion on I-15.

With the likelihood being near zero of diverting any traffic to take this bypass, that leaves this strictly as a Bonneville County roadway, an albatross, irrelevant, a road to nowhere, bullied thru by the Idaho Transportation Department so the City of Idaho Falls can piggyback their power line on it. This would be a waste of taxpayer dollars. There is no trend to develop this area. Let Bonneville County address their own roadways as needed in the decades to come, as the need arises.

Both of these options are not viable options. Who would take such a long bypass, even if it was a freeway? What GPS device would guide a driver to take such a longer route? None.

60

It's about time! I moved here 5 years ago and ever since that time I have felt that this was the most ridiculously conceived interchange that I have ever had to drive through. There needs to be a flyover that goes from Interstate 15 to Interstate 20, and vice versa. Enough of this coming to a stop to transition from one highway to another. It's always good to have a highway that crosses the city, but when you have a city that is experiencing growth eventually you're going to have to have a highway that circles the city. Plan on starting to build it soon, because with growth you have exploding property values. If you have to buy up land to build a highway that encircles the city, it is much less expensive to start buying it now than in the future when property values will go up by a minimum of \$100,000 a lot. This is nothing to scoff at, I watched it happen in Denver where I grew up.

Email comment

I went to the May 9th meeting and the lady suggested that I voice my concerns via this website rather than filling out the form. As a frequent user of US 20/I-15, living at the intersection of N Skyline and Grandview (on Shasta St) , and working on the East side, I use US 20 and I-15 nearly daily to commute across town to get to work unless traffic detours me otherwise.

Most morning (7:30-8:30am), I prefer to avoid the school zones on Skyline, and traffic lights through town to get to work on the Eastside near the hospital by using US20 to I-15 Southbound. Most mornings, there is usually no issue in using US 20 to I-15 Southbound. Usually the only issue I may find is trying to cross traffic once stopped at Sunnyside exit, turning left, and then maybe the occasional train at Sunnyside and Yellowstone.

Usually the issues happen when I try to come home from work from East side back to the West side between 4-6 pm. I have tried avoiding using the I-15 to US 20 intersection to come home a lot of the time, because often, the traffic has backed up on the I-15 nearly to the Broadway exit. Going from 65 mph to 0 is very hard to do when you are not expecting traffic to stop on the interstate. This is very dangerous. I have also noticed that a number of semi-trucks tend to get stranded on the right hand turn lane off the I-15 exit to US 20 going eastbound. Not sure why they break down right there, but this leads to even more traffic congestion off I-15 to US 20 turning right or left. There have been a few pedestrian vs vehicle accidents happen there at that crosswalk as well due to the confusion of just the right hand lane moving at that intersection to get them off the interstate. It also doesn't help when the Broadway exit to get on I-15 merges in on the same ramp that I-15 North is merging on the US 20 ramp to get off. That gets confusing. When I sit on that intersection waiting to turn left onto US20 to go home, I have counted the amount of cars that can get through the intersection light on US 20 West to East. Max amount of cars is usually around 15 if they move quickly, Min amount of cars to get through in 9, especially if there are slow moving semis or buses. That light does not stay on long because it is

trying to account for the congestion on I-15 off ramp traffic.

When I finally do make it home from I-15 to US 20 to Shasta, there are some days I want to go straight home, get the dogs and go to the Greenbelt or to Freeman to walk. At 5-6 pm on the weekdays, it is nearly impossible to get from Shasta Street to the Greenbelt in a reasonable, timely, safe manner. Often, the traffic is so backed up, it meets at the intersection of N Skyline and U20 from the light at I-15 and US20. I can potentially sit at the I-15/US20 light to go to Greenbelt nearly 5-7 times before I get through it and to the Greenbelt. I have noticed that if I finally pass Saturn and get to the end of the bridge on US20 going East, and if the traffic goes steady and quickly, then I can make it through the next light to get to the Greenbelt. Anything past the end of the bridge usually has to sit at another red light.

I believe I have shared the majority of the frustrations I have seen and encountered, and I am grateful that these issues are finally being looked at, as something clearly needs to be done. I hope that my perspective on the matter can help in any way. Thank you for your time.

62

I-15 x Hwy 20 interchange:
We own property on Lindsay Ave. We just learned today of the public meeting yesterday.
We believe that a change in the off-ramp would negatively impact our business.
Please include us on the contact list for communications involving this project.

Email comment

63

To whom it may concern,
I am a citizen of Idaho Falls, Idaho and am requesting you rethink your plans to go down through Osgood area with a highway. It makes absolute no sense to do so.
I have viewed other options and I'm sure there are many more that won't fringe on the good people of the Osgood area.
Solution: You can build Grandview into an real interchange with an on ramp and then eliminate the stoplight and then widen the bridge. This seems like an easy way to solve the problem.
Thank you.

Email comment

I live on 35th West and wish to express my strong opposition to the ITDs proposal of a belt loop or expressway passing through the Osgood area. It will disrupt farming operations and diminish residential property values. I have lived in my home for 40 years and paid property taxes faithfully. I do not wish to have my property condemned through the process of eminent domain and be paid a fraction of its worth nor do I want to see any of my neighbors endure the same fate. It seems that the citizens of Bonneville county are now sentenced to bare the burden of the ITD engineers poor planning years ago.
No Expressway in Osgood!

Email comment

There has been a lot of discussion in a Osgood Facebook group about this topic. A few observations and notes: 1. The public meeting time was not conducive for people to be able to attend. 5-6pm is people's dinner time, and you excluded a lot of people by holding the meeting when you did. You needed to hold the meeting later in the evening so people like myself could attend. 2. There is a history if ITD doing whatever they want and not listening to public input. I hope this is not the case here, that ITD will actually listen to public feedback and respond to the concerns raised. 3. People in Osgood do not believe the Express loop in Osgood would relieve traffic pressure on the current I-15 US20 intersection. Why would people travel so far out of their way (approx. 13 miles with a new bridge vs 7.1 miles from Broadway to US20)? This would be a road to nowhere and a great waste of money. 4. Has the traffic study truly evaluated traffic patterns? What is the assumption that traffic from US20 West of Idaho Falls would take the connector to go to North US20 based on? The majority of traffic on US20 West of Idaho Falls is INL commuting (The INL 500), and most of this traffic ends in Idaho Falls and the surrounding area. It does not continue North on US20. How much of North bound traffic originates or connects from I-15? US26? US20? From within Idaho Falls? This need to be answered for a true comprehensive plan and design to be created, not just measuring US20 traffic West of Idaho Falls and later traffic proceeding north on US 20, and making the assumption that it is the same continuance or origination point when it is not. 5. I hope the eclipse, which is a once-in-a-lifetime event, is not being used as a driver for this plan. This will never happen again in our lifetimes and should not be a consideration or factor. 6. There is a history that needs to be addressed. The City of Idaho Falls has tried in the past to use eminent domain for a power loop that follows this same path. Osgood residents need to be assured that the City of Idaho Falls would NEVER be allowed to use this same corridor for right-of-way for a power loop. There needs to be another meeting scheduled, and well advertised in the news, print, and social media. Most Osgood residents

Email comment

were not aware of the past meeting or this initiative.

I left out what many people are seeing as the best solution: Expand I-15 through Idaho Falls to 3 lanes, and make the I-15 to US20 connector a merge in both directions (overpass) without a light that stops Eastbound US20 traffic. Also expand US20 to three lanes from I-15 through Idaho Falls

this expressway, (both of which I am opposed to); a freeway-type road or a 4-lane road similar to Sunnyside in Idaho Falls. I will discuss both options below and my opposition to each. 1st possible option- a nonstop, controlled access 4 lane freeway to divert traffic off I-15 and around the bottleneck at I-15/US-20. According to my rough calculations, from the map displayed at the public open house, starting from south of Sunnyside, heading north, then turning east at about 49th north, and reconnecting with US-20, would be approximately 12-13 miles. If it went a little farther north and crossed at 65th north, it would be approximately 14 miles. If it crossed even farther north, at about 81st north, approximately 16 miles. This assumption, again, is on a free flowing nonstop expressway. It would require overpasses at the following roads: (1) the south end as it leaves I-15; (2) West Broadway; (3) I-15 crossing; (4) railroad tracks and N. River Road, (5) a bridge over the Snake River; (6) Lewisville Highway, (7) the railroad tracks east of the Lewisville Highway; and (8) at the point where it rejoins US-20. These eight overpasses or bridges would be a minimum, with another probability of (9) some point in Osgood (35th W or 26th W). The overpass at the I-15 and US-20 connecting points would need to be new or reconfigured to allow for nonstop traffic taking this bypass. It would not be feasible to expect traffic to exit I-15, stop at the stop sign, wait for traffic, then make a left turn to get on this bypass. What is the cost of building a 4-lane highway? Assuming 2 million dollars a mile (Blog.midwestind.com) and an average of ten million per overpass or bridge, the shortest route adds up to about 105 million dollars. With a little longer route, with the possible 9th overpass, the cost adds up to 118 million dollars. Assuming the cost rose 15% by the time this freeway was built in the next 5-10 years, the cost rises to 120 million or 135 million. Perhaps construction costs will be greater than I estimated. This is prime farm ground, very expensive property to buy, many homes to be condemned, legal expenses for court proceeding, etc. Only this free-flowing expressway would have the possibility of luring drivers off I-15. No lesser option would accomplish this. Regarding the idea of fostering development...it would not do

this. This would be mostly pass thru traffic, and very little local traffic would use it due to the restricted access of the road. Residents of Osgood do not want development and will contend against this idea. We do not wish we had a store, restaurant, or gas station closer to our homes. The idea that "if you build it, they will come" makes a great movie about baseball, but not a good reason to spend over a 100 million dollars on an irrelevant road. This route just "happens" to coincide with the route of the failed north loop power transmission line that the City of Idaho Falls tried to foist upon us a few years ago. It seems that they have enlisted the Idaho Transportation Department to be the big brother and do the bullying for them. We opposed the power line once, and we still oppose it. The idea of an additional river crossing north of Idaho Falls on this freeway type road would not be convenient for local traffic use. Drivers would have to enter and exit the freeway to use the crossing, unlike at the Broadway, Grandview, and Panchari bridges. Perhaps it would require the building of a six-lane bridge instead of a four-lane bridge. 2nd option; a less-than-freeway road, probably a four lane ("High capacity"), but more access, perhaps not so many overpasses. This would likely look somewhat like Sunnyside or 17th street in Idaho Falls with a traffic signal at the Broadway and Lewisville Highway intersections, and other county roads would be at-grade crossings, with a few others needing a traffic signal. It still would require an overpass at I-15 and a new river bridge. Who would take such a road as this for a bypass route? NO ONE! No one would take a road like this to avoid congestion on I-15. This road would take 30- 40 minutes with all the lights and reduced speed (likely 40mph, as on Sunnyside Rd). If the drivers instead stayed on I-15 at 80 mph (reducing to 65), waited for the light at US-20 for 2-3 minutes and within a mile increased their speed to 70 mph, it would take 10 minutes tops. The local traffic taking this bypass would have a negligible effect on the congestion on I-15. With the likelihood being near zero of diverting any traffic to take this bypass, that leaves this strictly as a Bonneville County roadway, an albatross, irrelevant, a

road to nowhere, bullied thru by the Idaho Transportation Department so the City of Idaho Falls can piggyback their power line on it. This would be a waste of taxpayer dollars. There is no trend to develop this area. Let Bonneville County address their own roadways as needed in the decades to come, as the need arises. Both of these options are not viable options. Who would take such a long bypass, even if it was a freeway? What GPS devise would guide a driver to take such a longer route? None.

67	05/25/2018	<p>The express route west is unnecessary and shows a lack of a willingness to fix the actual problems instead of just working around them. The congestion where highway 20 begins is in large part due to almost nobody using the existing I-15 exit onto Broadway.</p> <p>Additionally, there is little to support the argument that the expressway is necessary to prepare for future demands given that property north of Idaho Falls is not being developed, and Broadway is currently, and will in the future, do just fine providing access to the newer developments on the west side.</p> <p>Lastly, to be frank this expressway appears to be an unfair and dishonest way for the city to get what it wants, with little inconvenience to itself, at the expense of county residents. An unethical attempt was made a year or so ago by city planners to create the expressway. This just seems like another attempt by the city to get what they want at the expense of others.</p>	Web comment	Routes
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My family and I moved from Portland Oregon to Idaho Falls 1 1/2 years ago. We did so to enjoy the rural countryside of the Osgood area. Please do not put a highway right through our agricultural area. It will be a huge mistake. It will slowly result in the loss of farms that have been in families for generations and increase urban sprawl. I drive on Grandview all the time and have never seen traffic backed up for more than a mile. Coming from Portland I am very familiar with heavy traffic. I new road in the middle of Osgood makes absolutely no sense to me. Financially it would be expensive to build such a road and it is way out of the way for the bulk of drivers to use. It would be smarter to widen the freeways that are already there. There is plenty of room to increase 1-15 and I-20 into 3 lane highways. Use on ramp lights for traffic flow control to help with backup or rework the light on Grandview etc. There are so many better less expensive ways to handle this traffic problem than to build a highway through the center of Idaho's farmland. Please do not ruin our rural areas with increased traffic through our farmlands.

This is an absolutely absurd idea. I drive on the freeway frequently and at rush hour. I NEVER see any kind of traffic. Putting this extension through Osgood is not going to be helpful in the sense that it will eventually ruin and tarnish ALL of our farming lands. I recommend not running it through the rural areas and then expanding I-20 and I-15. You can also put lights on the on ramps to help control the flow of traffic.

The thing that stood out most to me was the Web comment high level of traffic on West Broadway and Grandview, and the expected growth in that traffic by 2045. Changing the I-15/US 20 interchange will offer some improvement, but those roads (plus Pancheri and Sunnyside) will need to be able to meet that growth in traffic. Getting traffic through the west side of Idaho Falls is a problem that will not be greatly changed by altering the I-15/US 20 interchange. I suspect much of the traffic growth is associated with the growth in residential in the east part of the metropolitan area in the vicinity of Ammon and Iona. I think that this plan should also take into account the effect that growth on the east side will affect traffic movement in the project area. I think this project should look at the Southwest Connector and the Northwest Connector not so much as a way to address traffic exiting I-15 to US 20 as it is a way to improve connectivity east and west across the metropolitan area. The southwest connector should be considered as a way to disperse traffic from Broadway down to Pancheri, Sunnyside and York. Likewise, the northwest connector should be considered as a way to disperse traffic off of Grandview to a bypass around the north that connects to US-26 near Beaches Corner. This bypass would serve to get traffic around Idaho Falls and Ammon to the areas on the east side that are presently undergoing rapid residential growth. This northwest connector could originate on US 20 near New Sweden Road and meet I-15 about 3/4 mile north of the airport (which is just beyond the Runway Protection Zone). It should continue east to US 20 at the Lewisville Road interchange and then on east to US 26 near Beaches Corner. This northwest connector interchange at I-15 would also serve as the new US 20 exit from I-15, getting it away from Grandview. The southwest connector could also originate at New Sweden Road and US 20 and extend south with intersections at W 33rd S/Sunnyside, W 65 S/York, and I-15 near Woodville. These routes are now mostly agricultural land uses. These comments may not address ITD issues directly, but should likely be considered as part of BMPO's long-range planning for the metropolitan

area, but also providing connections to I-15, US 20 and US 26.. Again, the basic purpose is to address the need for more east-west routes through the metropolitan area and relieving pressure from Grandview and West Broadway. This need is driven by residential growth in Ammon and Iona while the primary places of work (INL campus in town and on the desert) are on the west side.

The 2045 traffic projections with an Expressway circumnavigating the west side of Idaho Falls continues to show a gridlock occurring at the Grandview Interchange as well as at least one other that I cannot recall at this time.

If we were to successfully divert traffic around Idaho Falls it could severely cripple the local economy.

Alternate First Phase:

Build connector with a 70 MPH speed limit from US 20 at Lewisville Hwy along 33 N/Iona Rd with the interchange at I-15 utilizing an overpass.

Build new terminal for Idaho Falls Airport off of 33 N with access from I-15 and US 20 via new connector and interchange.

Improve access to and from I-15 and Broadway interchange.

Consult with traffic planners from larger cities (ala Boise) for improvements to Broadway traffic flow and implement required changes.

Alternate Second Phase:

Extend 26th W/Old Butte Rd from the intersection with Panchari south to 33rd S. At this time serving as a two-lane collector with the ability to upgrade to an arterial road as required by growth.

Remove I-15 and Grandview Interchange allowing traffic to flow along US 20 for local access at a reduced speed of 55 MPH to discourage through traffic use.

These changes may require improved traffic patterns on Lindsay Blvd and N Yellowstone Hwy between 17th S and 1st Street as local traffic to these areas may increase due to removing the Grandview Interchange.

Alternate Third Phase:

Extend the US I-15 and US 20 connector to US 26 along 33 N/Iona Rd. to lessen congestion on N Yellowstone Hwy in the town center.

Image Submitted via Email

I agree something needs to happen. I hope there are better options than the proposed express route corridor. North and west of Idaho Falls is some of the most productive and beneficial farm ground in the world. Not to mention that it is a scenic route for road bicyclists who can ride from the city limits and be in open country in 10 minutes. Other options need to be explored. Many farms including my dads family farm are located NW of Idaho Falls. Agriculture is a big part of the area. Once its gone its gone. And even small changes in land or development have devastating and costly impacts on agriculture. That is what makes Idaho Idaho. people aren't attracted here for the urban layout or perfect roadway planning. And with all the agriculture comes livestock motorcycle transportation tractors and other slow moving equipment and many many trucks in the fall at harvest time. And dust from tilling, manure, irrigation equipment, and many more things; all of which are big safety concerns when it comes to fast moving traffic. All this farming activity has to move all around and up and down the countryside NW of Idaho Falls. Where else in the area can you see a 200 head flock of sheep moving up the road in the fall? Lets keep it that way! We can work together and find a solution that will have minimal impact on farms and farm families. Also all the people who enjoy living out of the city but close by. Myself and all my neighbors out here NW of Idaho Falls are staunchly opposed to the proposed express route corridor. We have banded together in legal opposition of other projects that had little foresight and no flexibility to the possibility of other options and we will do so again if needs be. Include us in the decision making process and we will be willing to talk. Thank you for your consideration, Nathan Hansen

74	<p>The proposed express route corridor is pretty good on paper and in theory but it is sickening to think that property values, safety, and quality of life in the proposed area can be so violated for the sake of the "greater good." There are some trouble spots at the interchange site and Grandview, but an express route is drastic and overkill and expensive and cruel to the people who would be sacrificed. It seems counter intuitive that building a road that bypasses Idaho Falls could be good for Idaho Falls. Traffic and visitors and tourists and truckers and commuters and college students should be welcomed to our city and given a route that allows them to see what we have to offer and contribute to our commerce.</p>	Web comment	Routes
76	<p>i have concerns regarding the high capacity expressway. 26th W and 49 N are full of houses close to the road. Another 350 or so houses will be added in a subdivision just off the Village. This will not allow for limited access. Also it goes just past a soccer complex where traffic is increased during tournaments. 26th West is a crooked road with ups and downs and a narrow bridge across the canal. I fear there will be more accidents involved. Also i noticed this route follows what would have been the Idaho Falls North power loop.. Is the city of Idaho Falls wanting to piggy-back their power agenda in this project? If so, full transparency is necessary for and demanded by the public.</p>	Web comment	Safety;Routes
75	<p>For future growth and better traffic flow would support a north and west belt loop around the city. This would also benefit future growth at the site by routing around the city instead of through it. This area is primarily underdeveloped compared to the south and east sides but would remove an additional bridge over the river to the north. Current future and planned projects are only going to add to this problem such as commercial development around the Sunnyside interchange, event center etc.</p>	Web comment	Land use/growth

77	05/09/2018	Stay out of New Sweden. NO LOOP WEST and NORTH. Keep it to current alignment and expand intersections as necessary. With sophisticated lights and coordination it has been working extremely well to day. It is no cause to go nuts and blow the farms and community all to hell. Add lanes or refine current nodes on to same alignments.	Stakeholder meeting comment	Land use/growth
78	05/09/2018	I am completely opposed to any "high capacity" expressway that goes down 26 West (Old Butte Road). I live there and when I-15 is closed due to blowing dust many semi's come down our road. They drive so fast it shakes our house. There are people walking, riding bikes, kids playing on 26 W and increasing traffic volume and speed is a terrible idea. You could look at an elevated on ramp that brings north bound traffic off the interstate, picks up the traffic from Lindsay and merges onto 20.	Stakeholder meeting comment	Traffic/delays;Safety;Land use/growth;Bicycles/pedestrians
79	05/09/2018	It is very well thought out. I would favor a new interchange north of 119 that feeds on to Lindsay. Also a more current help would be to time lights better at exit 119 or add one on exit 119 southbound that is currently a stop sign. It is very difficult to cross that wide intersection at busy times. I also favor more biking lanes around this area and town in general.	Stakeholder meeting comment	Traffic/delays
80	05/09/2018	I think not because there will be lots of traffic and a lots of accidents and who would drive another 20 miles and lots of arguing because there will be lots of trucks and trackters and loaders and big machinery and all of those cars will have to wait from the traffic and lots of people will get hurt and we should not ruein more land.	Stakeholder meeting comment	Traffic/delays;Safety

81	05/09/2018	<p>Plan for future growth!</p> <p>1) Broadway Exit: Only allow commuters to exit from I-15 but close entrance to I-15 from Broadway. Route entrance traffic to a new & improved I-15/US-20 (John's Hole Bridge) "Express Way".</p> <p>2) I-15/US-20 Exit 119 new "Express Way" - Build an elevated exit from I-15 to merge once over the river and in return an elevated entrance coming from US-20 to merge north or south onto I-15. Included in this revamp will be necessary pedestrian improvements and any additional lanes needed for local traffic staying straight going east or west. Note: beneficial for the "express way" to include a connector from Broadway to allow truck traffic straight through town or Grandview. This connector would take place of the Exit 119 to I-15 entrances removal mentioned above (it would allow Broadway traffic to enter I-15.)</p> <p>3) Additionally an Express Belt route needs to be built to meet future growth & current traffic congestion on the east side of town. Possibly Exit of I-15 on Exit 113 continue down York through to Crowley and connecting with US-26 and then US-20.</p>	Stakeholder meeting comment	Traffic/delays;Land use/growth;Economic development
82	05/09/2018	<p>I live right off the highway on Elmore Ave, I would like to see the on ramp onto I-15 from science center drive slowed down to 55 like the highway speed it. People can do 60 when on I'm supposed to be at 55. It is hard to merge off the city center/riverside drive exit. I would like to see more room or on/off ramps. I would close exit 118 Northbound from Broadway to 119 merge. A no-stop lane coming from I-15 to I-20 all you can do is build up. We need a wide bike lane across the river. That is the shortest route. Why do we put pedestrians and cars all the time together. Keep the bike lane and pedestrian lane free of trash, diapers, dirt. If we fall we will be in the road. Keep highway traffic and local traffic apart. Our on ramps are too short for the speed of traffic you can't do 70 so they are too short. Take highway 20 to Rexburg it is dangerous.</p>	Stakeholder meeting comment	Traffic/delays;Safety;Bicycles/pedestrians

83	05/09/2018	<p>Separate I-15, local, and pedestrian traffic. Build a road up and over for non-stop I-15 to highway 20 northbound and southbound open non-stop lane merge it after other exits or merge it on the other side of lanes normal merge is on right side by could merge left side. Also pedestrian route along existing bridge. Keep local access as open as possible, fix merge ramps to be long enough to get up to speed. I think forcing people to certain routes by closing and limiting ramps is fine as long as over river and northbound access available on I-15 and highway 20. Clean up ramps for locals get rid of all shared merge lanes.</p>	Stakeholder meeting comment	Routes;Bicycles/pedestrians
84	05/09/2018	<p>My major concern is I-15 exit/entrance 119 due to its necessity for local business and traffic it must be saved AND reconfigured. My home is on Antares and would be a casualty to an effective onramp I recognize the issues and problems.</p>	Stakeholder meeting comment	Routes
85	05/09/2018	<p>We need a high capacity expressway to the north and west of Idaho Falls. Traffic unsafe at certain times and very unsafe. Need to address positive aspects of traffic on Snake River Bridge. Nice to have had a meeting with more info and options.</p>	Stakeholder meeting comment	Traffic/delays;Safety
86	05/09/2018	<p>I would like to see Bike & Ped Alternatives. I am an avid bike commuter throughout the City of Idaho Falls but I feel that I am limited by the barriers of US20/I15, the Snake River, Idaho Falls Airport, East Idaho & Union Pacific Rail Roads and the lack of Ped crossing in the existing non highways infrastructure.</p> <p>As a young tech savy Millenial I would have liked to view the story map on my own time. Maybe a QR code on a bussines cards would have enabled me to view the information outside of the meeting.</p>	Stakeholder meeting comment	Bicycles/pedestrians

should ensure that the new design facilitates relatively easy upgrades beyond that time, looking at least 40 years, not just 20 into the future.

2. Please keep downtown access from both 20 and 1-15 a relatively high priority. There is still much vitality to the downtown area, and I believe that will continue as long as the infrastructure doesn't sabotage it. City Hall, the Courts, the police, as well as many professional offices and other businesses will be a draw, as well as the greenbelt.

3. The northbound 1-15 to North[East] Hwy 20 interchange, however it happens, should be a free-flowing non stop transition. Whether you restructure that interchange or just upgrade the current route is, to me, more a matter of short-term rather than long-term cost. Build a foundation that still provides access to downtown but streamlines the pass through traffic.

4. K.I.S.S. principle. Don't expect drivers to handle anything very complicated well. Absent a much more educated and careful driver pool (which has only gone downhill in the 40 years I've lived and drive in I.F./Bonn Co.) complexity will kill any plan's effectiveness once drivers get on the new roads.

This is an important project for I.F. and Eastern Idaho.

Thanks you for your efforts.

First, local traffic needs to be re-routed. Grandview Drive should be re-routed to the north on Foote Dr. and then go under the freeway and terminate at a T intersection into Lindsay Blvd between Teton Stage Lines and Thresher Artisan Wheat. We will need another bridge built across the river just to the north of John Hole Bridge for the local traffic.

Second, expand I-15 from Broadway to US20 by one lane. Create dedicated merge lanes for I-15 northbound traffic onto US20. John Hole Bridge already has 6 lanes and can easily accommodate the I-15-US20 traffic because there won't be any more Grandview-US20 traffic to contend with. Eliminate the Lindsay Blvd. on and off ramps to US 20. Locals can simply use the new river bridge to access Fremont Ave. and merge onto US20 from there.

Third, don't build an "Expressway to Nowhere." The proposed expressway around the west side of Idaho Falls would be very expensive with little to no benefit to either local or pass-through traffic. It would not be used by enough people to justify the expense. Nobody is going to drive extra miles around the city simply as a courtesy to local traffic congestion. The small amount of traffic that comes from the west on the Arco Hwy and continues north on US20 or I-15 can continue on Broadway to I-15 and use our new merge lanes onto US20. No local congestion, no extra traffic on Grandview, and no expensive and unnecessary "Expressway to Nowhere."

Locals win with less congestion and less money spent on unnecessary roads. Tourists win with easier to navigate traffic exchanges. Commercial vehicles win with smoother and faster flow of traffic.

90	05/09/2018	Merging with westbound oncoming traffic is a nightmare when entering US20 from Riverside Drive (exit/onramp 208). The flow of traffic is going extremely fast. I think the reduced speed should start at mile marker 311 to allow rural traffic more time to slowdown. There are several speed reductions in a row and the flow is usually 50+ mph in a 35 mph zone. This is very difficult to navigate and merge safely without exceeding the speed limit.	Stakeholder meeting comment	Traffic/delays;Safety
91	05/09/2018	We all know that the bottleneck is the John Hole Bridge. The stop light there obviously needs to be replaced with a free flowing interchange between I-15 and HYW 20. But that's only half the problem. The John Hold Bridge is a bottleneck because it combines interstate traffic and intercity traffic. We need a separate bridge for in town traffic so that the interstate isn't used as a main street.	Stakeholder meeting comment	Traffic/delays;Safety
92	05/09/2018	Most of the traffic problem at Grandview comes from Skyline Road near the Airport. Those drivers are trying to get to the science center drive area mostly. They need a way to get across I-15 and the river without bottlenecking with all the interstate Rexburg traffic.	Stakeholder meeting comment	Traffic/delays
93	05/09/2018	It's not an easy or quick fix, but long term, Idaho Falls really needs a belt rout on the Ammon side. Traffic going north on I-15 mostly wants to go east, so a belt rout on the west doesn't make sense. Also, people from Shelley, Blackfoot, Pocatello, Rigby and Rexburg increasingly need a way to get to Ammon. Getting off the interstate and going down 17th Street is not a sustainable long term plan. Build towards an expressway on the south and east of Idaho Falls.	Stakeholder meeting comment	Traffic/delays
94	05/09/2018	I live on 26W. I'm strongly opposed to the "high capacity expressway". This route will destroy several homes and farm ground. I would support a overpass (high elevated structure) to be built past exit 119 for I-15 to U.S. 20 or between exit 118 and 119. Trucks going down 26 W/Old Butte, shake our homes severly. This is not a good route.	Stakeholder meeting comment	Routes
95	05/09/2018	I like someone's idea of going from N. Skyline at airport access across river and hook into H 20. Please not anything on 49th N. Good Luck!!!	Stakeholder meeting comment	Routes

96	05/09/2018	Build a new exit off I-15 further down the interstate with an easy connection to Highway 20	Stakeholder meeting comment	Routes
97	05/09/2018	<p>Concerns #1: Exits on the I-15 to IF areas are too crowded and I agree you need to do something. There are rumors of a possible express route from Dad's Truck Stop, east on York to Crowley and then N. on Crowley so you intersect with HWY 26 & HWY 20. The concern is #1 Crowley is not very wide and there are many many homes on that route so you could only do that by taking many homes. Ammon is much wider already and if East is an option used, Ammon road would be better than Crowley Road.</p> <p>#2 Rockwell homes is building 100's of homes in the Iona Area. This is now causing extreme congestion on Crowley, Ammon, Lincoln, Iona Road and new Telford. Intersections are becoming dangerous and we see near misses everyday. Hence to complete route you'd probably need a 4 lane. Suggest you count the traffic on these roads now.</p>	Stakeholder meeting comment	
98	05/09/2018	<p>1. Some type of loop/bypass north of exit 119 that swings traffic up and around to join with U.S. 20 further up the road for travelers not stopping in IF.</p> <p>2. Add an I-15 exit/onramp at Pancheri to help divert traffic with homes on the west side. Right now I have to use exit 118 and go to Skyline, then Pancheri to get to my home off of Pancheri.</p> <p>3. Devise a bypass/loop at the Love's Truck Stop exit similar to #1 above.</p>	Stakeholder meeting comment	Traffic/delays;Routes
99	05/09/2018	When do you start digging?	Stakeholder meeting comment	Other

100	05/24/2018	<p>1. Are you looking at building a bridge over the river?</p> <p>2. Or a new interchange on I-15?</p> <p>3. On exit 119, suggest build a two land northbound off-ramp to 20 with no stop light, keep the 2 lane 20 to I-15 on ramps N&S. Close the I-15 so. off-ramp to Grandview, close the Grandview to 20 East/West and re-route the local traffic.</p> <p>4. Does the proposed West Expressway go straight North of Broadway as indicated, (west of the Village and Rosewood) at the stop light.</p> <p>5. Where is the jog in the proposed expressway on north leg? Can't tell from the lame map!</p> <p>6. Is the expressway linked to the failed Idaho Falls North Loop project?</p> <p>7. An expressway this close in town should have been pursued 30 years ago before development. Village development/silver leaf & soccer complex.</p> <p>8. A more realistic expressway would be to follow New Sweden Road North on 45th and to an E-W link to an I-15 Interchange and Bridge over the river about half way to the Osgood exit.</p> <p>9. Is the default basis for negotiation eminent domain like failed North Loop Project?</p> <p>10. What is the total proposed # lanes & total width including ditched of the expressway</p> <p>11. Who is the "engineer of record" for this project?</p> <p>12. What is the official project name & number?</p> <p>13. How much \$ are you planning on spending?</p> <p>14. How does this expansion impact future growth of the airport? Relocate the airport and put in another exchange at the end of the runway area.</p>	Stakeholder meeting comment	Traffic/delays;Routes
101	05/24/2018	<p>I suggest that the traffic cross the river and go due West to at least 45th West then due south to highway 20 to the INEL.</p> <p>Too many house and young kids live along 35th West and a huge property devaluation would take place for several hundred homes. Farm land is much easier to obtain than moving houses, families, and churches to different locations.</p> <p>Stay away from 35th West and 26th West to many families and homes.</p>	Stakeholder meeting comment	Routes

102	05/09/2018	Make a connector from I-15 to US-20 - US-26 North of IF. Suggest along 81st North - there is already an interchange w/ US-20.	Stakeholder meeting comment	Routes
103	05/09/2018	Merge traffic headed east on Grandview to one lane traffic existing I15 east on Hwy 20 should be able to merge without stopping. Could still use stop light for traffic heading west off of I15 on to Grandview.	Stakeholder meeting comment	Routes
104	05/09/2018	Please make considerations for bike/ped facilities	Stakeholder meeting comment	Bicycles/pedestrians
105	05/09/2018	Look at making a connector on the east side of Idaho falls like maby Crowley Rd.	Stakeholder meeting comment	Routes
106	05/09/2018	1. Express exit off I-15 at 119 - no stop lane (right turn) 2. Change fly over lights at 119 - 4 cars at a time is ridiculous 3. Stay out of Osgood. please. 4. Bridge at Pancheri - exits? 5. The overpass at Lindsay/Utah.20/15 consolidate? 6. Commit every one to try different ways home.	Stakeholder meeting comment	Traffic/delays;Routes
107	05/09/2018	I agree something needs to be done. Please consider closing the interchange on Grandview and moving it further north. I do not think an expressway N W of Idaho Falls is a safe solution. The geography of the area is not conducive to a high speed, high volume expressway. The area is farmground with hills and farm implements ever present. the expense would be excessive because the infrastructure does not exist.	Stakeholder meeting comment	Land use/growth;Routes
108	05/09/2018	Close Broadway to I15 North Bound make a 2 Lane Elevate Road to 20. Close Lindsay Exit, Extend River Bridge. Extend Anderson overpass, to all 6-8 Layne Merg to 20 Befor Lewisvill Hwy	Stakeholder meeting comment	Routes

I apologize for the inconvenience. I neglected to attached an aerial view that details the proposed changes outlined below in my previous email.

Concerns:

- The 2045 traffic projections with an Expressway circumnavigating the west side of Idaho Falls continues to show a gridlock occurring at the Grandview Interchange as well as at least one other that I cannot recall at this time.
- If we were to successfully divert traffic around Idaho Falls it could severely cripple the local economy.

Alternate First Phase:

- Build connector with a 70 MPH speed limit from US 20 at Lewisville Hwy along 33 N/Iona Rd with the interchange at I-15 utilizing an overpass. This could also begin slightly further north and angle towards the final junction at 33N depending on which would impact property owners less.
- Build new terminal for Idaho Falls Airport off of 33 N with access from I-15 and US 20 via new connector and interchange.
- Improve access to and from I-15 and Broadway interchange.
- Consult with traffic planners from larger cities (ala Boise) for improvements to Broadway traffic flow and implement required changes.

Alternate Second Phase:

- Extend 26th W/Old Butte Rd from the intersection with Panchari south to 33rd S. At this time serving as a two-lane collector with the ability to upgrade to an arterial road as required by growth.
- Remove I-15 and Grandview Interchange allowing traffic to flow along US 20 for local access at a reduced speed of 55 MPH to discourage through traffic use.
- These changes may require improved traffic patterns on Lindsay Blvd and N Yellowstone Hwy between 17th S and 1st Street as local traffic to these areas may increase due to removing the Grandview Interchange.

Alternate Third Phase:

- Extend the US I-15 and US 20 connector to US 26 along 33 N/Iona Rd. to lessen congestion on N Yellowstone Hwy in the town center.

Thank you for your consideration. Should you have any questions regarding this proposal please feel free to contact me.

Kaci Hiatt
208-881-6921

111	06/10/2018	It's nice that this intersection was extended but NO ONE FOLLOWS THE RIGHT TURN SIGNAL RULE—instead they blow through a red light or sit on their horns yelling at you when you are following the law—get some enforcement in that intersection!	Map Comment	Traffic/delays
112	06/11/2018	Move I-15 to the west of town. Also Still keep the current I-15 section. It's a more permanent long-term fix. Sure it will make some people not happy. But no matter what you do, there are going to be people unhappy no matter what.	Map Comment	Routes

I know I'm probably late in submitting this, but I can't stop thinking about it and wanted to share.

Email comment

Traffic/delays;Routes

I know that progress is inevitable, and developing has to occur, so whatever happens we get to be okay with it. Building a huge highway through osgood is annoying more than anything. I grew up in Osgood, at 45th W and 81 N. I now live here as an adult near the Osgood Exit off I-15. I've watched our community change people, but not much has happened in the 30+ years I've been here. A new house here or there, but not much. The Village development has been the most development. Our elementary school got shut down because it wasn't cost effective enough to maintain. Our roads get little attention. The county doesn't spend a lot of time maintaining our area. And if they do, more damage gets done. Growing up, we had to pay for a library card for the Idaho Falls Library. We aren't part of the city. And we've been treated like our opinion doesn't matter. So now, after all that, y'all come in and want to build a huge massive freeway through a part of the county that has never mattered, and completely disrupt our lives. Annoying. We have been a part of the community and largely taken advantage of, and this connector business is just another example of you being turds.

You're going to spend all sorts of money on a belt loop to an area that has had hardly any growth over the last several years, where no one that is driving to Rexburg wants to add 10 miles to their drive. Spend your money building a bridge over the river off of I-15. Connect it to the 20 a few miles past. You'll disrupt far fewer people. Don't make it a huge project, and make it something that people want to drive, that's not going to be an inconvenience to the drivers and the people.

A bridge needs to be built over the river. We get that. Expand the current bridge or build on just north of it. But don't build a huge belt-loop through Osgood. Or spend your money on helping the east side of town. There's so much expansion there, that that is your real problem.

I have lived in several metropolitan areas. I've seen new freeways be built (most recently in Mesa, Arizona to connect the city of Queen Creek). No one actually wants to add miles to their commute. And there will always be traffic. Change the traffic lights just a little and let more than 5 cars go through on highway 20 at the interchange there. Life is about waiting. And 10 minutes is not a rough wait. Believe me. Downtown Phoenix, Cincinnati and Salt Lake have a full 4 hours worth at least everyday. 6-10 in the morning, and 4-7 in the evening. Our little time is just a drop in the bucket. Don't spend so much money to build a road that isn't going to be used like you want it to be used. And you'll still have people using the 119 interchange.

Thank you,

Julie Risenmay
208.390.5449

114	05/09/2018	<p>Keep the express route on I-15 past the Grandview exit for 2-3 miles. Then put a new exit or interchange there that someone would be able to drive straight to highway 20. I don't think there would be enough traffic that would use an extreme west & north route. Local business is trying to draw customer and visitors into Idaho Falls not have them drive 15-20 miles around IF. 45th West already draws a lot of traffic for people heading west on highway 20. It doesn't need more traffic by having people use it to get to highway 20 north. The cost to do an expressway using that route will be so much more expensive than using I-15 north with a new interchange with a road to highway 20.</p> <p>What should people, who plan to build on land they already own, that is in an area being considered for development do? Should they wait or move forward with their plans.</p>	Public meeting comment	Land use/growth;Economic development;Routes
-----	------------	--	------------------------	---

115	05/09/2018	I live on Rainier Street and love to ride my bike from home to the greenbelt EXCEPT for the portion of my ride between Saturn Ave and the greenbelt. There is just a narrow (one-person wide) sidewalk and nothing between pedestrians/cyclists and highway traffic. I would LOVE to have a pedestrian/cyclists overpass built there. It would be ideal if it went over the Highway 20/Interstate 15 interchange altogether. A pedestrian/cyclist overpass would improve safety AND quality of life on the West Side!	Public meeting comment	Bicycles/pedestrians
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Generated on :06/22/2018 10:01 AM

Welcome to the I-15/US-20 Connector Community Kickoff Meeting!



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



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PEL Study

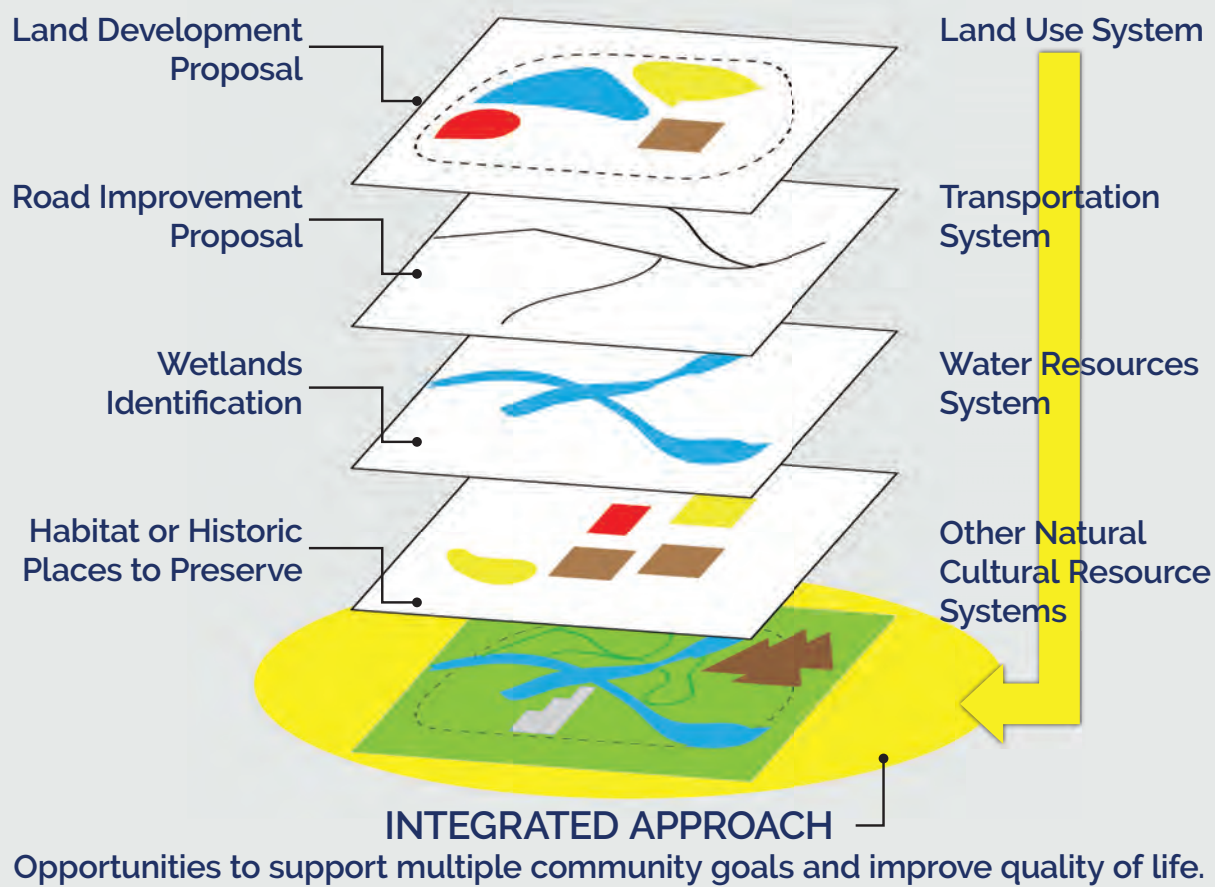
Planning and Environmental Linkage Study

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.



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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:

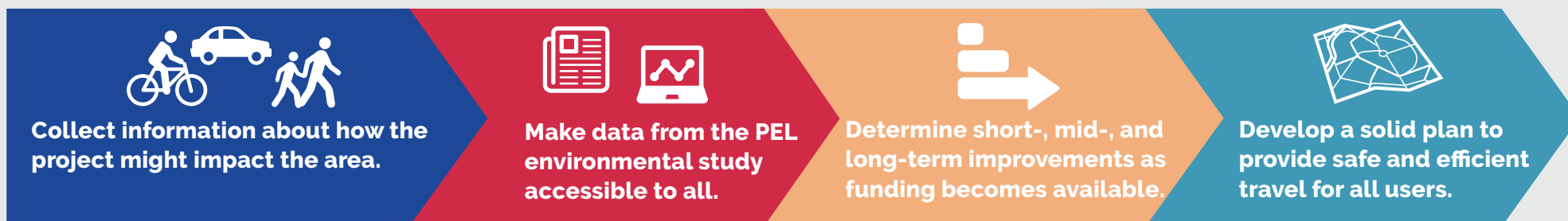
1. Address unsafe travel conditions on I-15 and US-20
2. Reduce congestion
3. Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
4. Address future travel demand forecasts





Project Schedule

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:



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Level of Service

Best



Worst

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

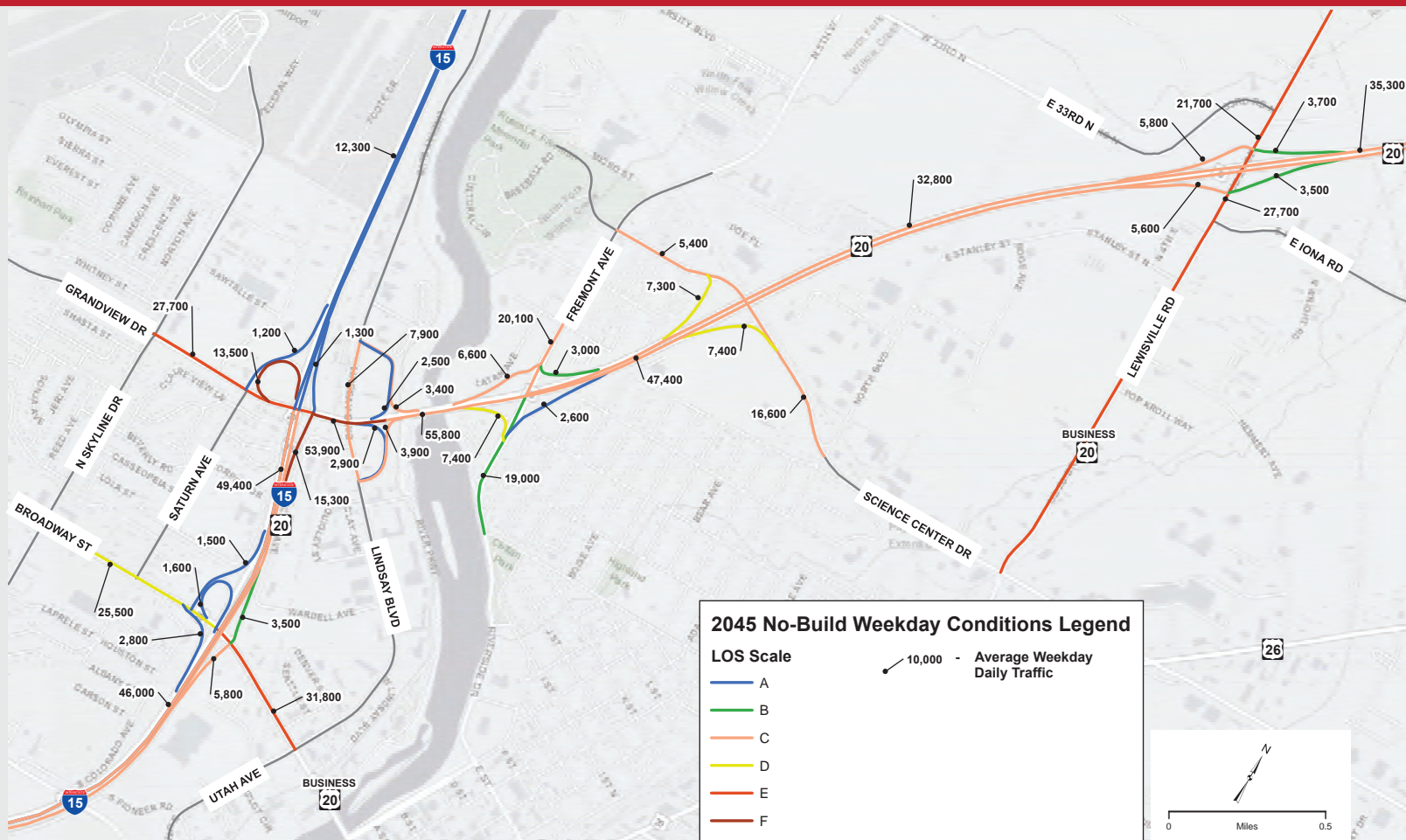
Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways.

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.





2045 No-Build Weekday Conditions



2045 NO-BUILD WEEKDAY TRAFFIC VOLUMES - FIGURE 2
I-15 CORRIDOR INVENTORY



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Why is PEL the right process for the I-15 / US-20 Connector?

A PEL is a good option when:	I-15/US-20 Project	Identified Purpose & Need
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.	✓	The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages.
There is not identified funding for the project but federal funding is a possibility.	✓	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.
There is a need to gain gauge public interest and/or gather support for a project and collaborate to develop alternatives.	✓	Provide improvements that serve all types of travelers including local commuters, freight, and regional tourism.
The study will incorporate previous transportation and land use planning documents and recommendations.	✓	Current infrastructure will not appropriately provide for future growth as identified in adopted local (City, County, and MPO) land use and comprehensive plans.
There is a desire to gain agency input and awareness of the project before NEPA begins.	✓	Consider new infrastructures impacts to local roads through coordination with Idaho Falls and Bonneville County.
A need to identify and screen alternatives that improve safety and mobility for all users, support local land use plans and minimize impacts.	✓	Identification of resources to investigate and level of analysis to focus on environmental concerns and allow agencies to proactively avoid, minimize, or mitigate.



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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

Follow ITD on Facebook and Twitter and YouTube!



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I-15/US 20 Safety and Mobility Study:
Planning and Environmental Linkages (PEL) Study Report

Public Meetings

Public Meeting #2: Open House

September 2018



YOUR *Safety* ••• YOUR *Mobility* ••• YOUR *Economic Opportunity*

Appendix M.
Community and Public Involvement

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



Meeting Summary

KN20065

Skyline High School
1767 Blue Skyline High School

5 p.m. – 7 p.m.
September 5, 2018



September 2018 Open House

Meeting Summary

Table of Contents

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Appendix E – Comments	
Appendix F – Online Meeting and Website Visit Statistics	



September 2018 Open House

Meeting Summary

Executive Summary

The Idaho Department of Transportation (ITD) hosted an Open House for the I-15/US-20 Connector. Participants were asked to sign in at the door and 192 attendees were recorded. A project overview flyer and business card with the project web address were given to attendees as they signed in.

Open House #2

September 5, 2018
5 p.m. – 7 p.m.
Skyline High School
Commons Room
1767 Blue Sky Drive
Idaho Falls, Idaho

Copies of the sign-in sheets are located in Appendix A and copies of the handouts are included in Appendix B.



Meeting Format

The meeting was held in an open house format with 20 display boards set up along the perimeter of the room. Project team in attendance included is shown in the box to the right. 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
- Purpose and Need
- Level of Service
- Existing Weekly Traffic Conditions
- 2045 No Build Weekly Traffic Conditions
- PEL Level 1 Evaluation Matrix
- Concept Level Alternatives
 - I.A. Split Access for IC 118/119

Project Team

Ryan Day (ITD)
Karen Hiatt (ITD)
Drew Meppen (ITD)
Wade Allen (ITD)
Tim Cramer (ITD)
Megan Stark (ITD)
Mark Layton (ITD)
Jason Minzghor (ITD)
Tracy Ellwein (HDR)
Jason Longsdorf (HDR)
Stephanie Borders (HDR)
Kelly Hoopes (Horrocks)
Ren Burke (Horrocks)



September 2018 Open House

Meeting Summary

- I.B. Free Flow for IC 118/119
- I.C. Free Flow 118/119 & Fremont
- I.D. On Alignment Alternative
- II.A. Anderson Street Connector (Original)
- II.A. Anderson Street Connector (Modified at Level 1 Screening)
- II.B. 33rd/Iona Road Connector
- II.C. 49th/Telford Road Connector (Original)
- II.C. 49th/Telford Road Connector (Modified at CWG Meeting #3)
- II.D-G. Connectors with Extension to 45th W and East to US-26
- Project Schedule
- Get Involved

A copy of the boards is included in Appendix C.

Online Meeting

An online version of the meeting was available on the project website at www.i15us20connector.com. People who did not want to fill out a written comment at the open house meeting were encouraged to go to the online meeting. The online meeting was available from September 6 to September 24, 2018.



Website statistics for online meeting are included in Appendix F.

Notification Process

ITD used a variety of methods to inform the public about the in-person and online versions of open house including:

- Newspaper ads appearing in the Post Register on August 22 and on the paper's website/homepage from August 31 to September 6, 2018
- Postcards mailed to 11,158 addresses on August 20, 2018
- ITD reached out to KPVI, KIDK, and East Idaho News for formal/informal interviews the day before and the day of the open house
- Social media posts, including a video, on ITD's Facebook and Twitter accounts

A copy of notification materials is included in Appendix D.

Comments

A total of 106 comments were received between when the postcard was mailed on August 20 and the close of the online open house on September 24, 2018.



September 2018 Open House

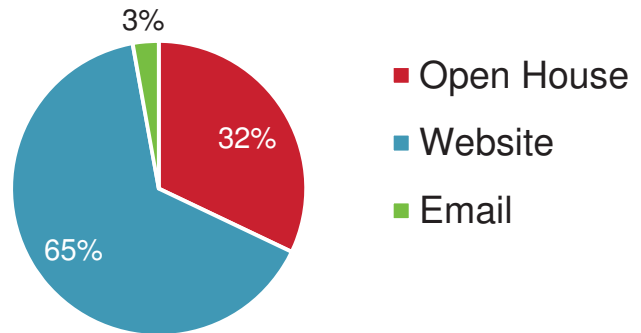
Meeting Summary

Of those comments, 72 were received between September 5, 2018 and September 25, 2018.

Comments were received through three primary modes:

- Written comments submitted at the open house
- Comments submitted via the project website
- Comments sent via the project email address

Comments Received



Comment Themes

The comments included a variety of ideas and themes, presented here at a very high-level. *The comments received are included in Appendix E but names have been removed to protect commenters' privacy. Original spelling, grammar and typography is as submitted by the commenter.*

Alternatives

Comments received expressed support for the on and off-alignment alternatives. Of those who expressed a preference, these are the number of times these preferences were expressed:

- **I.A. Split Access for IC 118/119**
 - **Pro:** *not specifically mentioned in comments by number*
 - **Against:** 1
- **I.B. Free Flow for IC 118/119**
 - **Pro:** 8
 - **Against:** *not specifically mentioned in comments by number*
- **I.C. Free Flow 118/119 & Fremont**
 - **Pro:** 13
 - **Against:** *not specifically mentioned in comments by number*
- **I.D. On Alignment Alternative**
 - **Pro:** *not specifically mentioned in comments by number*
 - **Against:** *not specifically mentioned in comments by number*

A few comments suggested closing the Lindsay Boulevard exit and reconfiguring the interchange:

- "Close I15 Exit 119. Have all truck & exchange traffic use I-15 Osgood Exit. Run traffic between I-15 and US-20 use Countyline Road."
(Comment #189)



September 2018 Open House

Meeting Summary

- **II.A. Anderson Street Connector (Original)**
 - Pro: 6
 - Against: *not specifically mentioned in comments by number*
- **II.A. Anderson Street Connector (Modified at Level 1 Screening)**
 - Pro: 4
 - Against: 1
- **II.B. 33rd/Iona Road Connector**
 - Pro: 1
 - Against: *not specifically mentioned in comments by number*
- **II.C. 49th/Telford Road Connector (Original)**
 - Pro: *not specifically mentioned in comments by number*
 - Against: *not specifically mentioned in comments by number*
- **II.C. 49th/Telford Road Connector (Modified at CWG Meeting #3)**
 - Pro: 8
 - Against: *not specifically mentioned in comments by number*

Typical comments about alternatives I.A - II.C included:

- “I like plans I.B and I.C the best because it is keeping the intersection where it’s already at. I feel that if the whole main intersection is moved North like in other plans it will disrupt the travel economy and other businesses in the current location. I feel that keeping it central where it is now is the best fit.” (Comment #238)
 - “In looking at the options so far, I feel the option II.C (#15) looks like a workable project.” (Comment #174)
 - “In reviewing the information you have provided option IIC2 seems to be the most forward thinking approach to handle traffic in the future around with the interchanges of I-15, US 20 and US 26.” (Comment #202)
 - “I like option IC. It seems to make the most sense.” (Comment #220)
 - “No “Texas” u-turns - there isn’t one within 200 miles of here so no one would know how to use it.” (Comment #195)
 - “Alternative IB and IC would be the best choices. They would make the best use of existing infrastructure while avoiding city traffic including signals. They also appear to be the most cost effective.” (Comment #191)
-
- **II.D-G. Connectors with Extension to 45th W and East to US-26**
 - Pro: 4
 - Against: 31

While some commenters were not opposed to going west and north of Idaho Falls to look at solutions, strong feelings opposing that idea were also expressed. More than



September 2018 Open House

Meeting Summary

one comment was concerned about “bypassing” Idaho Falls and the potential economic impacts:

- “An exit off of I-15 around the 33rd or 49th South area extending North around 35th West and meeting back up to I-15 around 65th North and continuing around to Hwy 20 at 25th East then to Hwy 26 around Beachs Corner then South to Sunnyside and back to I-15 would provide an expressway to all the areas around Idaho Falls and could get travelers North of Idaho Falls without having to drive into Idaho Falls. It would also serve to get INL commuters from West of Idaho Falls to the North and to the East without slowing down traffic through town.” (Comment #209)
- “Be concise. Keep current alignments. Add express lanes.” (Comment #180)
- “I don’t like the idea of going through Osgood (ideas II.D-G) that seems to be way out of the way and takes away a lot of farmland.” (Comment #220)
- “Proposal II D-G is a horrible idea and makes no sense.” (Comment #176)
- “New Sweden Irrigation District is adamantly opposed to any of the options II D-G. Any of those options will require crossing District canals in 12 different locations and which would have a tremendous negative impact on the District’s access to those canals.” (Comment #175)

Short-term Ideas

Commenters suggested a few short-term fixes to alleviate congestion, traffic flow, and safety.

- “Could a sign be put up before exit 118 encouraging north bound US-20 traffic to use the Osgood exit instead of exit 119?” (Comment #172)
- “To establish a short-term solution to help with the congestion please quickly modify the off-ramp from I-15 to US-20 to have 3 lanes. One lane would turn left and 2 lanes would turn right. This would help the flow.” (Comment #184)
- “To me, a quick and lower cost option is to add a 3rd lane from the off ramp to JH Bridge. Also eliminate some of the center islands.” (Comment #223)
- “A good short-term solution for the Grandview intersection is to widen the bridge and bring the traffic up from I-15 into a middle lane so the exiting traffic doesn’t get mixed with the I-15 -> Hwy 20 traffic.” (Comment #219)

Additional Suggestions Not Directly Related to Alternatives

- “Build another bridge and RR crossing about 1.5 to 2 miles north of the I-15 v/US-20 interchange and route all northbound traffic -BYUI, ISLAND PARK, YELLOWSTONE-, to a connector on US-20.” (Comment #152)
- “Build a tower for I-15 to exit to highway 20 and leave the existing infrastructure for local traffic needs and pedestrians’ needs.” (Comment #150)



September 2018 Open House

Meeting Summary

- “With regards to Exit 119 & Grandview -Have you thought of adding another bridge across I-15 on the north side of the existing bridge? Make the new bridge 3 lanes wide with the right lane exiting onto I-15.” (Comment #190)
- “Use the existing bridge for all traffic continuing onto HWY 20 with the right lane for traffic exiting I-15 and remove the stoplight for all traffic.” (Comment #190)
- “Consider widening John's Hole Bridge to allow for a non-stop feeder from I-15 to Hwy 20 North. If necessary, separate local traffic from the Hwy 20 North traffic, maybe using different levels on the John's Hole Bridge.” (Comment #222)
- “Have a ramp from I-15 to US20 (East) eliminating heavy traffic at stop light - use stop light for, I-15 traffic going west on Grandview.” (Comment #218)

Conclusions

Public interest for this project continues to grow as the PEL study continues. The attendance for the first open house was 100 attendees, and 192 for the second open house.

- The presented alternatives *most* preferred are **I.B. Free Flow for IC 118/119; I.C. Free Flow 118/119 & Fremont;** and **II.C. 49th/Telford Road Connector (Modified at CWG Meeting #3)**
- The presented alternatives *least* preferred are **II.D-G. Connectors with Extension to 45th W and East to US-26**










September 2018 Open House

Meeting Summary


Appendix A – Meeting Notification Materials


- Newspaper ads (print & digital)
- Postcard
- Social Media Posts (Facebook, Twitter)

	<h2>I-15/US-20 Connector Open House</h2>	<h3>JOIN US!</h3> 
<h3>MEETING DETAILS</h3>  <p>Wednesday September 5, 2018 5 p.m. – 7 p.m.</p>  <p>Skyline High School Commons/Lunch Room 1767 Blue Sky Drive Idaho Falls</p>	<p>ITD, the City of Idaho Falls, and Bonneville County are working together on a plan for improving this critical infrastructure and are seeking your input to develop community-based solutions.</p> <p>Please attend the open house anytime between 5 p.m. and 7 p.m. to view a range of conceptual alternatives and give feedback to project staff.</p> <p>If you can't attend the in-person open house, please go to http://i15us20connector.com/ and participate in the online open house. The online open house will be available 24/7 until September 19, 2018. You can view displays and submit a comment and/or question.</p> <hr/> <p>TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 <i>Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users Dial 711 to use the Idaho Relay System.</i> <i>Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al coordinador de participación pública al (208) 334-8119 o TDD/TDY marque 711.</i></p> <div data-bbox="618 768 691 842"></div> <div data-bbox="708 789 862 831"><p>Your Safety • Your Mobility Your Economic Opportunity</p></div> <div data-bbox="951 768 1138 842"></div> <div data-bbox="1284 768 1357 842"></div>	

	<h2>Help shape the future of I-15 and US-20 in Idaho Falls!</h2>	<h3>JOIN US!</h3> 
<h3>MEETING DETAILS</h3>  <p>Wednesday September 5, 2018 5 p.m. – 7 p.m.</p>  <p>Skyline High School Commons/Lunch Room 1767 Blue Sky Drive Idaho Falls</p>	<p>Please attend to view a range of conceptual alternatives and give feedback to project staff.</p> <p>If you can't attend the in-person open house you can participate in the online open house September 5-19.</p> <hr/> <div data-bbox="618 1579 691 1652"></div> <div data-bbox="708 1600 902 1642"><p>Your Safety • Your Mobility Your Economic Opportunity</p></div> <div data-bbox="967 1579 1211 1652"></div> <div data-bbox="1284 1579 1373 1652"></div>	

Postcard Front & Back





I-15/US-20 Connector Open House
Wednesday, September 5, 2018
5 p.m. – 7 p.m.
Skyline High School Commons/Lunch Room
1767 Blue Sky Drive, Idaho Falls

ITD, the City of Idaho Falls, and Bonneville County are working together on a plan for improving the I-15 and US-20 interchanges as well as possible alternatives north and west of Idaho Falls. We are seeking your input to develop community-based solutions.


Please attend the open house anytime between 5 p.m. and 7 p.m. to view a range of conceptual alternatives and give feedback to project staff.

If you can't attend the in-person open house, please go to <http://i15us20connector.com> and participate in the online open house. The online open house will be available 24/7 until September 19, 2018. You can view displays and submit a comment and/or question.


You can also contact the project team at I-15US20corridor@itd.idaho.gov

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964
Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users Dial 711 to use the Idaho Relay System.


Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8119 o TDD/TDY marque 711.




Idaho Transportation
Department - District 6
206 North Yellowstone Highway
Rigby, ID 83442





**I-15/US-20
Connector
Open House**





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ITD Facebook Post - 9/13/2018



ITD Twitter Tweet - 9/13/2018



ITD Facebook Post - 9/4/2018

**Idaho Transportation Department (ITD)**
September 4 · 🌐

Join us tomorrow for the I-15/US-20 Connector open house!

Wednesday, Sept. 5
5 pm - 7 pm
Skyline High School, Idaho Falls (1767 Blue Sky Dr.)... See More



 1
1 Comment 4 Shares

 Like  Comment  Share 

ITD Facebook Photo Post - 9/4/2018


Ranked Page Photos


 Like  Comment  Share

**Idaho Transportation Department (ITD)**
Like This Page · September 4 · 🌐

Join us tomorrow for the I-15/US-20 Connector open house!

Wednesday, Sept. 5
5 pm - 7 pm
Skyline High School, Idaho Falls (1767 Blue Sky Dr.)
Commons/Lunch Room

 1
1 Comment 4 Shares

 Like  Comment  Share 

Most Relevant ▾

**Jon Johnston** Add extra lanes on US-20 from Grandview to Lewisville highway and rework the I-15 off ramp to US-20.

 Write a comment...   



September 2018 Open House

Meeting Summary

Appendix B – Sign-in Sheets

- Sign-in Sheets



September 2018 Open House

Meeting Summary

Appendix C – Meeting Handouts

- Flyer
- Business card with website address



I-15/US-20 Connector

Constructed in the 1950s and 60s, the I-15 and US-20 interchanges in Idaho Falls have outlived their usefulness and the outdated infrastructure is affecting safety, mobility and economic opportunity in the city, county, and region.

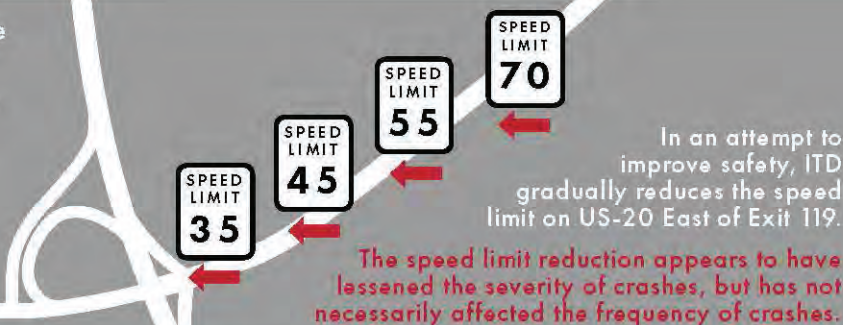
The safety and mobility study includes six interchanges.



② A Closer look at the Exit 119 Interchange

Northbound off-ramp at Exit 119:

- » Has the highest volume of traffic of any I-15 ramp in Idaho.
- » During peak traffic times, more than 8,700 vehicles turn right to access US-20.
- » Ramp traffic backs up and interferes with through traffic on I-15 Northbound.



Study Area Map



- I-15
- US-20
- Local streets
- Congestion
- Thoroughfares
- - - High capacity expressway

There are five interchanges within two miles on I-15/US-20.

US-20 traffic signals are timed to prioritize moving traffic off I-15 efficiently. This results in traffic backing up on Grandview Drive, sometimes for more than a mile.

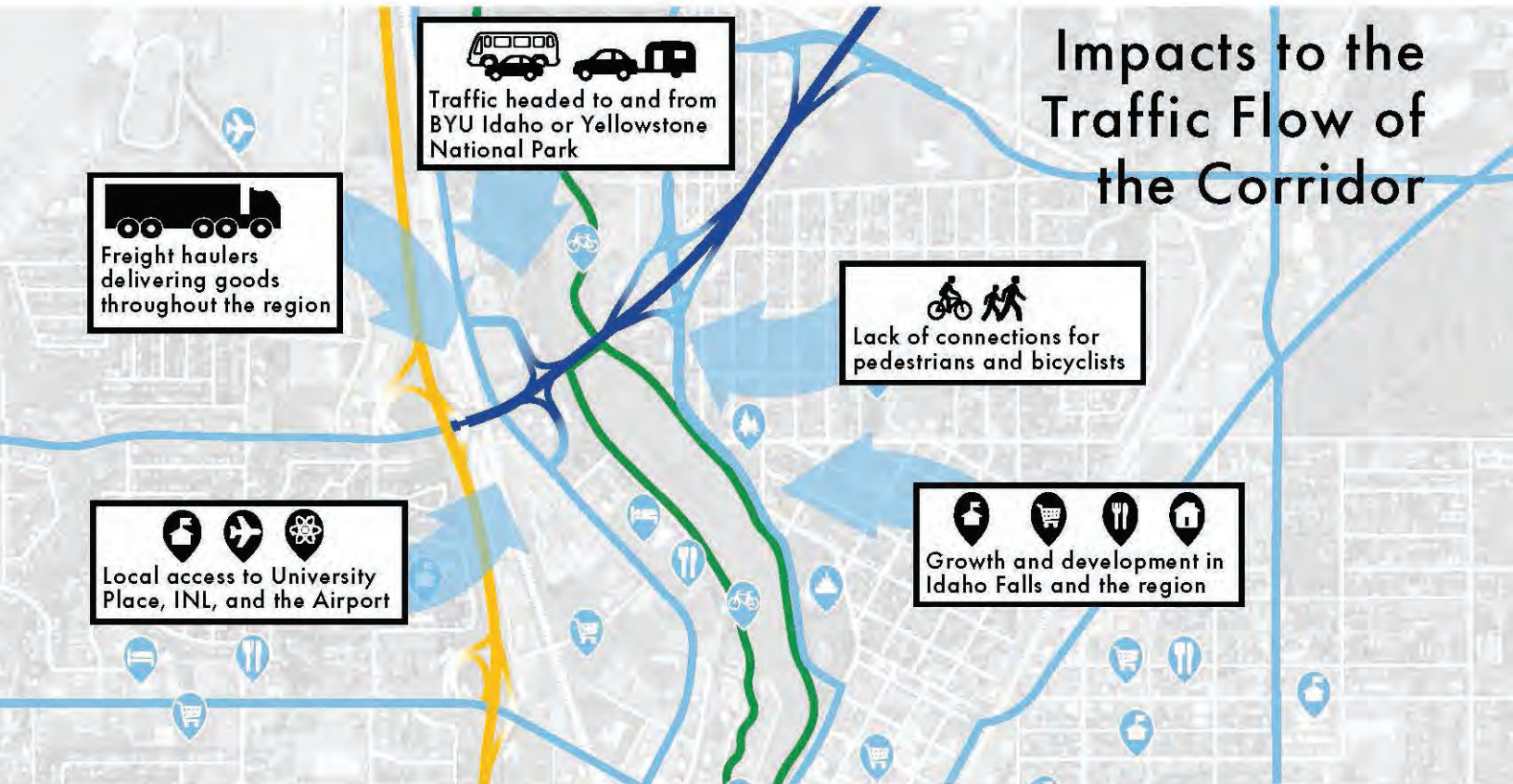
The distance between the Exit 118 on-ramp and the Exit 119 off-ramp is less than 1,000 ft.



ITD is collaborating with the City of Idaho Falls and Bonneville County and will actively engage the public throughout the project development process to determine how the corridor can be improved to best serve Idaho Falls citizens and the growing region.



Your Safety • Your Mobility
Your Economic Opportunity



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:



Join the Conversation

There will be many opportunities to give your input and improve the future of your community.



Business Card Front & Back



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

Visit the project website listed on this card to learn more and share your ideas.



September 2018 Open House

Meeting Summary

Appendix D – Exhibits

- Display boards

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.



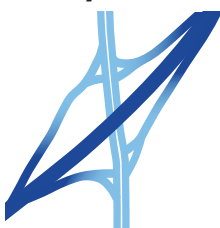
3

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.





Area Map





PEL Study

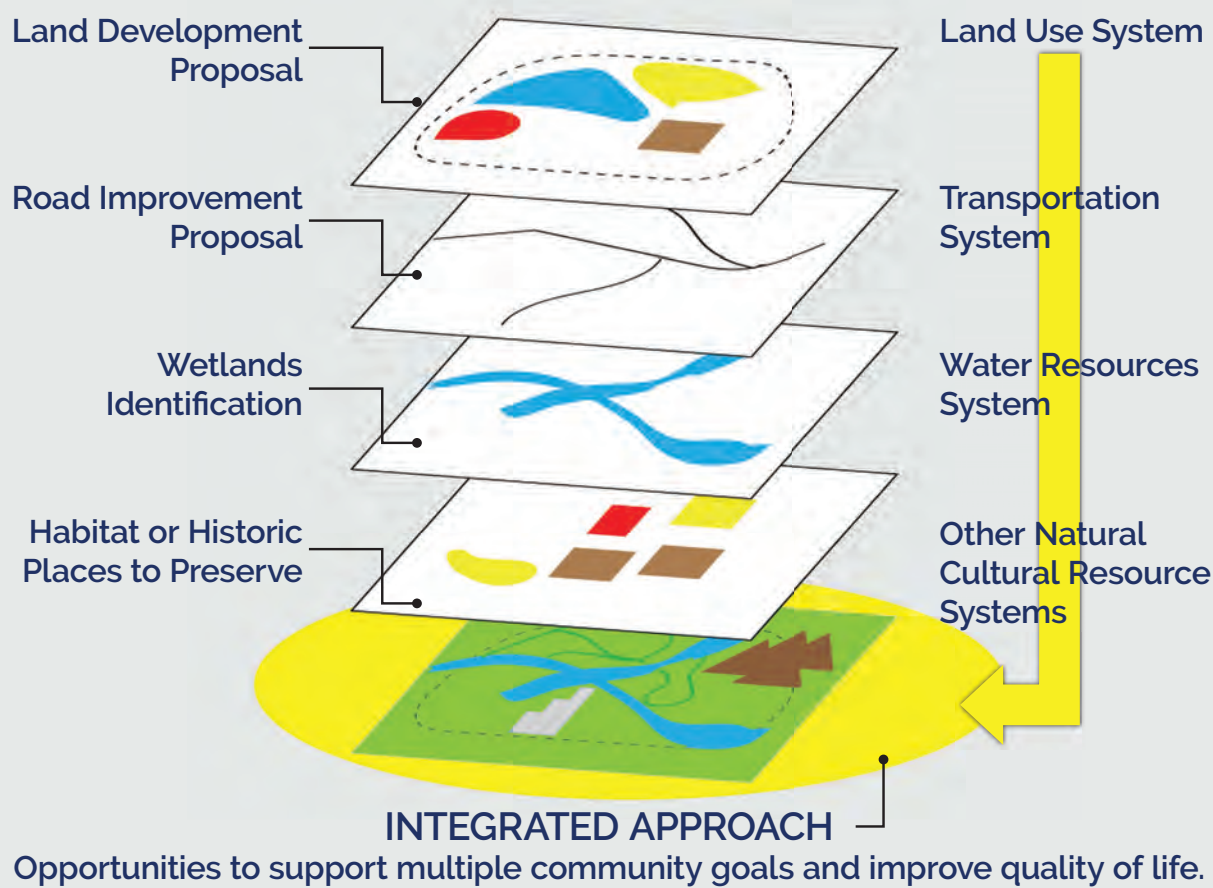
Planning and Environmental Linkage Study

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



Best

Worst

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

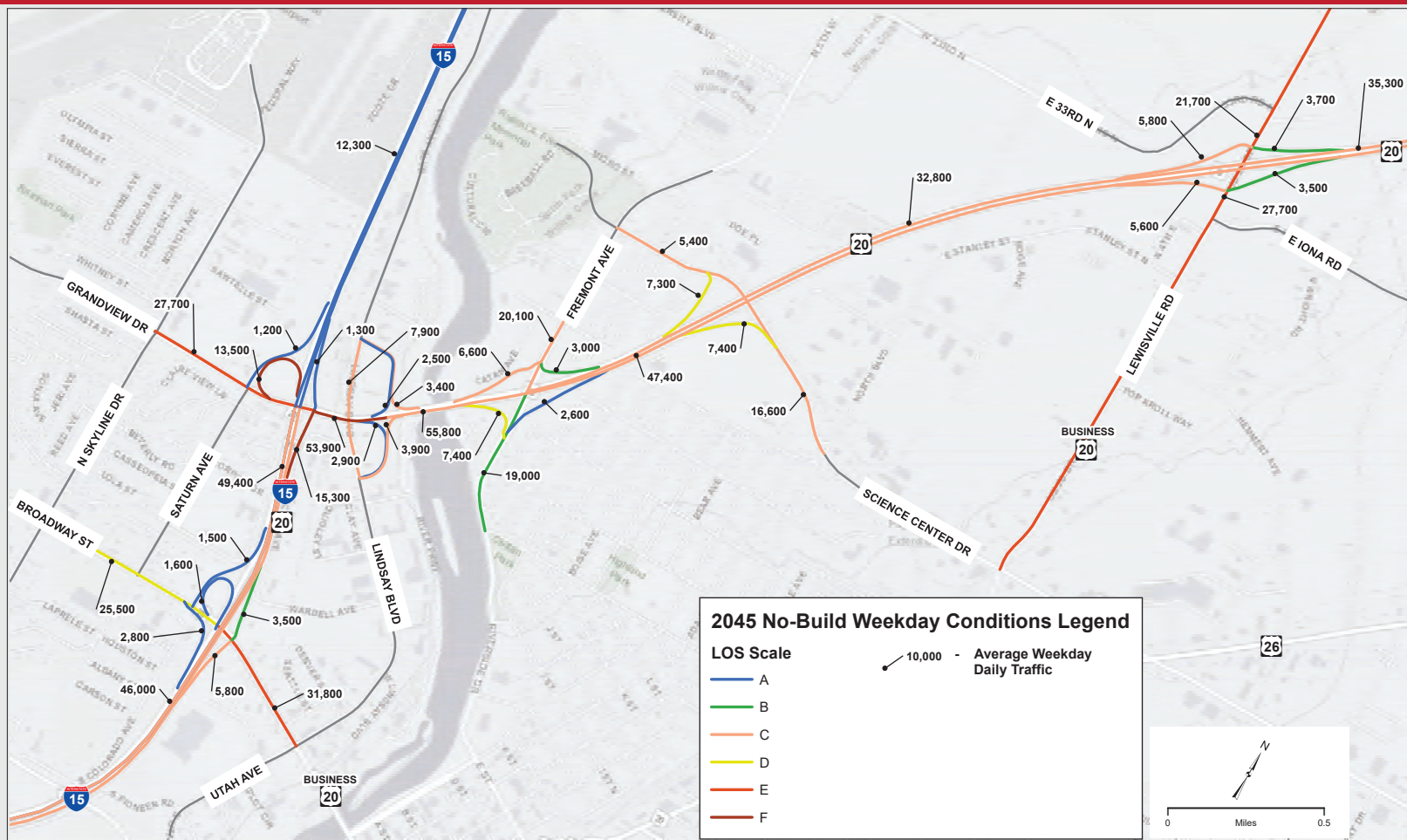
Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways.

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.

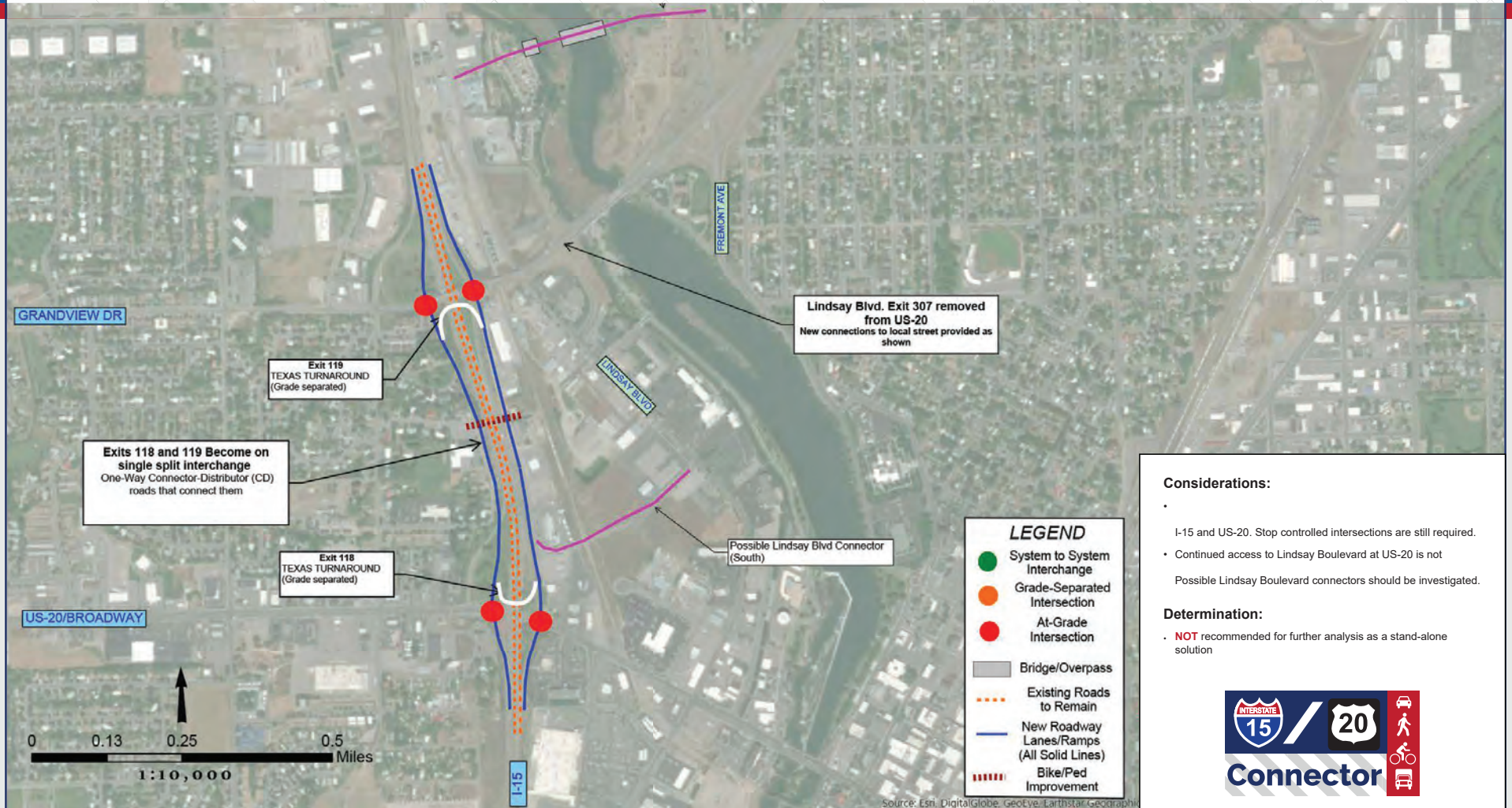




2045 No-Build Weekday Conditions







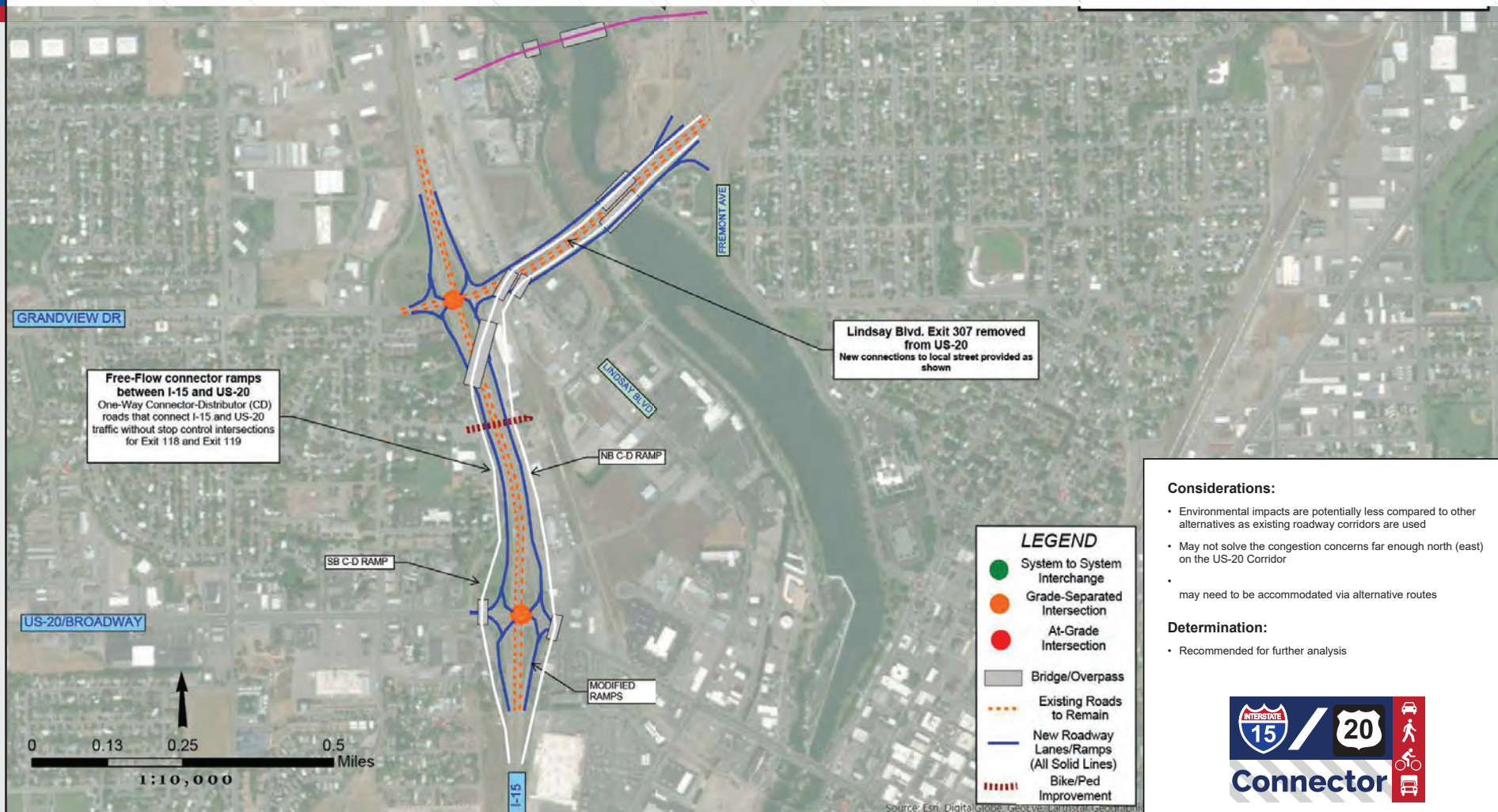
Considerations:

- I-15 and US-20. Stop controlled intersections are still required.
- Continued access to Lindsay Boulevard at US-20 is not
- Possible Lindsay Boulevard connectors should be investigated.

Determination:

- NOT** recommended for further analysis as a stand-alone solution





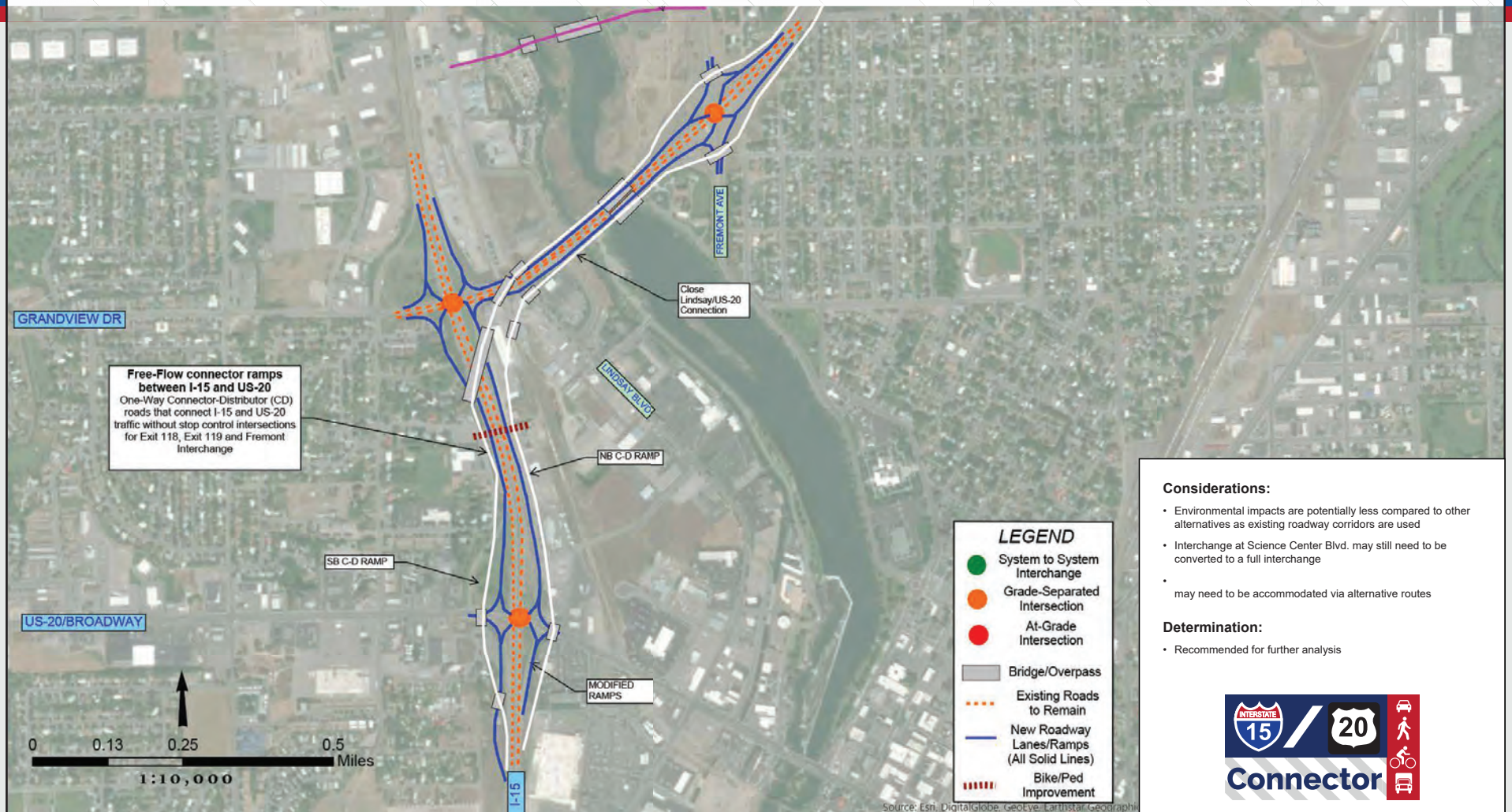
Considerations:

- 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
- may need to be accommodated via alternative routes

Determination:

- Recommended for further analysis





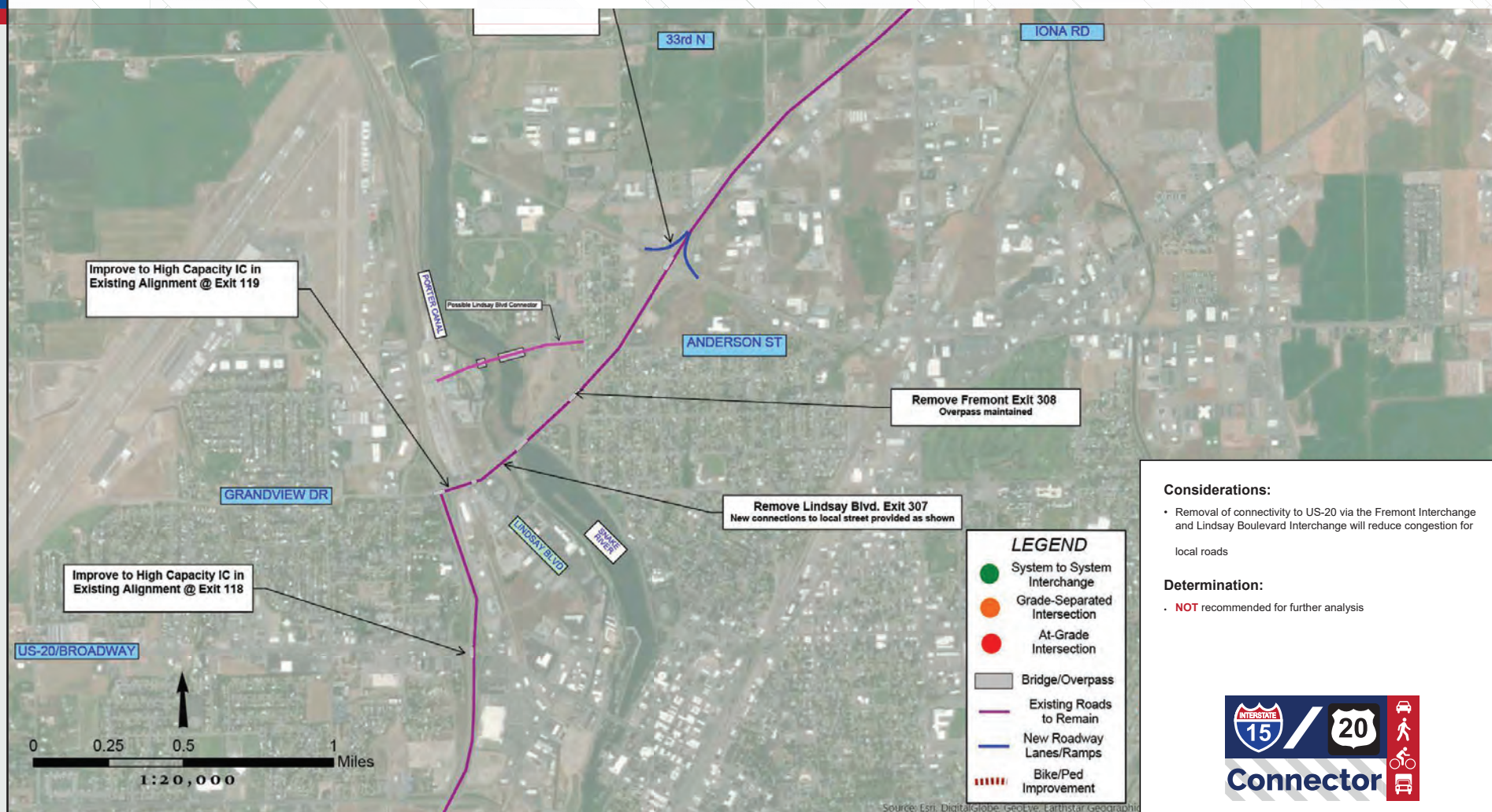
Considerations:

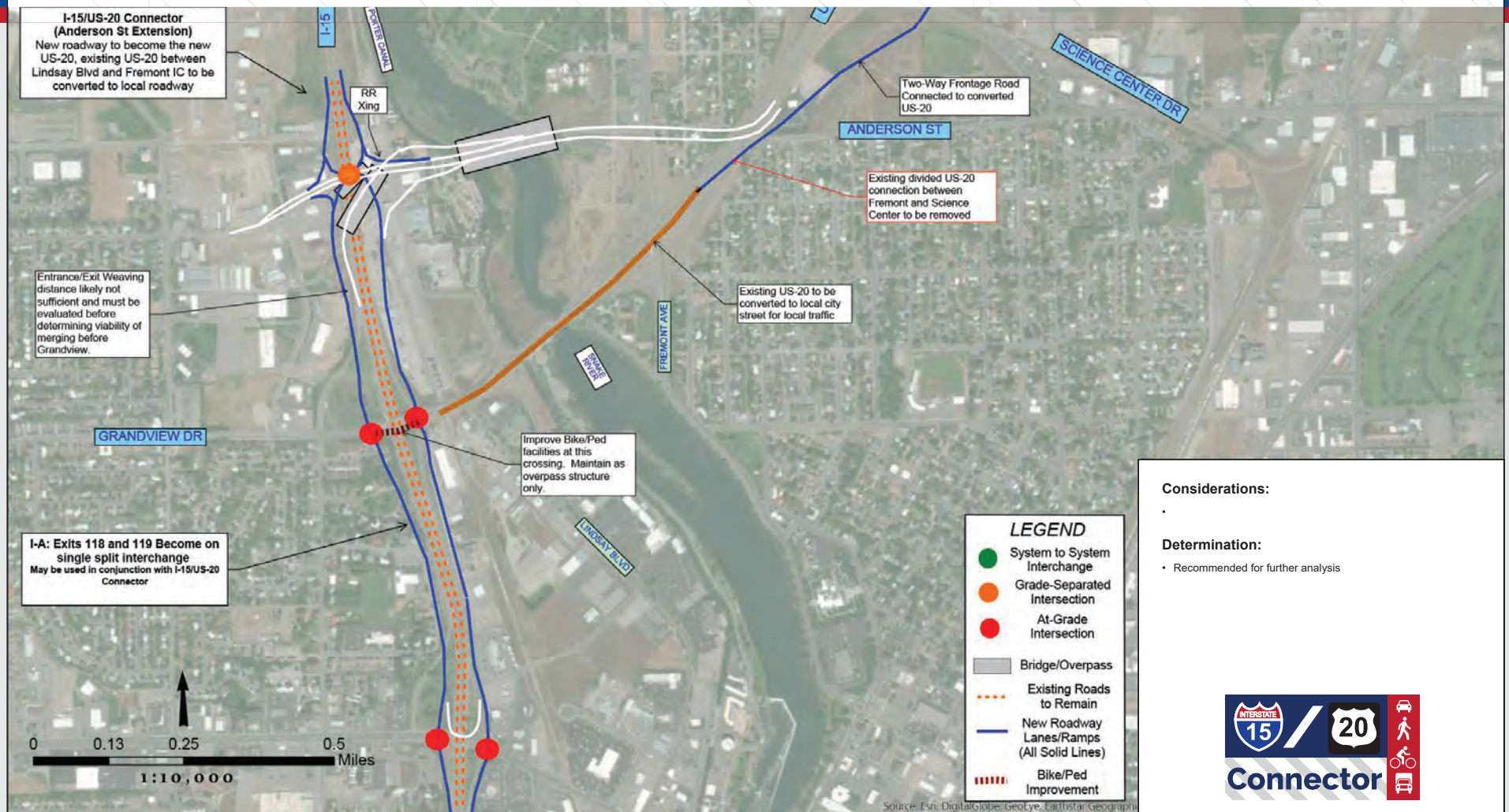
- Environmental impacts are potentially less compared to other alternatives as existing roadway corridors are used
- Interchange at Science Center Blvd. may still need to be converted to a full interchange
- may need to be accommodated via alternative routes

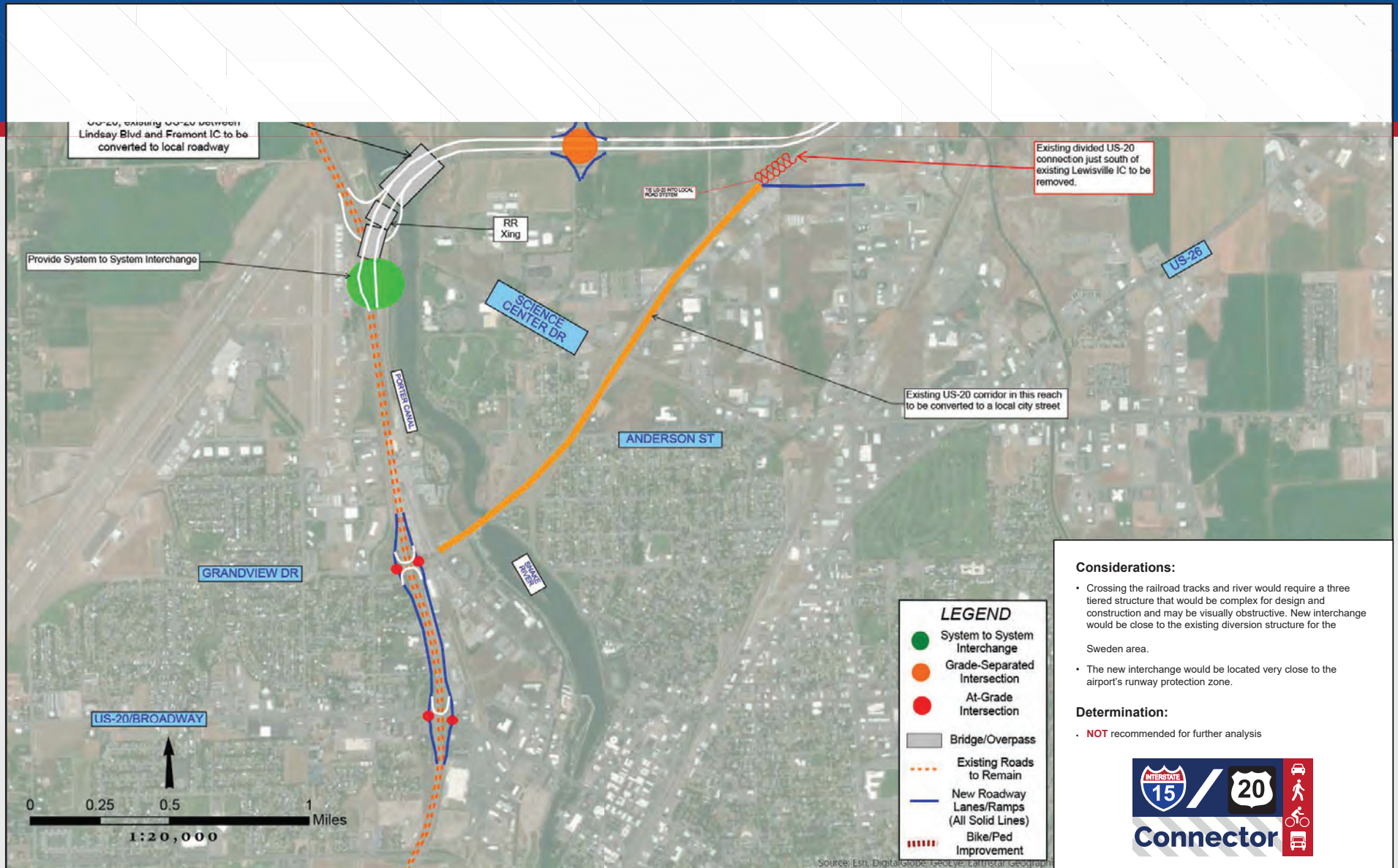
Determination:

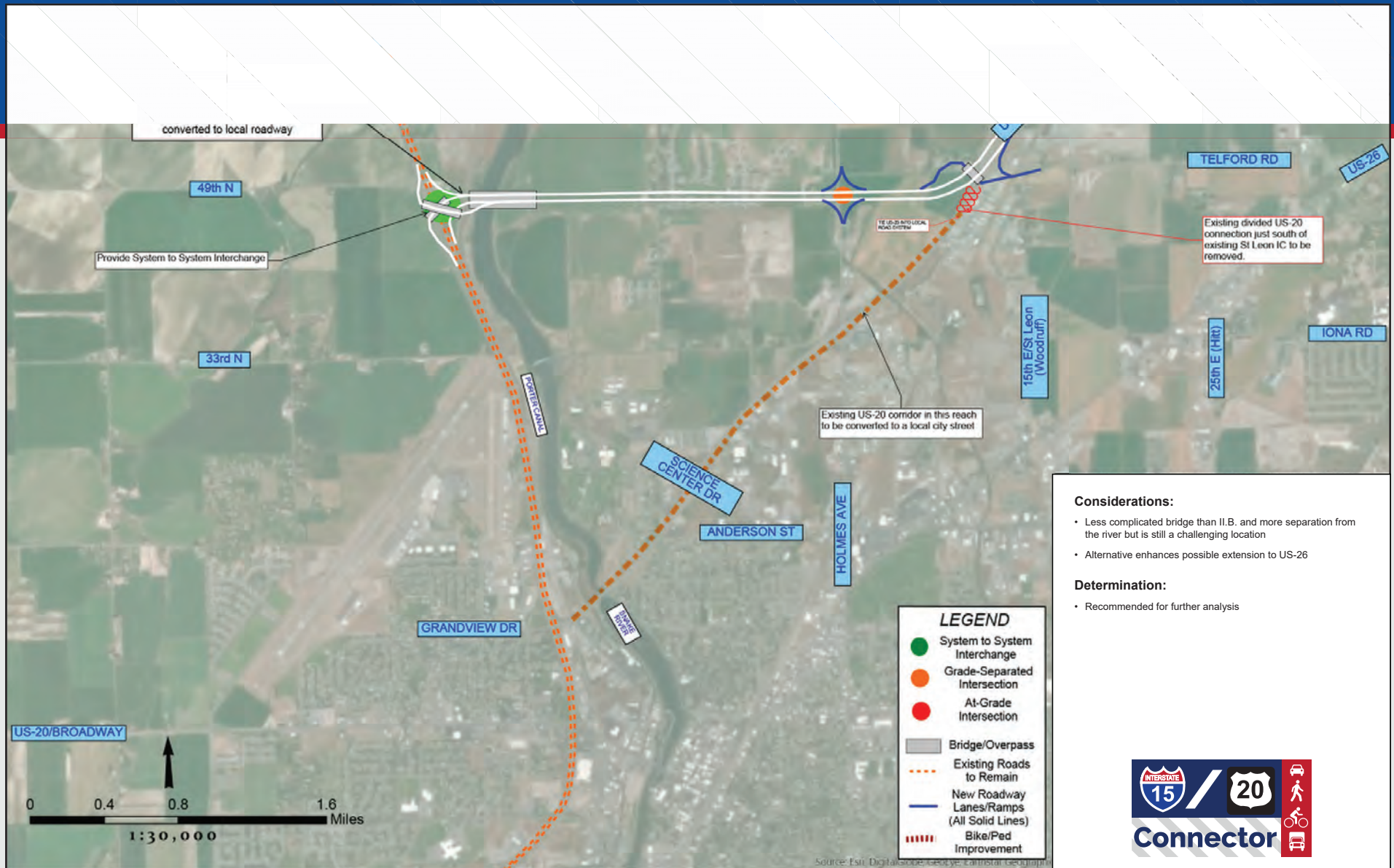
- Recommended for further analysis

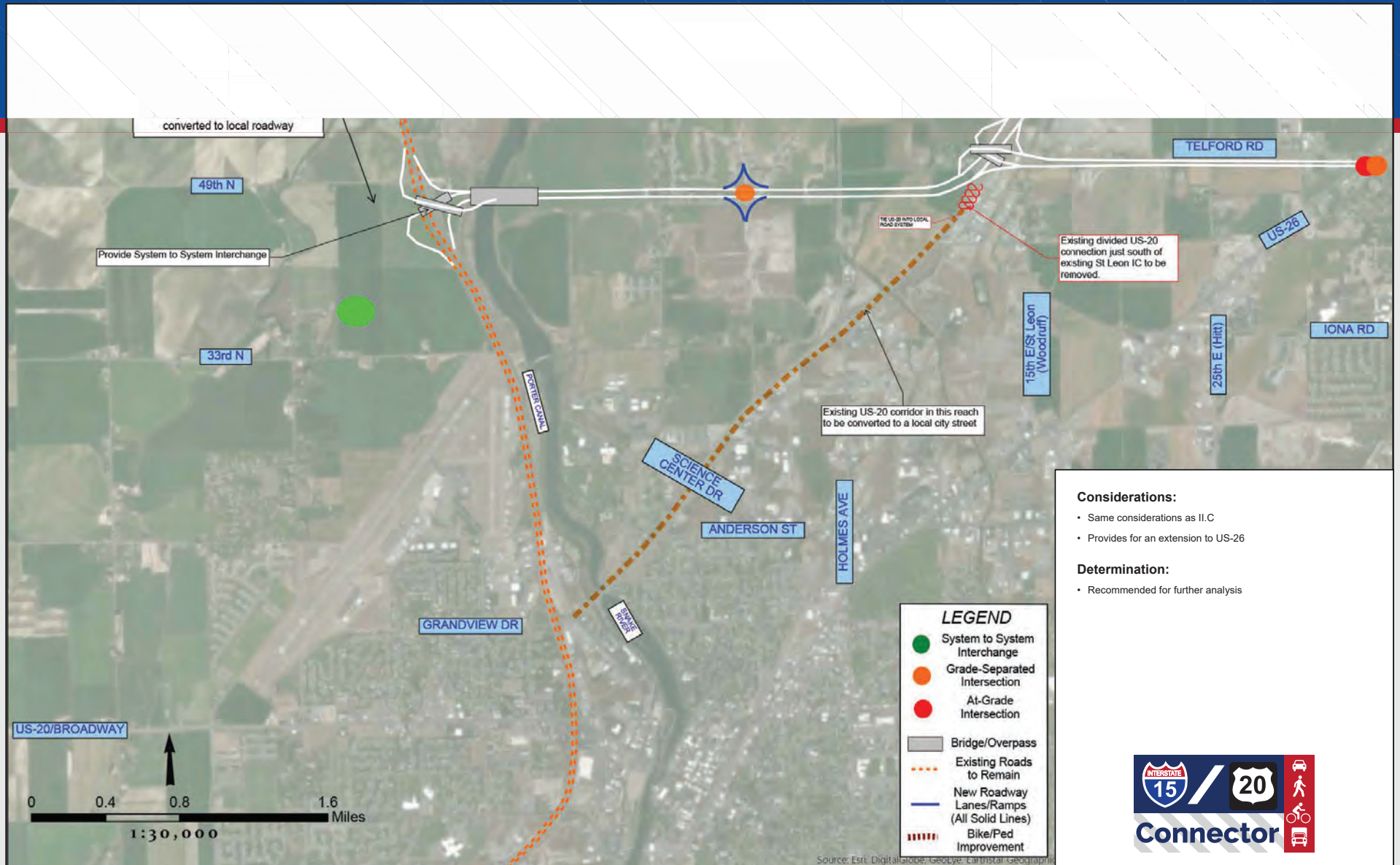


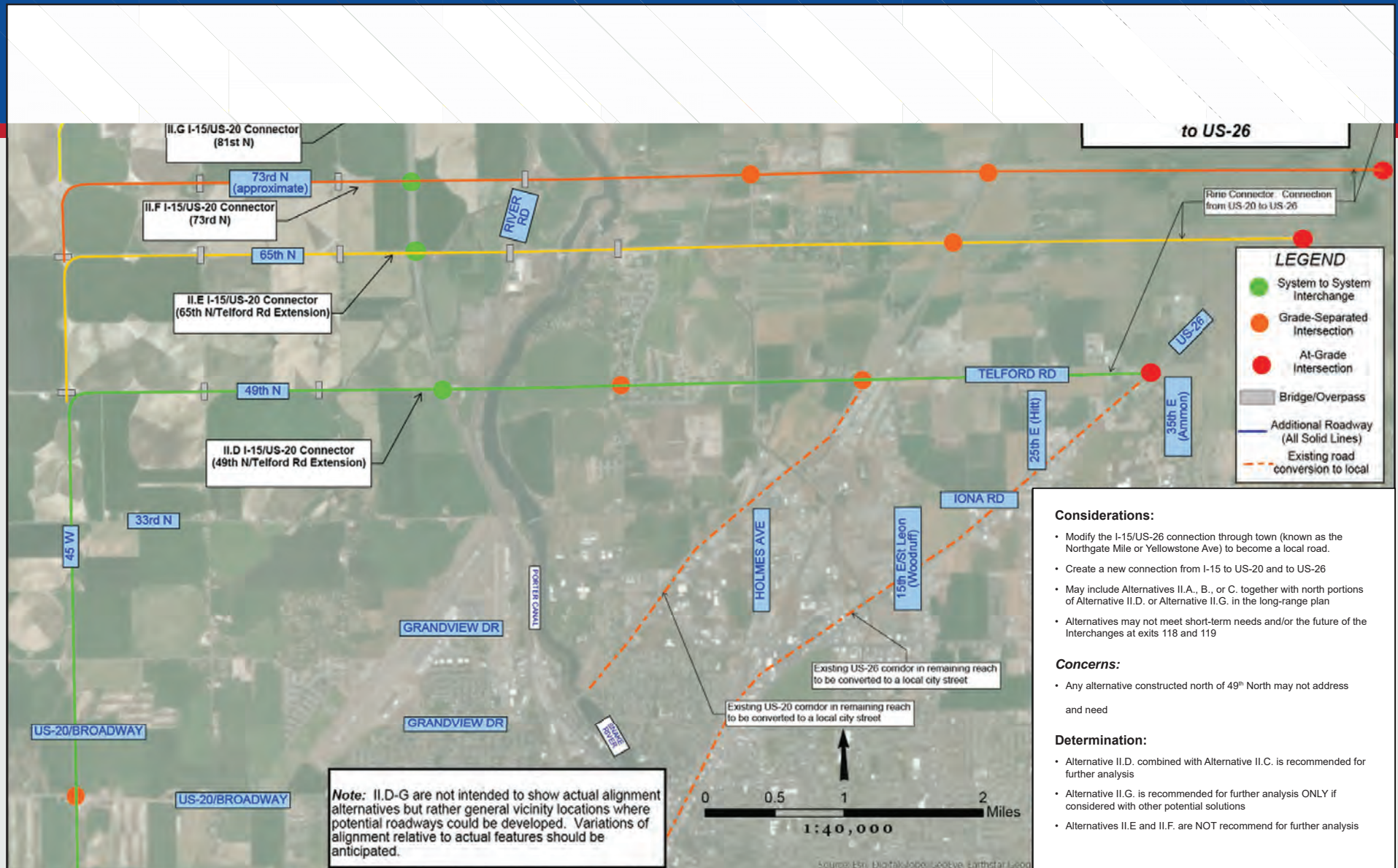








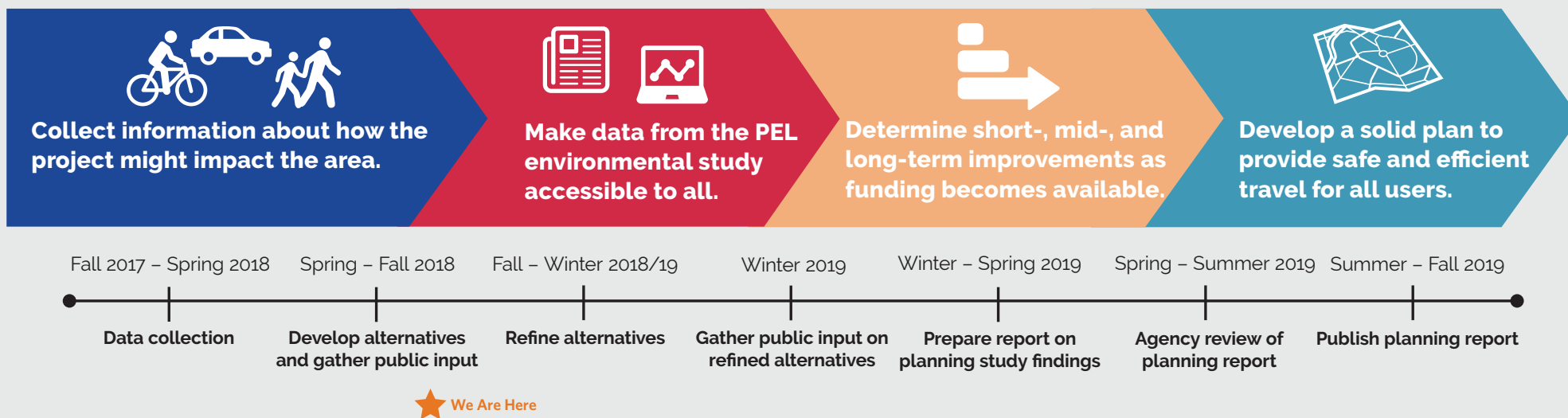






Project Schedule

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:





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 **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!





September 2018 Open House

Meeting Summary

Appendix E – Comments

- Comments received between August 20 and October 16, 2018
(names and addresses removed to protect commenters' privacy.)

Comm	Comment So	Comment Date	Comment	Comment Topic/s
141	Web comment	08/24/2018 08:02 AM	High traffic congestion is a problem and safety issue but the tire noise on i15 is an aggravation to homeowners as well . It's excessive.	
146	Web comment	08/27/2018 10:56 AM	one suggestion is to exit I-15 at Osgood exit/County Line Road and go to Highway 20 on this route. This will move the traffic headed for Yellowstone and BYU north of exit 119. We personally have waited through 5 light changes at exit 119 to go east while waiting for I-15 traffic to flow in a continuous line.	
150	Map Comment	09/02/2018	Please keep the flow of traffic here. Build a tower for I-15 to exit to highway 20 and leave the existing infrastructure for local traffic needs and pedestrians needs. The community here needs the Yellowstone and Island Park tourists to see our beautiful green belt and community, not just farmland. I really believe drivers do better when they are driving through interesting places.	
151	Web comment	09/02/2018 10:37 AM	I support the concept of an exit tower that keeps the flow of traffic where it is because it would be to disruptive to move the interstate. We can keep motorist near the business corridor and not add times motorists commute to have them take long routes into Idaho Falls.	
156	Map Comment	09/03/2018	Do not build a new expansion of the highway on the West side of town. It makes absolutely no sense to build all the way out in the country! Widen I-15 or widen the exit.	
183	Public meeting comment	09/05/2018	Please consider all on alignment first OFF alignment NO GO	
192	Public meeting comment	09/05/2018	Don't build a highway through Osgood. It's a huge expense to make people drive out of their way, which they won't do. It will take away a lot of farmground unnecessarily. The problem is at the I-15/US-20 interchange. Currently, IC is the best option. It allows all the traffic to continue to flow without backing up on Grandview, etc. It don't like that access to Lindsay Blvd. will be moved north. Maybe this plan can continue to change/evolve to allow Lindsay to stay open where it is.	
197	Public meeting comment	09/05/2018	I do NOT think the west-north options IID, IIE, IIF, IIG would solve the problem of congestion and safety at the I-15/US20 intersections. Also, I do NOT think people driving from I15 to US30 to head north/east would use a west-side connector when they are wanting to go north-east. If a belt-style connector went around the south-east of Idaho Falls it might help people in Ammon area (the fastest growth area) reach the highways, as they have a long journey time at present. -> My preference is for a new junction on I-15, re-routing HW20, and a new bridge over the river (either IIA modification or IIC modification to reach HW 26 as well.)	
204	Web comment	09/12/2018 09:46 AM	Would this be something looking into? Why would anyone be for rerouting traffic AROUND IDAHO FALLS? That is MONEY in the community! If we re-route traffic Our business dollars will end up in Rexburg, Blackfoot, and Pocatello. Why on earth would we do that??? My solution? Take the traffic down I-15 to the Osgood exit, to the County Line. Divert the traffic there and over to Highway 20. That is the least amount of diversion, still driving through Idaho falls, they can still make a loop back to town if needed on the old Lewisville Highway. There is room to make all of these modifications. The City of Idaho Falls might not like this plan because they still want their power lines... But this is a great option! We need to keep our business dollars in Idaho Falls. The Millions of cars that pass through our City each year should not be diverted around our city. It should go through our City to promote our businesses not the surrounding areas. Thank you for taking the time to look at this idea.	
231	Map Comment	09/17/2018	The I19 northbound exit has two lanes but only the right lane allows right turn. If the left lane was allowed to turn either left, straight, or right, the lights could be adjusted to allow a better flow. This would at least provide some immediate relief until a long term fix could be accomplished.	
235	Web comment	09/19/2018 02:53 PM	I favor construction of a high capacity highway to the north and west of Idaho Falls. This would relieve traffic congestion at exit 119, as traffic attempts to exit from the south.	
263	Web comment	10/15/2018 11:09 AM	Do not want connector road on 81 N	
269	Email comment	09/24/2018	I would not like to see the downtown exit taken out. I use it for work everyday. Taking out the downtown Broadway exit would hurt the downtown and hotels badly.	

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
126	Web comment	08/20/2018 01:35 PM	My comment regards traffic safety and bicycles/pedestrians both. River road north of the EROB building/Bish's road already has a bicycle/pedestrian lane. Motorized traffic and bicycles don't mix but that is not entirely the fault of the motorists. Every day bicycles ignore the bike/pedestrian lane and ride in the traffic lanes. This happens more during lunch hour when bicyclists ride north from the EROB area and then back. There are no signs or markings about using the bike lane and I have NEVER in 23 years seen State/County/City law enforcement do a thing to correct this dangerous situation. A few signs and markings and better enforcement would go a long way to solve the problem, wouldn't they? Perhaps bring back the original plan of having bike lanes on both sides of River road?	Bicycles/pedestrians
144	Map Comment	08/24/2018	Would love to see pedestrian/bicycle access across 20 improved so it is accessible for more than a few months in the late summer.	Bicycles/pedestrians
230	Map Comment	09/17/2018	The walkway on this bridge is too narrow and too close to semis driving fast. It feels very unsafe, yet I and so many others use it because it is part of the Greenbelt. However, this heavily used walkway is not addressed in any of the proposals. It needs to be widened and protected from flying rocks and debris from traffic.	Bicycles/pedestrians
249	Web comment	10/02/2018 02:53 PM	Good Afternoon, I am [name removed] from [business name removed]. My partner and I, [name removed], have been in the restaurant business on Lindsay Blvd for almost 40 years. We are very concerned about possible changes to access of Lindsey Blvd from I15 and HWY20. Our business, and several around us, depend on highway access from I15 and HWY20. We would like the opportunity to be part of the conversation moving forward with this project. Thanks	Economic development
142	Web comment	08/24/2018 09:10 AM	I travel through the I-15/US-20 intersection generally 4-6 times a day. It is the worst intersection in the State of Idaho in my opinion. Sometimes traffic is backed up on I-15 to the Panchari overpass. The most dangerous times is when it is backed up just north of the Broadway overpass. It is blind, with traffic coming up on the stopped traffic at high rates of speed, with Broadway on-ramp traffic trying to merge at the same time. My suggestion is a complete overhaul of the entire area, with a the main revision being a flying Y off I-15 for US-20.	Land use/growth
256	Web comment	10/09/2018 02:13 PM	We purchased our 10 acres on 81st 15 years ago and built our dream home on this property. We bought this place for peace and quiet. If you install the proposed connector on this street you will be taking our tranquility away from us. Not to mention the decreased property values. We are strongly opposed to this connector and urge you to seek other avenues. This was brought to our attention by our neighbor and we think this proposal was poorly advertised in order to avoid our opposition.	Land use/growth
138	Web comment	08/23/2018 06:34 PM	It seems like the timeline is Way Way to drawn out ... when design is selected extra attention should be given to making the whole area more attractive ... especially to visitors to the area. Our current on/off area for I15/20 is really UGLY compared to connectors in the Boise area.	Land use/growth;Economic development
207	Web comment	09/12/2018 12:05 PM	Being a landowner that could potentially be affected I have viewed your plans extensively. I think a good long look needs to be taken as to a route coming off of I15 at 33rd north of Idaho Falls by the dog park and hooking back into Hwy 20 at the Lewisville Hwy. when you look at the existing buildings and homes along that route that would be the least amount of impact along that route. ITD could then change or re-route Hwy 20 headed west.	Land use/growth;Economic development;Routes
139	Web comment	08/24/2018 07:59 AM	I am interested in the potential addition of routes discussed (briefly) to the North and West of IF to help alleviate traffic congestion. We live on S Bellin Rd. When the City of IF allowed "improvement" of S Bellin to connect to Sunnyside both the volume and speed of traffic increased dramatically. S Bellin has no sidewalks or shoulders for pedestrians or bicyclists and dumps all this traffic into a retail type area/parking lot with a narrow, winding street. Traffic is often in excess of the posted 35 and 25 mph speed limits and the area is seldom patrolled. If the State adds "something" to route traffic around the problems with I-15, PLEASE consider the potential impact to S Bellin Rd which is already a dangerous and overused access to Sunnyside an I-15's exit 116.	Other
162	Web comment	09/05/2018 07:02 PM	I own the property {on} mercury ave. At 119 exit I15 US20 ,my main concern is the affect this will have on my property. I agree this has been a problem area for a long time ,I would like to see an alt route.I like the proposed route north of the airport on to iona road entering 20 at telford or lewisville hwy.	Other
185	Public meeting comment	09/05/2018	Too congested at each station. Would have been better to allow each to share their idea individually then allow people to wander each station. Too slow & long.	Other

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
227	Web comment	09/16/2018 08:03 AM	<p>After reading through the comment report, I noted many have expressed their "not in my neighborhood" concerns. I'd like to ask what consideration is being given in this study to those who already live in the area in regards to noise reduction?</p> <p>I own property that backs up to US-20 between exits 308 & 309. Over the last several years the traffic noise has become intolerable at times.</p> <p>Highway speeds, merging traffic, compression brakes, horns....all seem to be acceptable in our residential neighborhood.</p>	Other
242	Web comment	09/26/2018 01:16 PM	<p>To Whom It May Concern:</p> <p>I recently heard the project team was considering using the road in front of my house as one of the possible places to connect US 20 to I-15. I wanted to voice my concerns about this proposed option. I have seven children, and two of them are special needs kids. I would be greatly alarmed to have a busy road running by my home and property-mostly because of safety issues, but also because I think a large factor in the peace and quiet of country living would be taken away from us. Should a busy road be approved on 81st N, I don't think our family would be able to stay here, which is a very distressing thought to us. There is no way I would consider staying with a son who is mentally retarded and the danger that would present to him.</p> <p>I have looked over the website and I am not seeing all the options that are on the table right now. Could you let me know what other choices you have? I absolutely see the need to have another connecting road; I realize how backed up the northbound traffic gets at the off ramp from I-15 to US 20 and I feel that is dangerous.</p> <p>I look forward to reviewing all the options you are considering, and working together with you to choose something that will be good for everyone affected.</p>	Other
132	Web comment	08/20/2018 11:15 PM	<p>I think there are several areas that could be looked at.</p> <p>First, the idea of people taking a longer route to the north and west of Idaho Falls doesn't seem to make sense. I am not sure how going a further distance by 10 miles or so makes any sense. Much of the traffic at the I-15 to US20 traffic would be people going to Idaho Falls, Iona, Lincoln, Ucon, Fairway Estates area on East River road, and many other areas that would see no benefit and be much slower than taking a congested I-15/US20 connector. This idea would either not work, or really break up the Osgood area by blocking intersections, disrupting agriculture operations, and making navigating that area unsafe. The farther North or West the "express" route goes, the longer it has to be. This will add cost to the project and really make it a longer route that would likely not get used. Has a study been completed to see where the final destination of the traffic is going on US20? Is it mostly close to Idaho Falls or on to Rigby/Rexburg?</p> <p>Second, the problems on the exit/entry ramps being close together could be reduced by making I-15 a 3 lane road through Idaho Falls. You also could reduce the speed through that section to assist motorists in getting up to speed.</p> <p>Third, the video talks about crashes involving pedestrians and cyclists. Although this is unfortunate, it has little if any impact on the traffic problem and should not be the main point of the video. I cannot see how any of the projects are going to solve people not using crosswalks unless some pedestrian bridges are built. I feel like this is a total marketing trick to get the pedestrians and cyclists on board with the project.</p> <p>Fourth, a light on Saturn drive??</p> <p>Fifth, Expansion of the I-15 Northbound to US-20 northbound could be handled better by allowing vehicles to not stop. This would require widening the bridge or building an overpass or something.</p> <p>Sixth, the bridge across the river on US20 is three lanes wide and helps with traffic flow. Why not consider widening US20 to three lanes from Saturn river on Grandview until the Science Center Drive exit.</p>	Routes
127	Map Comment	08/20/2018	<p>The area SE of the I15/us20 (presently occupied by Outback and others should be used for an on ramp and off ramp with out stop lights. This is the first that should be done. Eventually the Reeds dairy area will be required to facilitate us20 traffic flow to and from I15 via Grandview.</p>	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
128	Web comment	08/20/2018 04:55 PM	I would really encourage this committee to look at alternatives to running a " high capacity Expressway" down 26th west. The soccer fields and Village have many pedestrians. It would be an intrusion of noise on top of the airport noise that we deal with. If I am misinformed about your plans and this is not the route you are taking, ignore this comment. Please continue to keep us updated as to the route to be settle upon.	Routes
129	Web comment	08/20/2018 05:55 PM	It would seem there is little economic rationale to create a "loop" or "expressway" north and west, in or near the Old Butte Rd area. It diverts from the growth and brand emphasis of Idaho Falls (city center, south Idaho Falls and Ammon). More importantly, it creates a tremendous safety concern in an area that is almost purely light residential (the city of Idaho Falls should not shift its problems to the county (west side), similar to the failed grid expansion). The area already struggles with near-misses from kids on the road near the soccer complex, the apartments and the care facilities near Old Butte. Highway 20 use is predominately "local access", at least most times of the year, and should be routed as it is now, with responsible, economically sound improvements made to the I15 interchanges.	Routes
130	Web comment	08/20/2018 05:57 PM	In addition to US 20 you should also include US 26 in your plans. It is inconvenient to have to take side roads i.e. cut across on Iona road from US 26 to Holmes/Lewisville Hwy. The "Jackson" exit south of town leads you through more side roads. Please make an interchange for easier access to US 26 to Swan Valley and Jackson along with US 20.	Routes
134	Web comment	08/22/2018 04:04 PM	I lived on the west side of Idaho Falls (Bellin Road) for 28 years and always was limited in ability to bicycle to anywhere east of I-15 due to safety concerns with any of the routes. I am glad to see an opportunity to address improving bicycle access as this key corridor undergoes planning and modification.	Routes
143	Web comment	08/24/2018 12:11 PM	What are the possibilities of going North of exit 119 and building an on-off ramp connecting to US 20 and closing exit 119 to East-West US 20/Grandview I 15 traffic. Traffic going west on US 20 gets off at exit 118 and those going East get off at the new exit. They all ready get off at 118 to go West and local traffic could too. On the interstate another mile isn't going to hurt anyone and it would be a whole lot safer and do away with red light runs at exit 119 going East.	Routes
145	Map Comment	08/25/2018	Close the north bound exit at exit 119. Instead, Route traffic headed toward Rigby, Rexburg, etc. north on I-15 just north of the INL facilities. Create a new exit for north bound traffic that would cross the river, turn right and go through the Hatch Pit area and then connect back up with Highway 20 somewhere north of Idaho Falls. The problem is the traffic coming off I-15 at exit 119 so route that traffic north and use a new route to get connected to Highway 20.	Routes
147	Web comment	08/28/2018 03:00 PM	I'm having difficulty interpreting the map with the proposed route. Is the route from Broadway approximately along 45th West?	Routes
148	Web comment	08/30/2018 09:16 AM	To add to my previous comment about closing exit 119 maybe a better way would be to close the road after the exit 309 and mark the exit 119 as a local access only and use the new one up I 15 previously mentioned in my other comment as the one for North, South, East and West bound for I 15 and US 20.	Routes
152	Web comment	09/02/2018 12:01 PM	Access across the snake river is the problem for 90% of the traffic congestion. Build another bridge and RR crossing about 1.5 to 2 miles north of the I15 v/us20 interchange and route all northbound traffic -BYUI, ISLAND PARK ,YELLOWSTONE-, to an connector on us highway 20. this would reduce the traffic flow at all 4 US20 interchanges and exit 119. This would also minimize traffic disruptions during construction.	Routes
158	Web comment	09/04/2018 09:06 AM	Why not a new interchange North of the current US20 interchange that connects back to US20 North of Holmes/Lewisville.	Routes
163	Web comment	09/05/2018 09:01 PM	My preference is I.B. Other good alternatives are I.C and II.A and II.A2 and II.B	Routes
164	Web comment	09/06/2018 08:06 AM	Thank you for looking into future improvements for the I-15/US 20 interchange. In my mind two things are needed. First, a system to system interchange between the two highways is necessary as traffic to Rigby and Rexburg continues to grow. Second, a truly long-term solution would include connections from I-15 to US 20 West (towards Arco) and to US 26 (to Ririe). Ideally, all these intersections would be system-to-system continuous flow intersections. Currently Idaho Falls is a regional hub located at the intersection of many highways, but connections between them is limited. It would be in the regions best interest to develop a good connection between the highways now before options get limited by future development. I appreciated that several of the later alternatives addressed connection to US 20 West and US 26.	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
169	Web comment	09/06/2018 12:22 PM	<p>Plans II.A and II.A2 should provide connection from the interchange to the airport that does not require using surface streets. As shown in II.A2 it seems that the intersection of Skyline and Grandview will become very busy.</p> <p>Also ought to consider how there might be reasonably simple access from the airport to the hotels along Lindsay Blvd.</p>	Routes
170	Web comment	09/07/2018 12:05 PM	<p>After attending the open house regarding the I-15/ US-20 connector study and studying the maps, I have a few questions that I would appreciate your answers to.</p> <p>*Proposal IB and Ic: Do the blue lines on the map indicate additional interstate lanes or simply frontage road? The blue lines near exit 118 are labeled modified ramps but they extend through exit 119 and east on US-20.</p> <p>*Proposal IIA and IIA2: Do the blue lines represent additional interstate lanes or frontage road? What is the purpose of the Texas turnaround?</p> <p>*Proposal IIC and IIC2: Does this proposal include any plan to add additional interstate lanes through the Idaho Falls corridor?</p> <p>*Proposal IID: What benefit would be gained by extending US-20 north on 45th W and east on 49th N? The traffic would still have full access to I-15 and the congestion would have been alleviated at Exit 119 without this extension. Does this proposal include additional interstate lanes through the Idaho Falls corridor?</p> <p>Would it be possible for my wife and I to come into the office and visit or do you prefer electronic communication?</p> <p>Thank you for your help on these questions.</p>	Routes
173	Web comment	09/08/2018 04:38 PM	<p>This project affects everyone, not just the west side please find a way to engage us on the east side. Anything you do too move the freeways further north or west will make it even harder for us to get anywhere.</p>	Routes
174	Web comment	09/09/2018 02:39 PM	<p>In looking at the options so far, I feel the option II.C (#15) looks like a workable project. It would take a lot of the traffic getting off I-15 to connect to US20 and send it up the interstate a little farther and take it away from the problem area at the Grandview exit. Can the lights there then be readjusted to the new traffic flow? It seems it would be less of an impact on the Lindsey Blvd. area, along with schools, businesses and homes along the interstate between there and the Broadway exit. It is a good idea to continue the road to connect it to US26 there too. I'm not sure I like the idea of having a 'skyscraper' of a roadway (highways over highways) that would be in some of the other options at the Grandview exit. I'm not confident in the 'Texas turnarounds', as good as they sound on paper. Even with picture signs here, drivers still don't use roundabouts correctly when there is more than one lane, which drives my crazy. There seem to be plenty of drivers that think they are the only ones on the road. Simplifies things for visitors passing through and trying to figure out directions.</p>	Routes
175	Web comment	09/11/2018 02:32 PM	<p>New Sweden Irrigation District is adamantly opposed to any of the options II D-G which would route additional I-15 traffic through the New Sweden /Osgood area. Any of those options will require crossing District canals in 12 different locations and which would have a tremendous negative impact on the District's access to those canals. There are additional concerns with the impacts to periodic flood channels in the upper Oakland Valley area, where 45th W currently ends.</p> <p>It would make no sense to route this traffic to the west and north, through the heart of the New Sweden farming area, when the problem is of traffic to and from the northeast. This would only lengthen the road to where the traffic wants to go. While this routing may be favorable to the city, in providing a backdoor approach to secure a R. O. W. for their proposed power loop, it would likely divert potential business away from existing businesses and would certainly have the undesirable effect of promoting development along the new corridor, thereby disrupting the existing farming community.</p> <p>New Sweden Irrigation District Board of Directors</p>	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
176	Public meeting comment	09/05/2018	IID-G - X; IIA - Check; IB - ok; IC - ok Proposal IIA makes sense. IB and IC are OK but it would be nicer I think to have an extra bridge over the Snake River like the IIA proposal would be better than rebuilding and widening 3 existing bridges in the IB and IC proposals. IIA looks great. Keep the solution where the problem is. Proposal II D-G is a horrible idea and makes no sense. There is no growth on that side of Idaho Falls. A Connector Loop west of I15 Noth and then back east to highway 20 would not be used much and would be avoided.	Routes
177	Public meeting comment	09/05/2018	MY FAVORITE! Proposal IIA Anderson Street Connector original from level 1 - before discussed modification. It makes the most sense to me. It solves all the problems with the least impact, experience & construction it keeps locals commuting least interrupted & allows easy glow for through traffic. Seems simplest & allows for easy transitioning during construction. Practical, also building another bridge over the river seems to me to be essential for future growth. A worthwhile investment. This proposal allows the better use of existing roads rather than necessitating miles and miles of new road construction. If there is going to be a type of connector or belt route, it make MUCH more sense to send it out and around Ammon Area (east side of IF). Ammon Area is the population explosion area & needs a more direct route to I-15 & HWY20 it would service through traffic as well as residents. It would be good for future growth as well. Building bridges further North (like 49th) is too far away from where the needs are. If growth necessitates a bridge that far North, then lets do it then & have ANOTHER bridge when its needed.	Routes
178	Public meeting comment	09/05/2018	1. Route traffic from I-15 to 20 North of Idaho Falls. Try not to impact home owners on the west side of Idaho Falls with freeway traffic. North of Idaho Falls has no or little traffic currently. Everyone seems to get off at US20.	Routes
179	Public meeting comment	09/05/2018	I like the idea of making the current US20 a local street.	Routes
180	Public meeting comment	09/05/2018	Preferring I.B. or I.C. options. ABSOLUTELY NO to II D-G ABSOLUTELY NO Be concise. Keep current alignments. Add express lanes.	Routes
181	Public meeting comment	09/05/2018	I-15/US-20 Exit I-15 Exit #119, make exit 2 lane right turn exit and keep US-20 3 lanes going E/N till get past exit 307 and 308 (Lindsay and Riverside) with the right lane exit only for these two exits coming off I-15. Reduce US-20 to 2 lanes past Science Center. has this idea been discussed or evaluated? It was not shown on any of the proposals. Concern I have is impact on businesses on Lindsay Blvd. and certain proposal of what traffic will become on Broadway. How will commercial vehicle traffic for LTL carriers between exit 118 & 119 and commercial traffic to Circle Valley Produce/General Mills/Falls Fertilizer and Basic American out Lindsay.	Routes
182	Public meeting comment	09/05/2018	I like IIA original best. IIA modified is a bad idea because I-20 west goes right through a neighborhood. Please put a turn around on I-15 north so a person doesn't have to drive to Roberts to turn around legally.	Routes
184	Public meeting comment	09/05/2018	To establish a short-term solution to help with the congestion please quickly modify the off-ramp from I-15 to US20 to have 3 lanes. One lane would turn left and 2 lanes would turn right. This would help the flow.	Routes
187	Public meeting comment	09/05/2018	A lot of really good ideas. Taking the exit North is a valid plan, but I think widening the current exit, and extending it is also a good plan. Maybe even extending it up and over (like in SLC) so traffic would exit onto US20 after the Riverside exit. Please keep it away from the West. It effects far too many homes and makes the commute much longer.	Routes
188	Public meeting comment	09/05/2018	The options that expand John Hole's bridge are the way to go. Expanding where traffic can go--in the direction they want to go--& having it be free-flowing is going to alleviate far more than you think it will. And men you won't need and expressway through Osgood & everyone will be happy for ever and ever.	Routes
189	Public meeting comment	09/05/2018	Close I15 Exit 119. Have all truck & exchange traffic use I-15 Osgood Exit. Run traffic between I-15 and US-20 use Countyline Road.	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
190	Public meeting comment	09/05/2018	<p>With regards to Exit 119 & Grandview -</p> <p>Have you thought of adding another bridge across I-15 on the north side of the existing bridge. Make the new bridge 3 lanes wide with the right lane exiting onto I-15.</p> <p>Use the existing bridge for all traffic continuing onto HWY 20 with the right lane for traffic exiting I-15 and remove the stoplight for all traffic.</p> <p>Also, close Lindsay Blvd.</p> <p>Divert all airport traffic to Exit 118.</p> <p>Also, all traffic wanting to go north on I-15 to use the Broadway on ramp as it is used today.</p>	Routes
191	Public meeting comment	09/05/2018	<p>As I have studied the alternatives presented at the open house Alternative IB and IC would be the best choices. They would make the best use of existing infrastructure while avoiding city traffic including signals. They also appear to be the most cost effective.</p> <p>As you move farther north additional structures and roadways would be required.</p> <p>The new traffic corridor west of town makes no sense at all. It would cost far more in land and structures. It would also carve up some of Idaho's best farmland making day to day farmwork harder, with the additional traffic and limited crossings. I oppose this option!</p>	Routes
193	Public meeting comment	09/05/2018	<p>Beyond the scope of this study -> we should also be looking at high-speed by-pass alternative to the south and east, perhaps further out. Sunnyside is going to saturate eventually. 65th S is high speed from I-15 to Yellowstone (US-91). Extending that further east and wrapping around up to US-26 and US-20 should be on the list for study.</p> <p>For Bonneville Co. -> Access to HWY 20 exits is good on all the mile roads. Holmes, Woodruff/St. Leon, Hitt. But it is not so good for 35th E and further east. I keep hearing comments about how its getting too built up on the east side and therefore now impossible. I would counter that that won't improve in the future and the sooner consideration gets going the better.</p>	Routes
194	Public meeting comment	09/05/2018	<p>IIC - Telford Rd looks good</p> <p>IID-G - 45th W - NO THANK YOU Please respect the historical farming area that is way more productive than N & E of Idaho Falls.</p>	Routes
195	Public meeting comment	09/05/2018	<ol style="list-style-type: none"> 1. No "Texas" u-turns - there isn't one within 200 miles of here so no one would know how to use it. 2. Separate bike/walk with their own bridge over the river & I-15 - there shouldn't be sidewalks next to traffic moving at 50 mph. 3. Please don't do those intersection under the overpass like they have in SLC where you have a six-way intersection - wait time is too long. 4. Grandview doesn't need to connect to I-15, but does need to get to Lindsay & cross the river. Consider moving it north instead of US20. 5. Dedicated I-15, US20/26 is great idea, but do it at current location. 6. Use dedicated lanes with over/under for exit 119 off and entrance 118 on (northbound) instead of local access road where traffic needs to cross in a short distance. <p>US-26 - figure out how to reroute to use the same interchange as US20, as both go NE from I-15.</p> <p>Look at the main highways and how to flow between them, then look at how to provide connectivity from there to the local roads.</p> <p>Consider a 2-level bridge at John's Hole - top for US20 and bottom for local traffic.</p>	Routes
196	Public meeting comment	09/05/2018	<p>Version IIC -> (& IID) using Telford.</p> <p>All would require overpasses or interchanges at E. River road & Lewisville (about a mile between) - probably an elevated highway for most of this.</p> <p>-> Lab and subdivisions to North rely on these roads to get to town (no other alternatives)</p> <p>No matter where you locate it, there will be elevated highspeed highway on top of or just south of a golf course subdivision.</p>	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
202	Email comment	09/06/2018	<p>In reviewing the information you have provided option IIC2 seems to be the most forward thinking approach to handle traffic in the future around with the interchanges of I-15, US 20 and US 26.</p> <p>I believe that would be the best approach as of right now. There may also need to be further planning to tie into the interchange from the west side of Idaho Falls as it continues to grow and develop.</p>	Routes
203	Email comment	09/12/2018 09:45 AM	I concur that the options not recommended for further analysis don't adequately address the issues. Of those recommended for further analysis, I would prefer option IC or IIC2. The most preferential would be IID if it were modified. I think that the west side connector would work better at 65th West. The problem with 45th West comes on the south end and tying it into I-15 at 65th South. The build up of that area would make connections here costly. Moving it to 65th West would have less impact to property.	Routes
205	Email comment	09/06/2018	<p>I would like to provide feedback on the connector options that go straight west of town into the Osgood area. All seem inefficient and unnecessary. I believe the congestion that occurs on Grandview drive would be mitigated by a no-stop connection of I-15 to us 20, which I know is already planned. If the 2 lanes that connect Grandview to us 20 were modified to also be no-stop this would mitigate all congestion in the area.</p> <p>I've attached an image, roughly done I'm sorry, of an idea that allows for no-stop connections from both I-15 and Grandview. This would involve the creation of a small overpass section for the I-15 connection, and the elimination of the Lindsay Blvd exit, which is redundant anyway given the proximity of everything being considered. By eliminating the northbound Lindsay Blvd exit this would eliminate and rushed attempts at merging from the 2 Grandview lanes to exit there. It would also allow more time/distance for the 2 Grandview lanes and the I-15 lane to merge into the 2 us 20 lanes. This is effectively already done with the merging lane that already exists between the Lindsay Blvd and Freemont Avenue exits. If needed the northbound ramp on Grandview the merges to I-15 could be closed because of the proximity to the I-15 Broadway on ramp. This would further reduce Grandview congestion.</p>	Routes
211	Stakeholder meeting comment	09/05/2018	Option IC seems like the most efficient and cost effective solution. 49th N to 45 W seems like it would have a higher negative impact on environmental resources and stakeholders (income, etc. for agriculture). It also seems like a long way for pedestrian and bicycle traffic.	Routes
212		09/05/2018	Do not restrict traffic access to Lindsay Blvd "Hotel Row" from HWY 20.	Routes
213	Stakeholder meeting comment	09/05/2018	<p>To whom it may concern:</p> <p>Add another bridge at dog pound, one artery all goes west and present highway 20 goes east. At least 3 lanes all going one direction. Put in off ramp and on ramp north of grain elevators but still south of the airport. Do not go to 49th North or 45th West as it is too long. Is city of Idaho Falls pushing west loop for their purposes? Lets keep connector road close to I-15 and highway 20.</p>	Routes
214	Stakeholder meeting comment	09/05/2018	<p>I prefer IC. It makes sense.</p> <p>I do not believe that the options that proceed into the Osgood area are appropriate. They would destroy a lot of excellent farmland. It will also route people away from Idaho Falls which will reduce the dollars that would be spent here.</p>	Routes
215	Stakeholder meeting comment	09/05/2018	Any effort to route west and north of Idaho Fall should plan on using the \$ of sections, not the section lines to minimize impact on residences and rural roads.	Routes
216	Stakeholder meeting comment	09/05/2018	The only cost practical option is IB. The rest of the options are way too expensive and don't solve the problem. US20-West of Idaho Falls does not continue to US-20 North to Rexburg, so those options should be scrapped.	Routes
217	Stakeholder meeting comment	09/05/2018	<p>1. Routing traffic away from the city takes customers and money away from the local businesses!</p> <p>2. Bringing traffic out into the farm ground and risking the lives of local residents and their families is not an option! Keep the freeway traffic on the freeway and in town where it belongs.</p> <p>3. There is plenty of room to fix the problems and rebuild the infrastructure that we already have in place! By doing so, we will have a system that keeps Idaho Dollars in Idaho by directing the millions of tourists through our town instead of around our town!</p> <p>Imminte domain should not be an option for the purpose. Risking lives, should not be an option.</p> <p>Please, rethink this issue and keep our families safe, our businesses growing and make the right decision.</p>	Routes
218	Stakeholder meeting comment	09/05/2018	Have a ramp from I-15 to US20 (East) eliminating heavy traffic at stop light - use stop light for, I-15 traffic going west on Grandview.	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
219	Stakeholder meeting comment	09/05/2018	-Option IC is a great long-term solution. -A good short-term solution for the Grandview intersection is to widen the bridge and bring the traffic up from I-15 into a middle lane so the exiting traffic doesn't get mixed with the I-15 -> Hwy 20 traffic. - I don't like the options that work off of 45th W.	Routes
220	Stakeholder meeting comment	09/05/2018	I like option IC. It seems to make the most sense. I don't like the idea of going through Osgood (ideas II.D-G) that seems to be way out of the way and takes away a lot of farmland. Idaho is great and know for its potatoes. Don't take our farmland away. Widen the existing road or build a lane that is only for traffic going from I-15 to I-20 that doesn't involve local traffic.	Routes
221	Stakeholder meeting comment	09/05/2018	I suggest a northern route past the present exchange, say 4 to 5 miles then turn east across farm land then onto US-20. Route through 49 or 35 or 26 are crowded with a ton of family homes. OR widen the present exchange and go up and over river then onto US-20. Have a nice day.	Routes
222	Stakeholder meeting comment	09/05/2018	*Look at the big picture of connection between I-15, Hwy 20 and Hwy 26. We need an efficient set of interchanges between these major roadways. *The interchange must provide access to the airport and to the economic center along Lindsay Blvd. (and the greenbelt). The traffic from these areas should not be funneled over to the Broadway/I-15 exit and up Broadway to Skyline. Local access to Lindsay and Fremont (Willow Creek Bldg. & INL in-town facilities) must be preserved. *Consider widening John's Hole Bridge to allow for a non-stop feeder from I-15 to Hwy 20 North. If necessary, separate local traffic from the Hwy 20 North traffic, maybe using different levels on the John's Hole Bridge. I don't like the options with Texas turnarounds. They just seem too confusing. The extended frontage roads along I-15 appear to have advantages that can be exploited to make the Grandview/I-15 exit work much better.	Routes
223	Stakeholder meeting comment	09/05/2018	To me, a quick and lower cost option is to add a 3rd lane from the off ramp to JH Bridge. Also eliminate some of the center islands. This 3rd (green) lane could be a non-stop/yield turn. [see drawing]	Routes
226	Web comment	09/15/2018 06:37 PM	Please don't go through Osgood. We just built a new house on 45th because we wanted to get away from all the traffic and out in the country.	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
228	Web comment	09/16/2018 10:05 PM	<p>I attended the open house on Sept 5th and talked to multiple ITD employees. After listening to the presentations and studying the various proposals, I keep coming back to the proposed high speed expressway on the west side of town.</p> <p>To put it bluntly, I have significant concerns with this idea. Any plan to create a 'belt-route' around Idaho Falls (as one of the ITD employees put it) is a bad idea on so many levels and I have no idea why this is even being considered. According to one of the ITD engineers, this idea had been floated in the past and was previously shot down. Why this is being raised again when the community is obviously against it, is eyebrow raising.</p> <p>Here are a few straightforward reasons why a high speed expressway belt route is a bad idea for the West side and for Idaho Falls in general:</p> <p>1) Financial - a belt route will cost millions for a road that very few people will even take. Does anyone really think that Google maps will route folks miles and miles around IF on their way north? No - it will keep them on I-15 and we'll be stuck with a very expensive road to nowhere.</p> <p>2) Economic - 100% of the vehicles that we route around the city of Idaho Falls will not spend a penny in town. At least today there is a chance that families will stop for lunch, gas, etc in IF. I did not get a straight answer from ITD on the potential costs to our local economy of all the lost business of routing vehicles around town. It does not make sense.</p> <p>3) Environmental - How many acres of farms will ITD disrupt to build their belt route to nowhere? How many new bridges and overpasses will need to be built for a road that will not be used? It's anybody's guess...</p> <p>4) Government Overreach - What if the local family farmers decide they don't want a massive building project going through their property? Will the government just eminent domain whatever land they need? This is a major concern for me and is not consistent with Idaho values.</p> <p>The name of this project is the I-15 US-20 Connector right? Let's keep our focus on the problem at hand: fixing the I-15 US-20 Connector! The proposed Expressway is a waste of time, money, and is going nowhere fast.</p>	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
232	Web comment	09/18/2018 03:04 PM	<p>Thank you for planning the future of this troublesome interchange.</p> <p>My wife and I attended both open houses, and have extensively studied the different proposals on the website. We have comments on the following proposals.</p> <p>IB and IC: these two options would eliminate the congestion, and generally remain in the current I-15/US-20 corridor, but the number of overpasses and bridges required seems rather excessive (7 on IB, 12 on IC). The cost of such a huge project would be a downside to this proposal.</p> <p>IIA and IIA2: These two options would eliminate the congestion by moving the exit north of Grandview and providing free flowing interchange ramps for traffic moving on/off of US-20. The proposed area for the new corridor adds minimal distance and is low impact.</p> <p>IIc and IIc2: these options would add considerable mileage to the project, and an additional overpass at Lewisville Hwy.</p> <p>IId: building a new US-20 west of Idaho Falls on 45th West would be very ineffective in getting traffic to leave I-15. Drivers would continue on I-15, through Idaho Falls, and exit on the new interchange with US-20. GPS units would direct drivers to stay on I-15, because it would be a few miles shorter. The cost associated with constructing the many miles involved and the several overpasses (6 to 8 or more, (it is unclear), and an addition system-to-system interchange south of Idaho Falls, make this a very expensive alternative with very low results.</p> <p>US-20 to US-26 connector (shown in IIc2 and IID): We think this is a good idea. This proposal could be considered as a stand-alone project and added to any of these alternatives, at any suggested location, now or at sometime in the future,</p> <p>In conclusion, We think alternative IIA or IIA2 are the best choices. Either one would be effective.</p>	Routes
233	Web comment	09/18/2018 05:35 PM	<p>This comment is regarding the North express bypass. I would like to propose the bypass be built on Iona Road, (33rd N). I-15 is very close to the river and their is an existing connection to Hwy 20 from East River Road, N 5th W. The bypass would be close to existing commercial businesses and hotel/motels. Iona Road, (33rd N) also has an existing road between hwy 20 and hwy 26th. This road could eliminate the existing Hwy 20 interchange with I-15 and possibly reduce some of the existing interchanges such as Lindsey Blvd and Science Center Drive. It could also facilitate the INL traffic since the bypass would be within a mile of their offices. It is an area that already has commercial businesses and is being developed commercially.</p> <p>I would recommend taking 81st N off the proposed bypass route as the road is not close to existing commercial properties and is a rural developed area.</p> <p>Thank you for your consideration</p>	Routes
236	Web comment	09/22/2018 09:52 PM	<p>The alternatives II.C and II.C2 seem like good proposals. However the fact that it removes access to the existing US 20 South of St. Leon Road I.C. will create additional traffic delays. Many people from the Iona area and other areas use Telford Road to connect with US 20 to access businesses on St. Leon, Lewisville Hwy/N. Holms, and the Downtown area via the Riverside Dr. I.C. Please do not remove Access to the existing US 20 from Telford road. Keep the access to N. Holmes and the downtown area from the existing US 20 without having to cross the river twice. Thank you.</p>	Routes
237	Web comment	09/24/2018 10:57 AM	<p>I do not like the I.A diagram because I feel it does not address the full needs of what needs to happen. I understand that this is just an example. The Texas turnaround idea doesn't make much sense to me. I'm having a hard time understanding why it is a benefit for local traffic and travelers.</p>	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
238	Web comment	09/24/2018 11:34 AM	<p>I feel that diagrams I.B and I.C are the best diagrams proposed. I thoroughly love the express way idea by passing all the intersections for travelers. I saw an example of this in Southern California in Orange County and it worked very well. I think the expressway could just be single way in each direction in the middle of the freeways instead of on the edges like you have planned. If you do this costs would be cheaper as well cause it'll be one bridge going over a surface street road vs two separate bridges.</p> <p>I do like I.C more than I.B because you have redone the on and off ramps at the Fremont ave intersection and I like how the express way bypasses that intersection as well.</p> <p>If I were to make a change to this is I do think the I-15 and US 20 intersection be treated as a freeway interchange instead of as a surface street interchange like you have with the Broadway intersection and Fremont intersection. I think for local and regional traffic it should have on and off ramps from all angles without any paths crossing. Do this by making a (Grandview to I-15 S ramp) (Grandview to I-15 N ramp) (US 20 W to I-15 N ramp) (US 20 W I-15 S ramp) (I-15 N to US 20 E ramp) (I-15 N to Grandview going West ramp) (I-15 S to Grandview going west ramp) (I-15 S to US 20 E ramp) I believe that as the area grows even more that an at grade intersection will become inadequate fast. With ramps coming from all angles to all lanes it will have a longer use and traffic can move much more freely. Having this along with the expressway will be very beneficial to the entire region and community and this solution will last a very long time.</p> <p>I also like the surface street bridge you have planned from science center drive to Lindsay Blvd. This will be greatly helpful since you have getting rid of the Lindsay Blvd exit in the plans neighborhoods like it currently is. Having dedicated on and off ramps for the airport would be best. Especially since the area is continuing to grow more and more.</p> <p>Idaho Department of Transportation has done a very good job putting these together</p> <p>I like plans I.B and I.C the best because it is keeping the intersection where its already at. I feel that if the whole main intersection is moved North like in other plans it will disrupt the travel economy and other businesses in the current location. I feel that keeping it central where it is now is the best fit.</p> <p>I would also think it would be best if an exit on I-15 was made specifically for the airport for coming on and off. Instead of going through</p>	Routes
240	Map Comment	09/25/2018	<p>Keep the main interchange here instead of north of here. Its best for the area and community to keep things Central because it doesn't encourage urban sprawl. Also this will keep tourists in the center so they can see the beauties and highlights of Idaho Falls. Do a whole interchange along with the express way proposed and it will be great.</p>	Routes
246	Web comment	09/29/2018 06:23 PM	<p>We own a rental unit on 81st North and we don't want the connector on our road.</p> <p>There are many more people on 81st north than 49th North, there will be fewer decisions required if the connector is located on 49th North.</p> <p>For instance, there is less distance between I-15 and US 20 at that point, so there will be fewer roads that will either need to be shut off completely or have an overpass installed to allow the people living north of the connector to get to and from Idaho Falls.</p>	Routes
250	Web comment	10/02/2018 07:14 PM	I'd like to vote *against* putting the connector on 81st N. I think it would be much better to go down 49th N.	Routes
251	Map Comment	10/04/2018	I recommend using 33rd N. for the I15 to US 20 connector or using 113N	Routes
253	Web comment	10/06/2018 02:23 PM	I do not want 81 N. to become a high capacity connector for US 20. The impact on my property would be negative and I would have a highway literally on my doorstep. I would also lose many mature trees. This is not the best route for a connector. No one will drive 15 miles out of their way to continue north and east of Idaho Falls. A better solution would be to use Sunnyside Road and connect to Ammon-Lincoln to continue north.	Routes
257	Web comment	10/11/2018 05:04 PM	We do not want a connector road on 81 st North, Idaho Falls	Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
264	Email comment	09/12/2018	<p>Attached is a sketch that will go along way to solving the major problem in our area- which if fixed, will relieve pressure at Broadway and other spots.</p> <p>The solution is to take out the stop light at the top of the I 15 off ramp at highway 20. Simply do a direct off ramp from I15 onto 20 for folks heading toward Rexburg, and those going west on 20 have them go on I15 under 20 and loop around and go west.</p> <p>No stop lights, no delays, direct onto 20 both ways from I 15.</p> <p>If there is not enough distance for this solution due to other roads and on ramps or whatever too close, you can do fancy and bring the ingress onto 20 merging in from the inside lane, not the standard outside lane. From underneath or over the top and down... I can explain better if you have any interest.</p> <p>This will cause minimum disruption to the nearby land owners, remove the stop lights, and have free flowing traffic onto 20 from I 15. Problem solved.</p>	Routes
265	Email comment	09/18/2018	<p>I feel that the options of I.B and I.C would address the issue at hand the best for the long term.</p> <p>I overwhelmingly am opposed the options of II.D-G. These will disrupt multiple family homes and areas that our children are raised. I personally live on the corner of 81st and East River Road. It shows an overpass at this location and would eliminate any access I would have to my property. This would have the same effect on several dozen of homes for all options D-G, let alone the high taxpayer cost to create this. These options should not be considered. We do not need to harm the country area that these long routes would cause to the rural parts of our county.</p>	Routes
266	Email comment	09/18/2018	As a resident of Ashton and a week user of Idaho Falls airport, I like the options that add a connector north of Exit 119. I think those options also work better for truck traffic.	Routes
267	Email comment	09/20/2018	I live right off 81st and 5th W. I am very concerned about the proposal that would put the connector right through our neighborhood. I am against this option and feel there are better alternatives available.	Routes
268	Email comment	10/15/2018 04:06 PM	After reviewing the online meeting it appears to me that the best interest of flow, less disruption, and thinking about the long term planning I would vote that you consider options II A.2 and II D. Great options. I am not in favor of the II G option. Thanks for listening.	Routes
270	Email comment	09/18/2018	<p>I still think a better option is a connector south of Idaho Falls that connects I15 with US 20 and bypasses the town to the south and east. For this route new bridge across the Snake River would not be required, reducing the cost of the solution. It would also be a more direct route for individuals going to Yellowstone or Rexburg which seems to be most of the traffic at the current I15/US20 interchange. Proposed routes north of town would require a multi-lane bridge across the Snake River and take people out of their way by a considerable distance, encouraging people to find ways through town - adding to the already rapidly increasing traffic congestion in Idaho Falls. I suspect the main reason that a connector to the north of town is being pushed is to actually encourage travelers to go through Idaho Falls - without actually using the new connector - for the sake of commercial profit for local businesses and especially developers and speculators.</p> <p>When I inquired about this possibility at the last meeting the response was that the foothills were in the way. However, I don't think this is a sound reason - not fully considered and dismissed out of hand. I think there is space for such a route and a little more thought should be put into how and where it could be accomplished. Idaho Falls is presently growing south of town and a route to the south and east would service this area better than a northern route.</p>	Routes
186	Public meeting comment	09/05/2018	<ol style="list-style-type: none"> 1. Prefer IIA Modified Anderson 2. With above, connect the Greenbelt Footpath on the two sides of existing 20 and do away with the temporary seasonal bridge. 	Routes;Bicycles/pedestrians
153	Map Comment	09/03/2018	<p>Shouldn't ever have traffic backed up so far that someone taking the Highway 20 exit off of I-15 is sitting stopped on I-15. This is going to get someone killed.</p> <p>Need more lanes and a better stop light.</p>	Safety

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
198	Web comment	09/11/2018 07:00 PM	The exit 116 to Sunnyside Road is so busy most of the day and rush hour, it's getting impossible to turn left out of our sub-division in the Meadows. The only light is Holmes Avenue and Woodruff. If you can turn left, there are 3-4 cars turning into the Meadows that you have to wait for and then another influx of cars from exit 116 to Sunnyside. NEEDS A TRAFFIC STUDY!	Safety
225	Map Comment	09/15/2018	The on and off ramp here is very congested with the flow of traffic from H20 onto Broadway. There are numerous traffic accidents with people coming off the highway trying to turn left into the gas station and people turning left out of the street that goes to Wendy's, Walmart and Starbucks and Famous Daves Maybe placing a right hand turn only off of that street back onto Broadway would help with people from racing trying to turn West (left) out of there It would give a smoother transition for exiting and entering the highway and not so many traffic accidents there	Safety
234	Web comment	09/18/2018 06:55 PM	Thank you ITD and Idaho Falls for the planning effort! These comments apply mostly to Safety, Bicycles/pedestrians, and Traffic. Backstory: We have lived between Saturn Drive and the freeway for 51 years. The traffic and traffic noise has increased exponentially in the past decade, due to the close and crowded I 15 to the east, Hwy 20 and bypass to our north and south, and multiple local access roads near Exit 119 are a nightmare. This affects our, and many others, ability to enjoy our yard and neighborhood, and walk or bike safely to the lovely Greenbelt. I am not able to judge some of the alternatives at this time, but appreciate the study, especially the consideration to create a new Hwy 20 departing/entering I 15 south of Idaho Falls and a new junction north of Idaho Falls. In the interim, I do have 3 requests for consideration . 1) It is essential to create a wider, safer, sidewalk (thank you for the improvements on Grandview) from the north end of Saturn Drive to the Greenbelt access at Johns Hole. 2) Trucks and other vehicles mostly ignore the small polite signs on I 15 alerting to the No Engine Breaking ordinance within the city limits. These signs need to be big and aggressive and I would recommend they have the technology to sense decibels, which would trigger flashing lights and a camera to record license plates. 4 a.m., or anytime, engine rapping should not be tolerated and it's especially egregious starting south of Broadway to the rising north bound ramp to Exit 119. 3) Our dream would be to have an adequate sound wall on the west margin of I 15 from West Broadway north to Exit 119 to protect the residents and Templeview School, something (sound walls are automatically constructed in all new highway and freeway construction)? that would greatly help until some of the other plans to direct traffic and reduce noise and volume could be accomplished. The northern 1/3 of this stretch already has a natural basalt wall and rise. This would allow our neighborhood firstly to enjoy the outdoors and also preserve our property values. Thank you for your attention.	Safety
239	Map Comment	09/24/2018	Idea for the I15/US20, make a new road/bridge that follows alongside the Willow Creek Inlet/overflow canal. It would not impact as much residential housing.	Safety
241	Map Comment	09/25/2018	Add a separate pedestrian bridge all together off of the main bridge with vehicles. This will keep pedestrians further away from fast moving vehicles. This would also allow the greenbelt to become more friendly to families in this area.	Safety
133	Web comment	08/21/2018 02:22 PM	Between 4:00 to 7:00P.M Traffic is backed up at the traffic signal on Exit 119 where the I-15 on ramp intersects U.S. Highway 20. Traffic from the west to east on highway 20 can be backed up as far as the intersection with Skyline Drive. An immediate cure would be to give the green light on the traffic signal a longer duration to move eastbound traffic through the intersection.	Traffic/delays
135	Web comment	08/22/2018 07:43 PM	I live just south of the airport and I have indeed experienced significant delays going down Grandview and accessing highway 20. Numerous times I have experienced three turns of the John's hole traffic light before it is my turn to go through the light. Sometimes as I near the light I look down I-15 and see Interstate traffic backed up to exit 118. While this is a big mess at times, it is part of a larger problem due to the city's growth and the growth of cities to the north and south of Idaho Falls. I have seen interstate truck traffic on country roads two miles south of Sunnyside as they travel over to Hitt road or the road a mile further to the east as they try to avoid the 119 exit and bypass most of metro Idaho Falls and Ammon. Plus traffic all over town is congested because all major streets have frequent stoplights and heavy traffic during peak hours. While the northwest bypass is a good idea for easing some of the I-15/highway 20 problems for now the longer term is going to have to look at establishing a controlled access city bypass loop to ease the congestion that will get worse throughout the metro area as time goes on. While there is no simple or easy solution to the current problem, we may as well take establishment of a city bypass loop into consideration now as near term changes are planned.	Traffic/delays

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
154	Web comment	09/03/2018	I believe Idaho Falls and Ammon's biggest problem right now and in the foreseeable future is the lack of proper East and West travel. Ammon has and continues to grow past the limits of the infrastructure. Sunnyside, 17th, and 1st are the most difficult to travel upon. There is now more traffic than I've seen in Boise on these roads during busy times. I believe the best option to plan for the coming years would be a belt-loop of some kind. It may require eminent domain, however the longer these cities wait the worse it will be. Cities can only widen roads so much. We need a route with exits and not stoplights running the length of I-15 to Ammon minimum.	Traffic/delays
155	Map Comment	09/03/2018	When I cross the bridge over the interstate from the west side to the east side of town, the interstate traffic is given precedence over the local traffic. I have had to sit through at least 3 red lights in order to finally move across the intersection. I have seen the traffic backed up nearly to the light on Skyline, especially during rush hour. We need an alternate route across the freeway, or the freeway traffic needs to be rerouted, as this is quite a bottleneck. I would propose a bridge across the freeway further north, to connect the airport traffic with the University place or an additional bridge for local traffic that would merge with traffic heading to Rexburg somewhere further east than that intersection.	Traffic/delays
157	Web comment	09/03/2018	I find the right lane to be consistently delayed due to the amount of traffic merging from 20 to 15. I believe there needs to be a smoother transition ramp interchange among 20 and 15 instead of corresponding with a stoplight.	Traffic/delays
160	Map Comment	09/04/2018	I work on the north-west side of town, but live on the north-east side. To get home, I have to get across the river - and there are only four ways to do that: US-20, Broadway, Panchari/17th, or Sunnyside. The further south I go, the better the traffic flow - but it also means the further out of the way to connect. Add that bottleneck to the one to connect from US-20 to I-15, and you see a LOT of traffic in this area. One of those two connections needs some additional options.	Traffic/delays
161	Web comment	09/04/2018 07:00 PM	Consider a clover leaf interchange for I-15 and US 20. The cost of land around the interchange would be less than building a northern bypass with new bridge over the river.	Traffic/delays
165	Web comment	09/06/2018 11:17 AM	I feel like this plan doesn't work at all. Yes you get rid of the on and off ramps at Fremont but that doesn't solve the issues at exit 118 and 119. Also I feel this isn't friendly to future growth at all.	Traffic/delays
168	Web comment	09/06/2018 12:22 PM	Plan 1.C would seem to accommodate slugs of traffic originating with start/stop of work at the INL in-town buildings near 5th West and University. Plans 1.B/C need to avoid blocking connection of the Greenbelt from the Temple area up to Freeman Park	Traffic/delays
172	Web comment	09/07/2018 04:47 PM	Could a sign be put up before exit 118 encouraging north bound US20 traffic to use the Osgood exit instead of exit 119..	Traffic/delays
201	Map Comment	09/11/2018	An expansion in lane numbers as well as the addition of a highway on ramp would be beneficial here.	Traffic/delays
208	Web comment	09/12/2018 02:11 PM	Make the approach from I-15 to US20 three lanes with two right lanes for right turn only onto US20. Left turn for crossover and left turn only. Make the furthest right turn angled enough to allow trucks to make turn without crossing over the other lanes on US20. This seems to be the least cost and will clear exit traffic twice as fast. This is not an everyday problem, only during holidays with those heading North to Rexburg, Island Park and West Yellowstone.	Traffic/delays
210	Map Comment	09/13/2018	Why can't you just widen the road add extra lanes instead of doing the Texas thing this will save money and time	Traffic/delays
224	Web comment	09/14/2018 08:40 AM	The northbound offramp from I15 to US 20 (Grandview Ave) absolutely needs to be reconfigured both to facilitate flow off of I15 as well as reduce the delays on eastbound traffic on US 20 which are currently occurring due to the timing of the traffic control lights.	Traffic/delays

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
255	Email comment	09/15/2018	<p>Because my home at [removed] Antares Drive is so close to Exit 119 of I-15, my wife and I are especially aware of the traffic problems there and happy to learn that something will be done to lessen them.</p> <p>MY HIGHEST PRIORITY REQUEST: We have requested on many occasions over the years that at least a west-side soundwall be constructed between exits 118 and 119 to help lessen the noise which has become intolerable. This becomes OUR highest priority, only because all of the following options will take years to happen. (Note: my house was built here BEFORE the freeway was installed in the '50s!)</p> <p>I learned at the ITD meeting of three modifications to Exit 119. The first was to make it possible for north-bound traffic to exit onto north-bound US-20 without stopping. Yes, this would help, but would not in the long run help the congestion and noise which will get worse each year.</p> <p>The second and third considered fixes to Exit 119 were to move the entire exit, with US-20 interchange, to one of two possible locations further north, entailing new bridges and relocating US-20 itself. Either of these plans would help greatly both the noise (I.E. trucks engine-breaking on the off-ramp) and the traffic back-up on Grandview street, US-20, and the off-ramp, but would NOT resolve the rapidly growing fact that the city portion of I-15 is rapidly becoming inadequate for the ever increasing traffic. The expenses involved with both for these options are great enough certainly to direct the ITD's attention to completely removing I-15 from the city, which would resolve ALL of the above traffic problems, and which I learned (happily) you are considering.</p> <p>Removing I-15 from the city has long been my own best concept, and we STRONGLY recommend that ITD seriously pursue this concept. To this end, I offer the attached "Rerouting I-15" photo which shows a possible reroute if I-15 with new connections to US-20.</p> <p>Thank you for your consideration of this letter and its opinions. If I can be of any help on this important matter, please contact me.</p>	Traffic/delays;Routes
159	Map Comment	09/04/2018	Expand First street to accommodate the new high school, housing developments and apartments	Traffic/delays;Safety
199	Web comment	09/11/2018 07:33 PM	I exit off of Broadway to get on 15 every day. I can't get through the traffic to get on 15 because it is so backed up and people block the exit off of Broadway. Then you can't see to get on 15 I am very concerned about the safety issue it causes. You take your life in your hands. It should be illegal to block the on ramp. There has to be a solution to at least make the on ramp safer for those of us who need to get on 15. Very concerned about more accidents. Also lower the speed limit through there...people drive well over 65.	Traffic/delays;Safety
200	Web comment	09/11/2018	Lane's coming off I-15 to the right need to be merge lanes traffic would never have to stop to the left still would need to stop light	Traffic/delays;Safety
209	Web comment	09/12/2018 04:42 PM	I understand the projected time frame for the work to be performed is roughly 20 years in the future. Idaho Falls is experiencing a lot of growth right now and 20 years from now will likely have a larger footprint. I-15 runs North and South on the West side of town, highway 20 and 26 serve primarily the West side of town as well, with no quick way to get to Ammon and the East side of town where a lot of the growth is taking place. For these reasons, I think it would be a good idea to develop an expressway loop around Idaho Falls. An exit off of I-15 around the 33rd or 49th South area extending North around 35th West and meeting back up to I-15 around 65th North and continuing around to Hwy 20 at 25th East then to Hwy 26 around Beachs Corner then South to Sunnyside and back to I-15 would provide an expressway to all the areas around Idaho Falls and could get travelers North of Idaho Falls without having to drive into Idaho Falls. It would also serve to get INL commuters from West of Idaho Falls to the North and to the East without slowing down traffic through town.	Traffic/delays;Safety;Land use/growth;Economic development;Routes

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
245	Web comment	09/27/2018 09:29 PM	<p>Having attended both open houses for the US 20 connector, I have give n much thought to identifying a problem statement and viable, long-lasting solutions. In both meetings, if there was a consensus to the problem, it was not clearly communicated. Therefore, proposals did not seem to be solutions to what I perceive as the problem.</p> <p>With that premise, I believe the problem is: State, County, and City roadways fail to support the traffic patterns in and around Idaho Falls.</p> <p>The most evident, but only a symptom of a much larger problem is the intersection of Hwy 20 and I-15 (particularly northbound). Keeping my comments as brief as possible, I believe the solution is best approached by phases, undertaken immediately.</p> <p>Phase 1 - provide a short term solution to the Northbound congestion transitioning from I-15 to Hwy 20. Phase 1 would</p> <ol style="list-style-type: none"> 1) Change the northbound exit to right turn only. Any traffic wanting to go west on Grand View be off Broadway exit and West. 2) Merge Eastbound Grand View to the left hand lane. 3) Eliminate the Stop light at the off-ramp 4) Convert the Northbound off ramp to a dedicated turn lane, with a single lane, large trucks would have the ability to make the turn. 5) Any merging would be done before the Lindsay and Memorial Drive off-ramps. 6) Consider elimination of Eastbound traffic to access North Bound I-15, again route them to Broadway. 6) Items not addressed are pedestrian and bicycle routes. Perhaps during this transition time, those paths be routed to Broadway or Lindsay. 7) Widen all bridges and overpasses to accommodate no less than 8 lanes (for current and future growth). <p>For the larger solution, an express route should be developed around the City of Idaho Falls, Iona, and Ammon. Said roadway should not be built on existing roadways due to the impact to existing businesses and residential/farm communities but begin at Exit 113, proceed west of Idaho Falls, circling north of the Airport (perhaps with reasonable airport access ?) providing off-ramps at Sunnyside, Broadway, I-15, Hwy 20, and Beaches Corner (Hwy 26). The expressway should then circle South on the Western edge of Iona, with off-ramps at Lincoln Road, Sunnyside, then West with access to 25th East and Hwy 91. This massive project could be divided into phases however delays in planning, funding, and completion of this project will only become more expensive and more complex as route options become even more restrictive.</p> <p>Whatever is decided, the State, County, and City(s) must take bike pedestrian routes seriously. I find it embarrassing that Mullan to Coeur dAlene, Salmon to Leadore, Jackson Wyoming, and other communities around Southeastern Idaho all have routes that put us to shame. Outdoor opportunities and safety while participating in those activities are, at best, an afterthought to the infrastructure in and around Idaho Falls. It is time to do the difficult thing and actually spend money on the Eastern side of the State to address the local and tourist traffic in Southeast Idaho. With limited time, space, and visual opportunities, I trust that these options be given serious consideration. It is my opinion that Texas turns (or whatever the term is), and other options presented at the last open house likely do not solve the immediate or long term congestion problems and fail to provide or encourage alternate routes in and around the community.</p>	Traffic/delays;Safety;Land use/growth;Economic development;Routes;Bicycles/pedestrians
171	Web comment	09/07/2018 02:38 PM	<p>I'm disappointed that the various study maps are not accessible like I was told they would be. First, let me state that this project should have been started at least 5 years ago. We need to accomplish 2 things here. First, is to correct the problems identified so this is good for the next 100 years. Second, is to keep traffic moving during construction, a multi-year construction project. In my view, the absolute best option is rerouting I-15 to the west of the city, possibly joining the existing route at exit 113 heading north in the existing Shelley-New Sweden road alignment, connecting again north of exit 119 where a new alignment of US 20 would connect in. The existing route would be kept for local traffic, with the existing I-15- US 20 becoming part of a belt loop around Idaho Falls from Exit 116 to north of Anderson Avenue.</p> <p>Of course any options are going to be expensive, but we want and need this effort to be beneficial for 100 years and beyond. We need the vision and determination to see this through.</p> <p>That's a lot to digest in a single comment, but I remain available for further developments and discussions.</p>	Traffic/delays;Safety;Routes

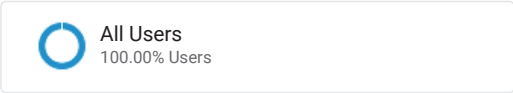


September 2018 Open House

Meeting Summary

Appendix F – Online Meeting and Website Visit Statistics

Location



Sep 5, 2018 - Oct 15, 2018

Map Overlay

Summary



City	Acquisition			Behavior			Conversions		
	Users	New Users	Sessions	Bounce Rate	Pages / Session	Avg. Session Duration	Goal Conversion Rate	Goal Completions	Goal Value
	317 % of Total: 100.00% (317)	301 % of Total: 100.00% (301)	422 % of Total: 100.00% (422)	72.04% Avg for View: 72.04% (0.00%)	1.51 Avg for View: 1.51 (0.00%)	00:02:27 Avg for View: 00:02:27 (0.00%)	0.00% Avg for View: 0.00% (0.00%)	0 % of Total: 0.00% (0)	\$0.00 % of Total: 0.00% (\$0.00)
1. Idaho Falls	121 (37.35%)	118 (39.20%)	168 (39.81%)	73.21%	1.46	00:01:39	0.00%	0 (0.00%)	\$0.00 (0.00%)
2. Boise	35 (10.80%)	32 (10.63%)	37 (8.77%)	83.78%	1.24	00:01:20	0.00%	0 (0.00%)	\$0.00 (0.00%)
3. Meridian	15 (4.63%)	15 (4.98%)	16 (3.79%)	75.00%	1.31	00:04:11	0.00%	0 (0.00%)	\$0.00 (0.00%)
4. Rexburg	15 (4.63%)	14 (4.65%)	21 (4.98%)	71.43%	1.52	00:02:09	0.00%	0 (0.00%)	\$0.00 (0.00%)
5. Omaha	13 (4.01%)	7 (2.33%)	26 (6.16%)	69.23%	2.00	00:04:05	0.00%	0 (0.00%)	\$0.00 (0.00%)
6. Pocatello	12 (3.70%)	12 (3.99%)	14 (3.32%)	92.86%	1.14	00:01:29	0.00%	0 (0.00%)	\$0.00 (0.00%)
7. Texarkana	12 (3.70%)	12 (3.99%)	12 (2.84%)	58.33%	1.75	00:06:10	0.00%	0 (0.00%)	\$0.00 (0.00%)
8. (not set)	8 (2.47%)	8 (2.66%)	9 (2.13%)	44.44%	2.89	00:06:38	0.00%	0 (0.00%)	\$0.00 (0.00%)
9. Nampa	7 (2.16%)	6 (1.99%)	7 (1.66%)	85.71%	1.14	00:00:13	0.00%	0 (0.00%)	\$0.00 (0.00%)
10. Salt Lake City	6 (1.85%)	6 (1.99%)	12 (2.84%)	66.67%	1.58	00:03:11	0.00%	0 (0.00%)	\$0.00 (0.00%)
11. Dumas	5 (1.54%)	5 (1.66%)	5 (1.18%)	40.00%	2.00	00:04:05	0.00%	0 (0.00%)	\$0.00 (0.00%)
12. Anniston	4 (1.23%)	4 (1.33%)	4 (0.95%)	50.00%	1.50	00:03:38	0.00%	0 (0.00%)	\$0.00 (0.00%)
13. Los Angeles	4 (1.23%)	2 (0.66%)	4 (0.95%)	75.00%	1.75	00:00:15	0.00%	0 (0.00%)	\$0.00 (0.00%)
14. Rigby	4 (1.23%)	4 (1.33%)	4 (0.95%)	25.00%	2.25	00:09:50	0.00%	0 (0.00%)	\$0.00 (0.00%)
15. Twin Falls	4 (1.23%)	4 (1.33%)	6 (1.42%)	83.33%	1.17	00:02:06	0.00%	0 (0.00%)	\$0.00 (0.00%)
16. Fort Hall	3 (0.93%)	2 (0.66%)	7 (1.66%)	42.86%	1.86	00:06:20	0.00%	0 (0.00%)	\$0.00 (0.00%)
17. Shelley	3 (0.93%)	3 (1.00%)	5 (1.18%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
18. McComb	3 (0.93%)	3 (1.00%)	3 (0.71%)	33.33%	2.00	00:09:29	0.00%	0 (0.00%)	\$0.00 (0.00%)
19. Pleasant Grove	3 (0.93%)	1 (0.33%)	4 (0.95%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
20. Blackfoot	2 (0.62%)	2 (0.66%)	3 (0.71%)	66.67%	1.33	00:05:11	0.00%	0 (0.00%)	\$0.00 (0.00%)
21. Ririe	2 (0.62%)	2 (0.66%)	2 (0.47%)	0.00%	2.00	00:02:28	0.00%	0 (0.00%)	\$0.00 (0.00%)
22. Lake Forest	2 (0.62%)	1 (0.33%)	7 (1.66%)	57.14%	1.71	00:08:33	0.00%	0 (0.00%)	\$0.00 (0.00%)

23.	Emporia	2 (0.62%)	2 (0.66%)	2 (0.47%)	50.00%	3.50	00:10:58	0.00%	0 (0.00%)	\$0.00 (0.00%)
24.	Biloxi	2 (0.62%)	2 (0.66%)	4 (0.95%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
25.	Brookhaven	2 (0.62%)	2 (0.66%)	3 (0.71%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
26.	New York	2 (0.62%)	2 (0.66%)	2 (0.47%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
27.	Lincoln City	2 (0.62%)	2 (0.66%)	2 (0.47%)	50.00%	1.50	00:02:45	0.00%	0 (0.00%)	\$0.00 (0.00%)
28.	Anchorage	1 (0.31%)	1 (0.33%)	1 (0.24%)	0.00%	2.00	00:00:57	0.00%	0 (0.00%)	\$0.00 (0.00%)
29.	Jacksonville	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
30.	Gilbert	1 (0.31%)	1 (0.33%)	1 (0.24%)	0.00%	3.00	00:02:36	0.00%	0 (0.00%)	\$0.00 (0.00%)
31.	Scottsdale	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
32.	Brea	1 (0.31%)	1 (0.33%)	1 (0.24%)	0.00%	2.00	00:02:54	0.00%	0 (0.00%)	\$0.00 (0.00%)
33.	San Francisco	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
34.	San Rafael	1 (0.31%)	1 (0.33%)	1 (0.24%)	0.00%	2.00	00:02:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
35.	Burley	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
36.	Coeur d'Alene	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
37.	Eagle	1 (0.31%)	1 (0.33%)	2 (0.47%)	50.00%	1.50	00:01:41	0.00%	0 (0.00%)	\$0.00 (0.00%)
38.	Jerome	1 (0.31%)	0 (0.00%)	2 (0.47%)	50.00%	2.00	00:01:31	0.00%	0 (0.00%)	\$0.00 (0.00%)
39.	Sandpoint	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
40.	Sugar City	1 (0.31%)	1 (0.33%)	1 (0.24%)	0.00%	2.00	00:00:50	0.00%	0 (0.00%)	\$0.00 (0.00%)
41.	Chicago	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
42.	Ocean Springs	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
43.	Gardiner	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
44.	Helena	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
45.	Oxford	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
46.	Harrison	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
47.	Sherman	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
48.	Van Alstyne	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
49.	Cedar City	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
50.	Draper	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
51.	Logan	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
52.	Ogden	1 (0.31%)	1 (0.33%)	1 (0.24%)	0.00%	2.00	00:02:02	0.00%	0 (0.00%)	\$0.00 (0.00%)
53.	St. George	1 (0.31%)	0 (0.00%)	1 (0.24%)	0.00%	2.00	00:09:46	0.00%	0 (0.00%)	\$0.00 (0.00%)
54.	Marysville	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
55.	Jackson	1 (0.31%)	0 (0.00%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
56.	Hanahan	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
57.	Upper Saint Clair	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)

58. Westborough	1 (0.31%)	1 (0.33%)	1 (0.24%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
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Rows 1 - 58 of 58

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.



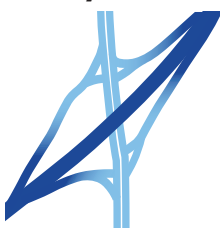
3

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.





Area Map





PEL Study

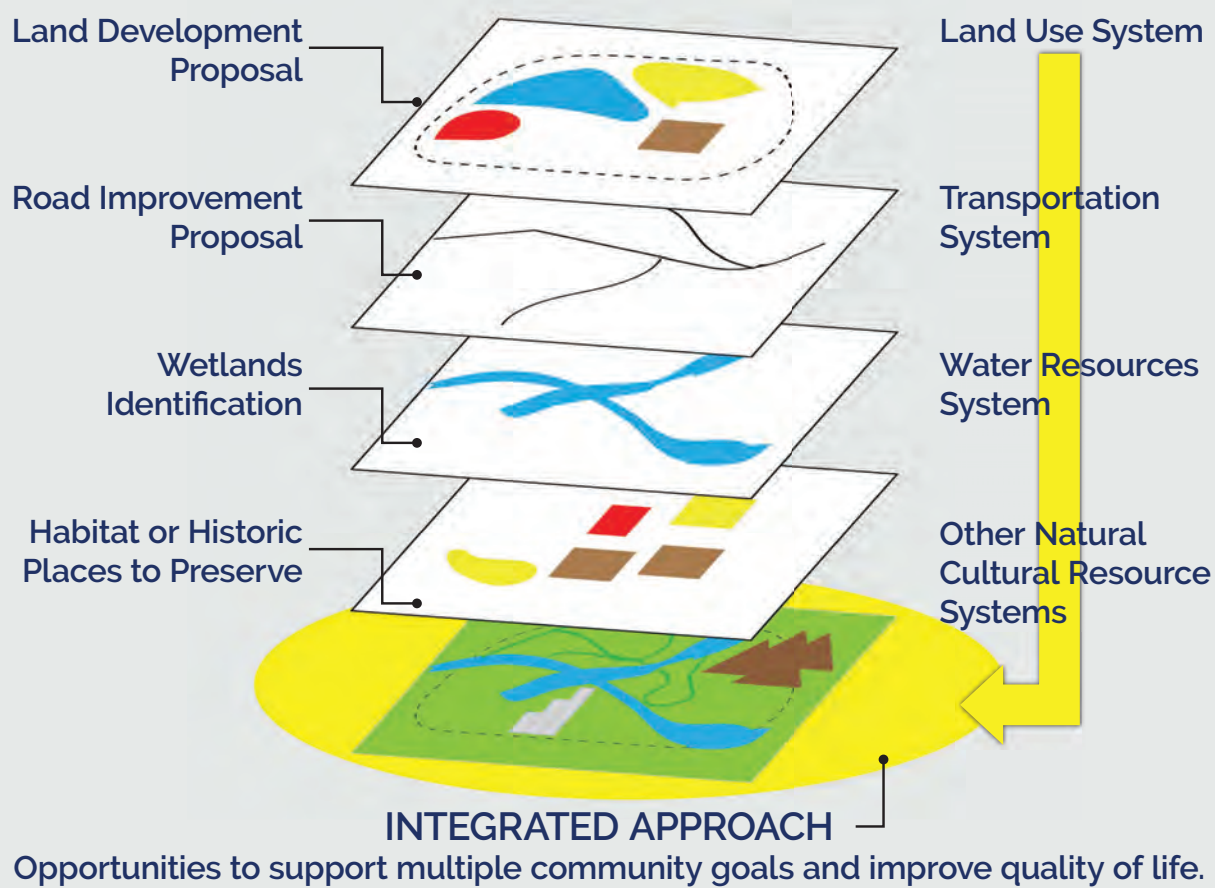
Planning and Environmental Linkage Study

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



Safety



Bike & Ped

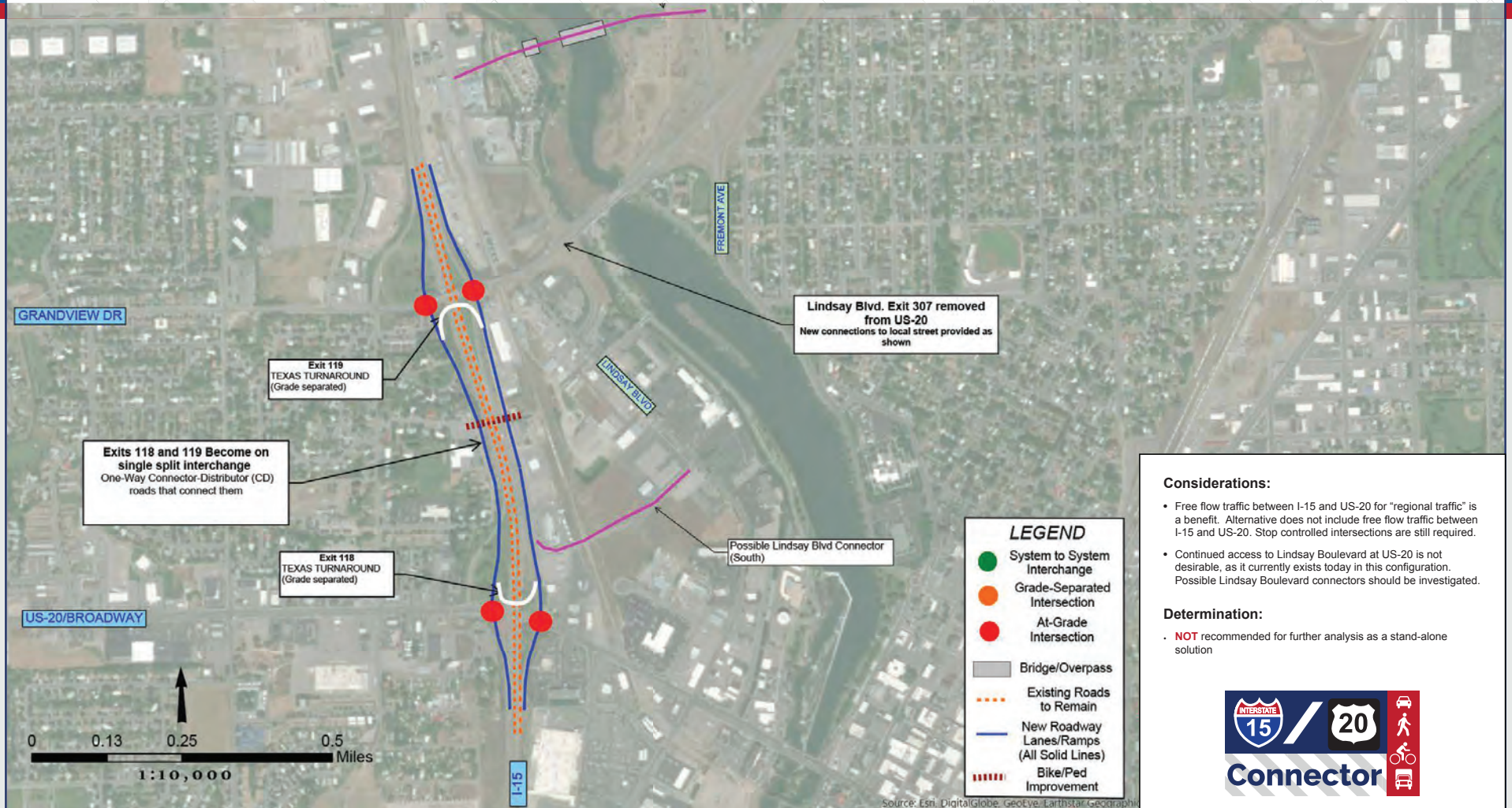


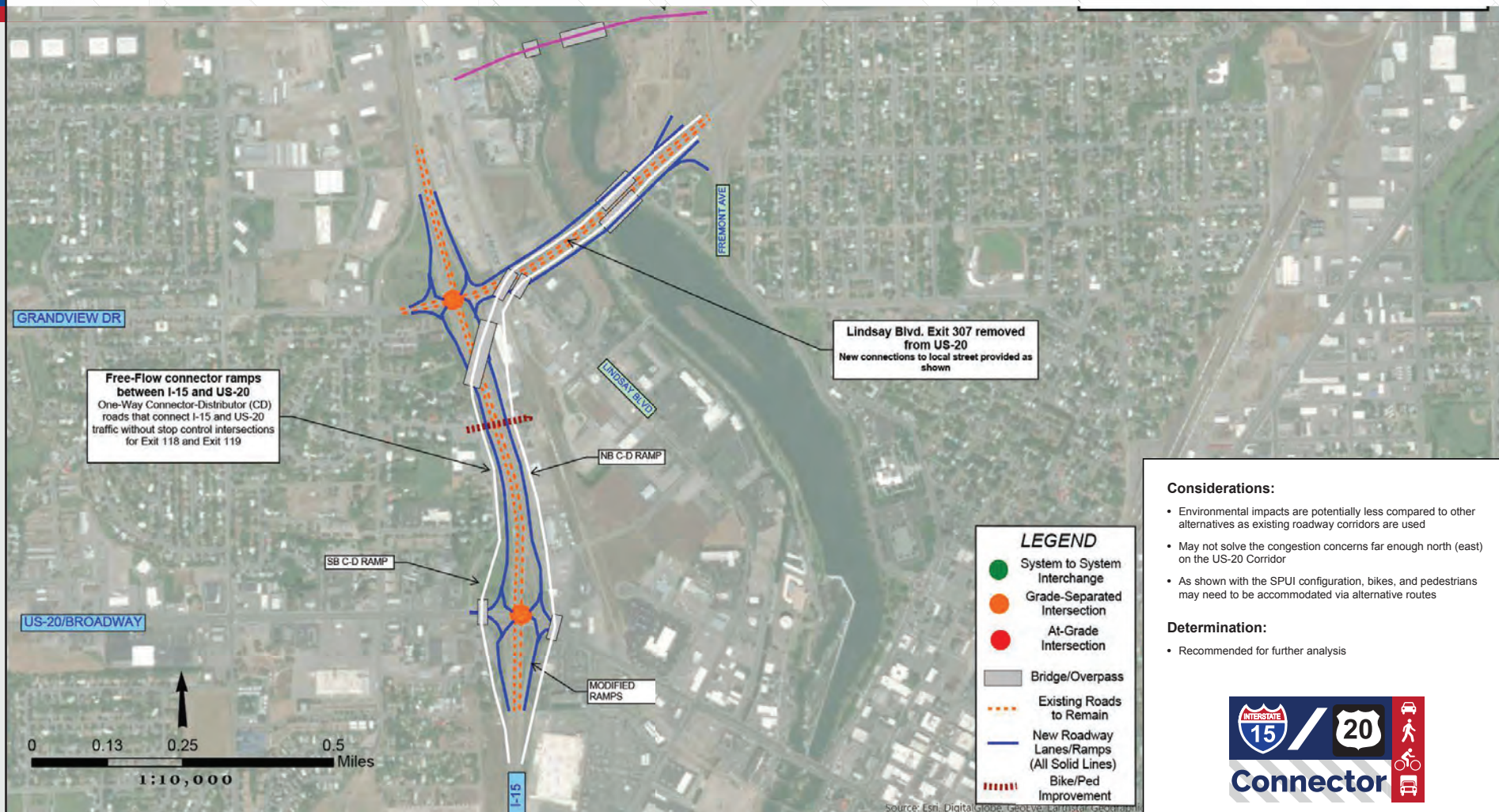
Congestion



**Travel
Demand**







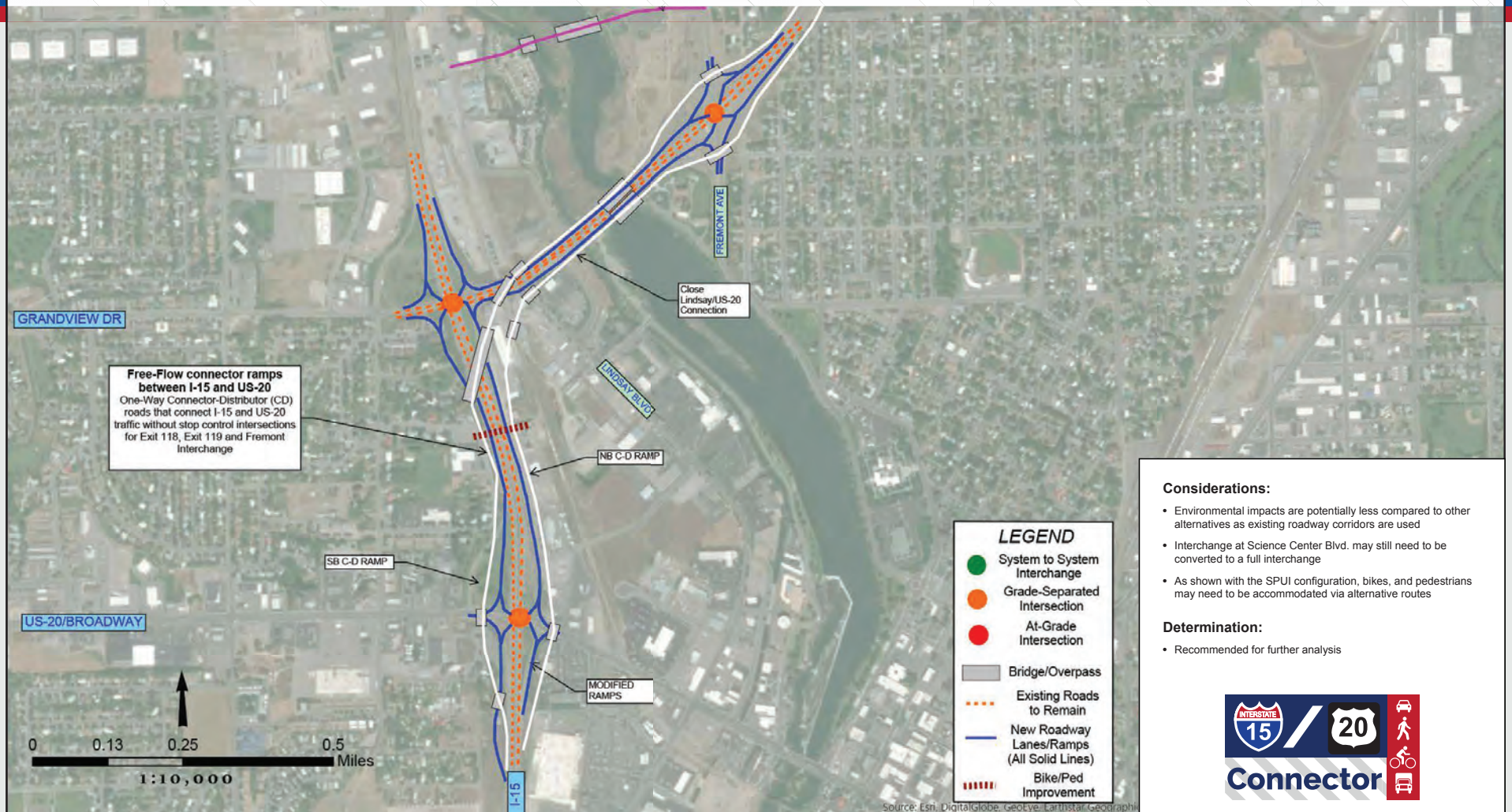
Considerations:

- 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



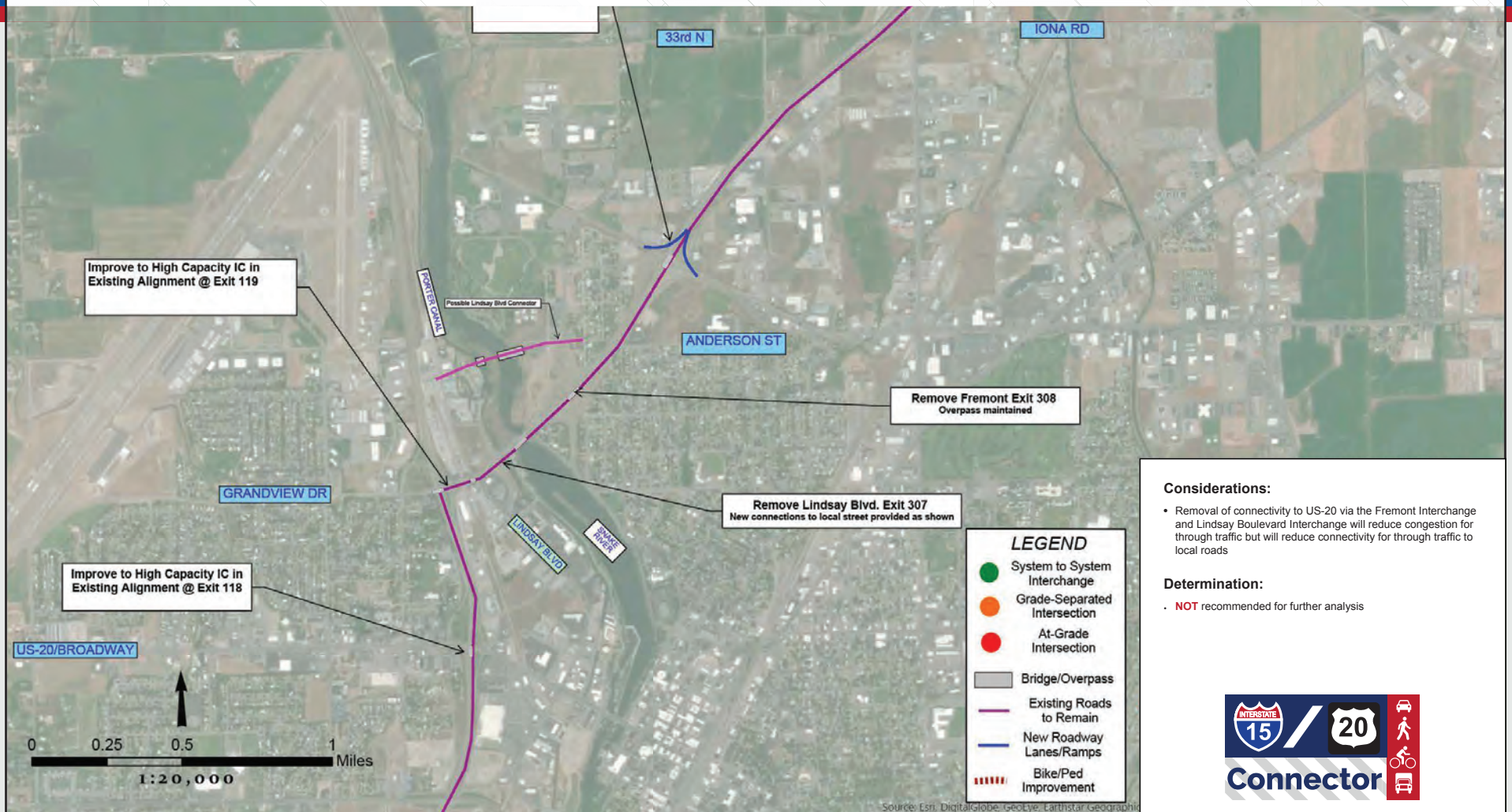


Considerations:

- 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



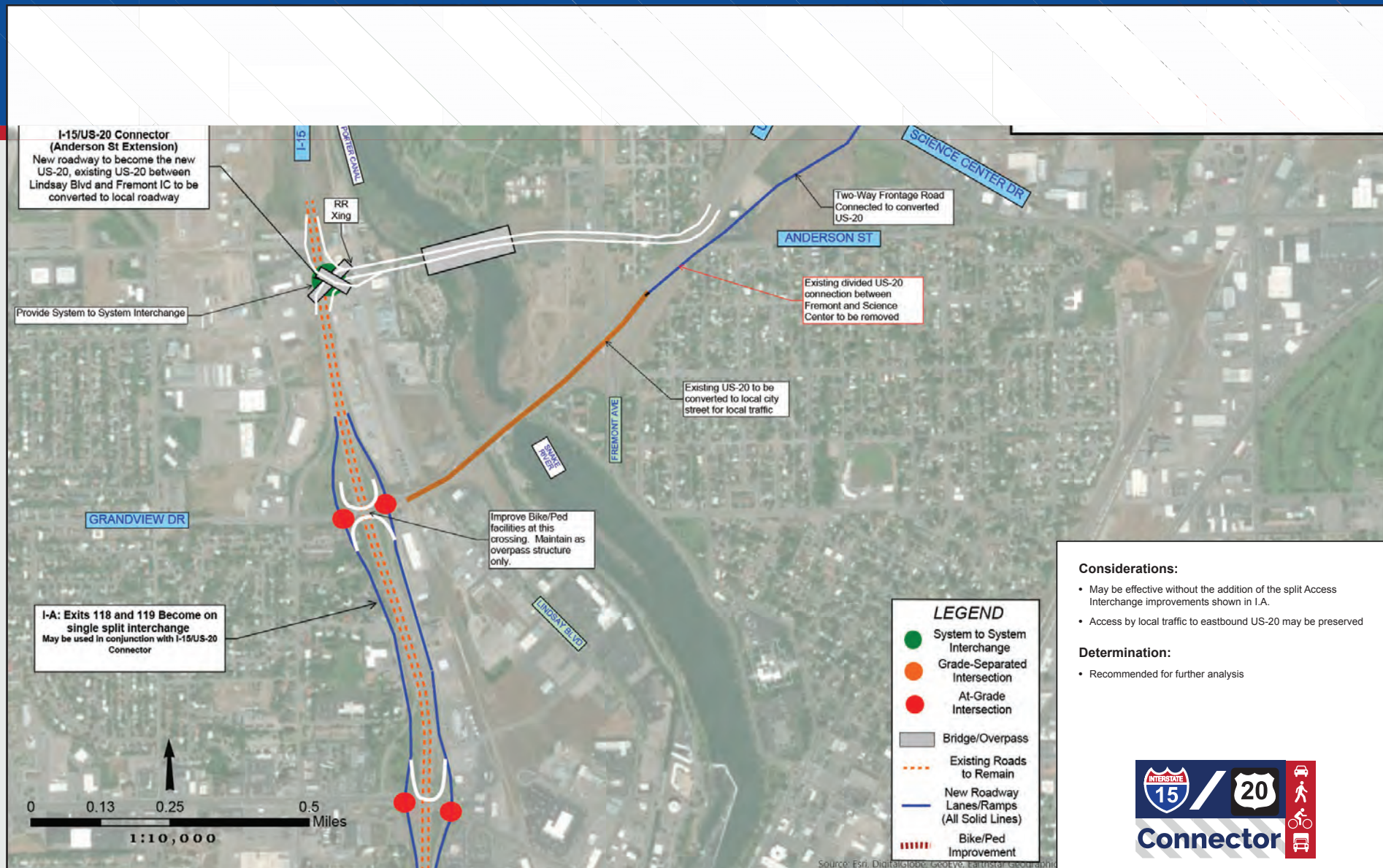
Considerations:

- 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





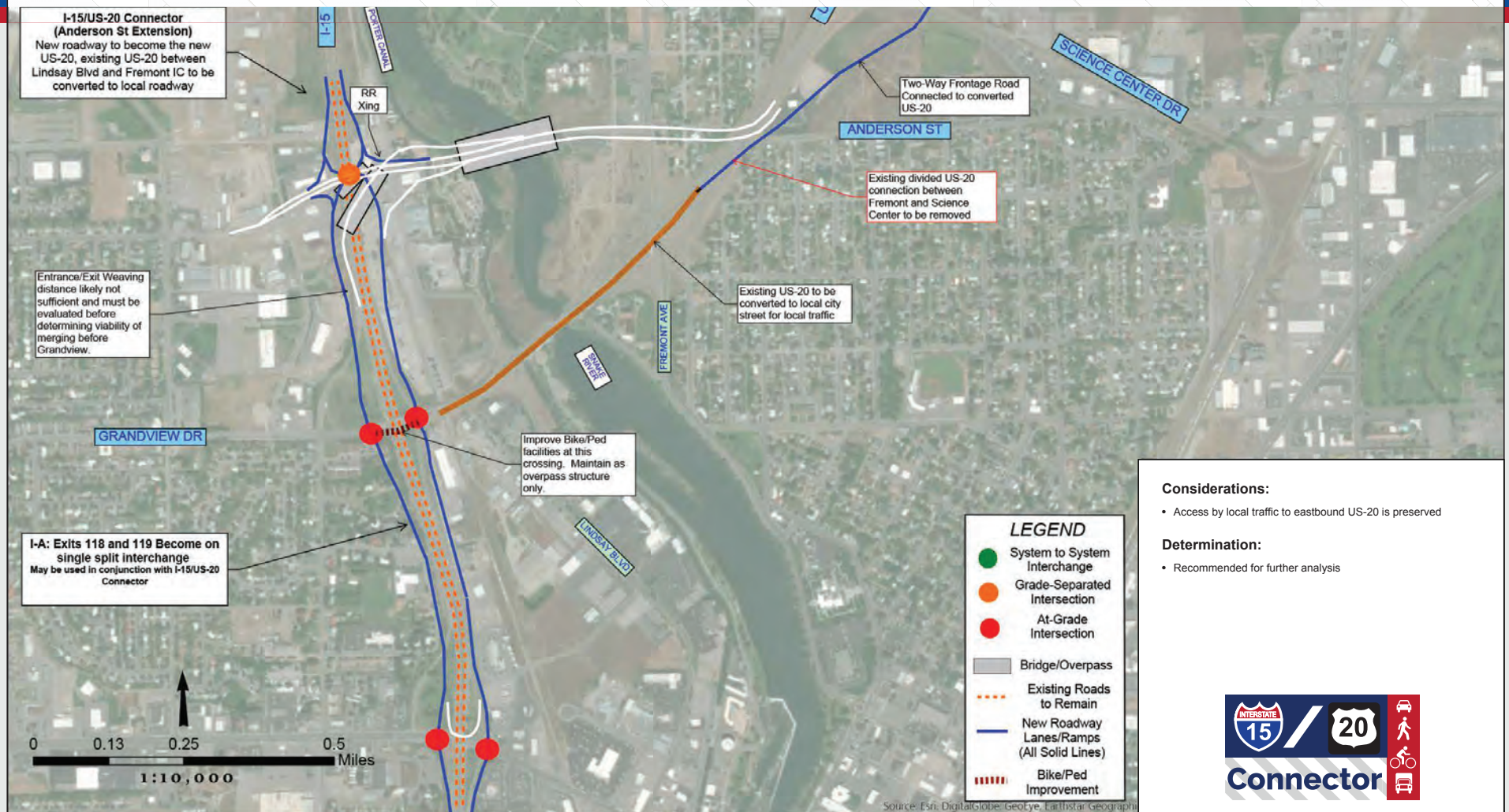
Considerations:

- 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





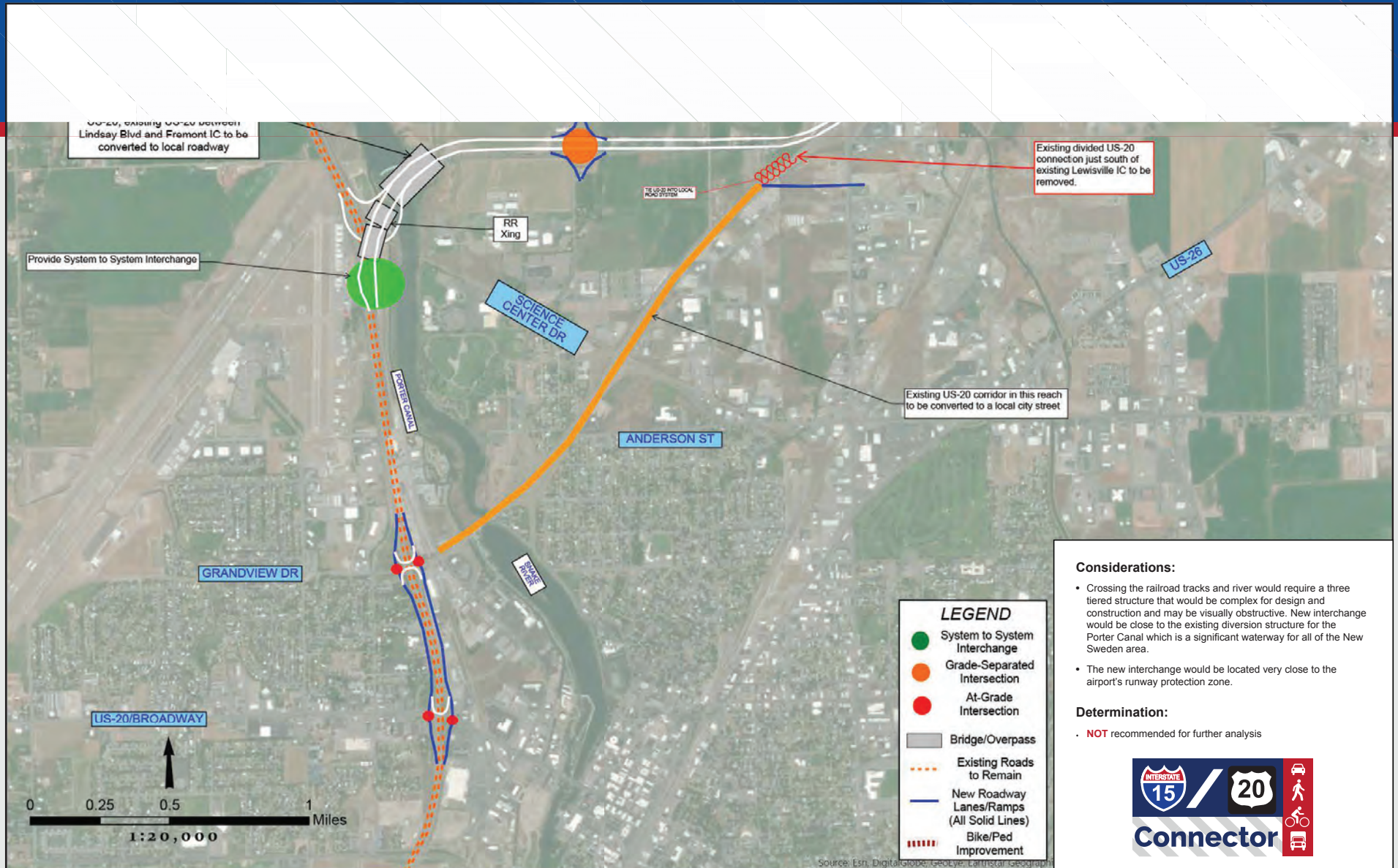
Considerations:

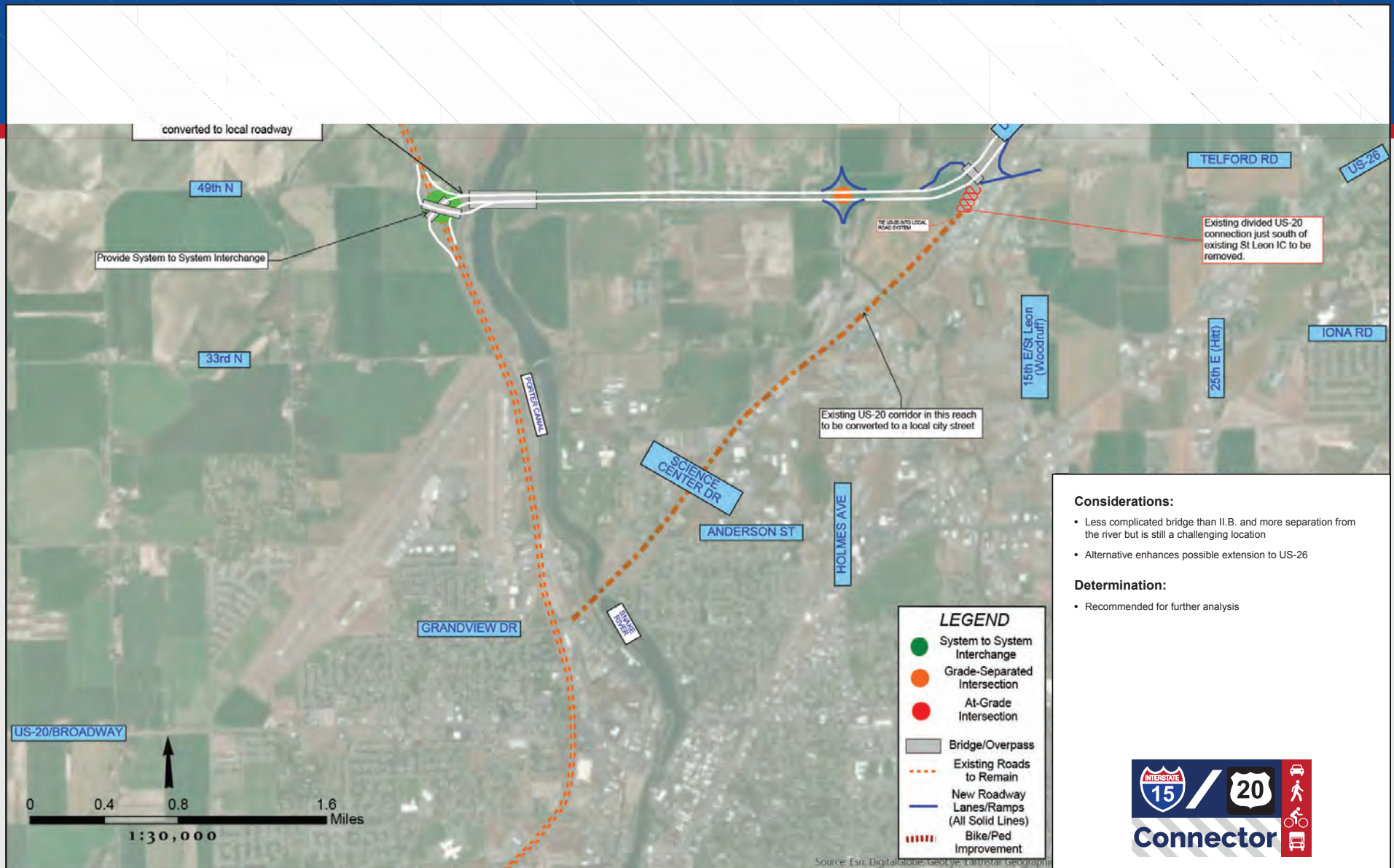
- Access by local traffic to eastbound US-20 is preserved

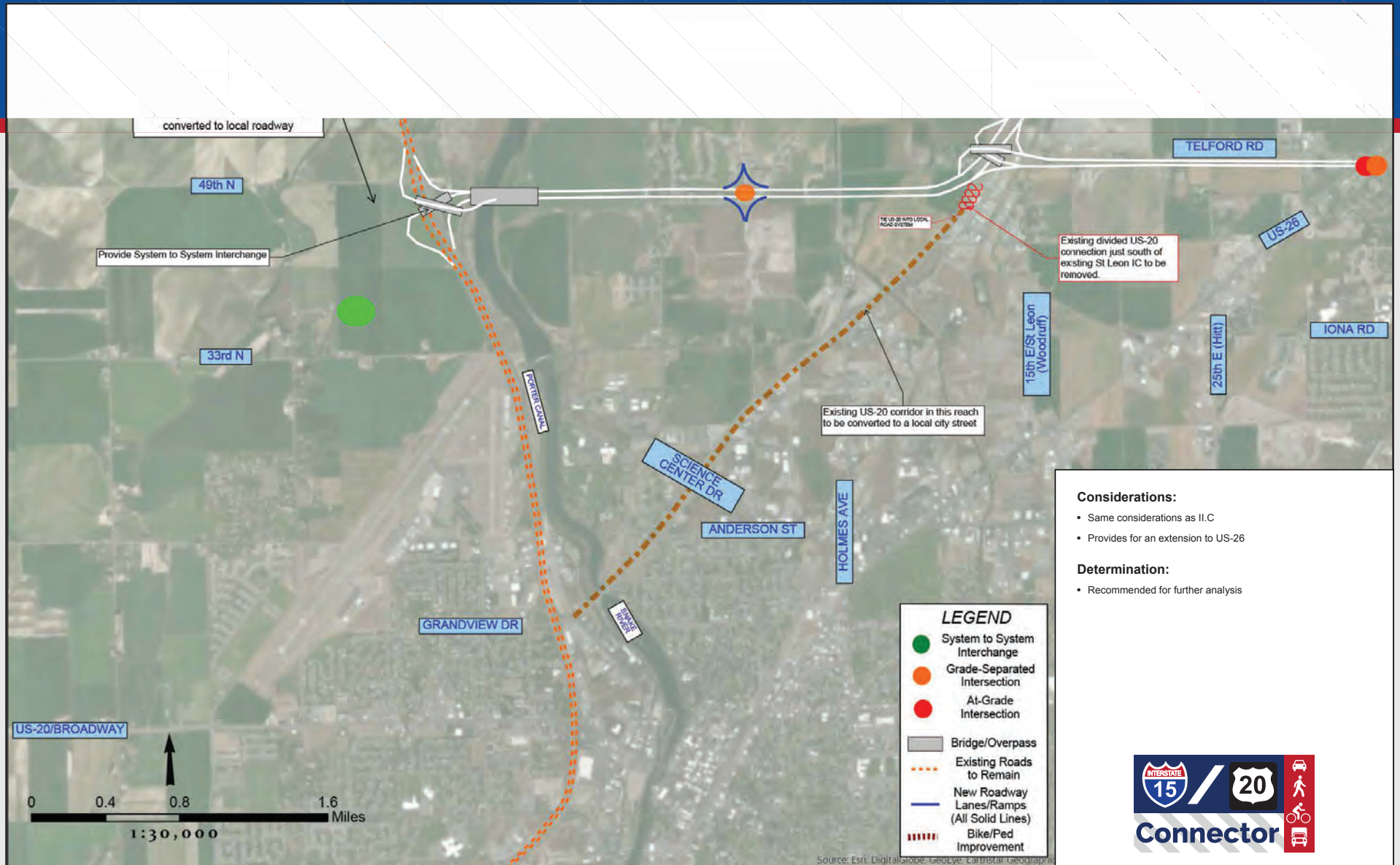
Determination:

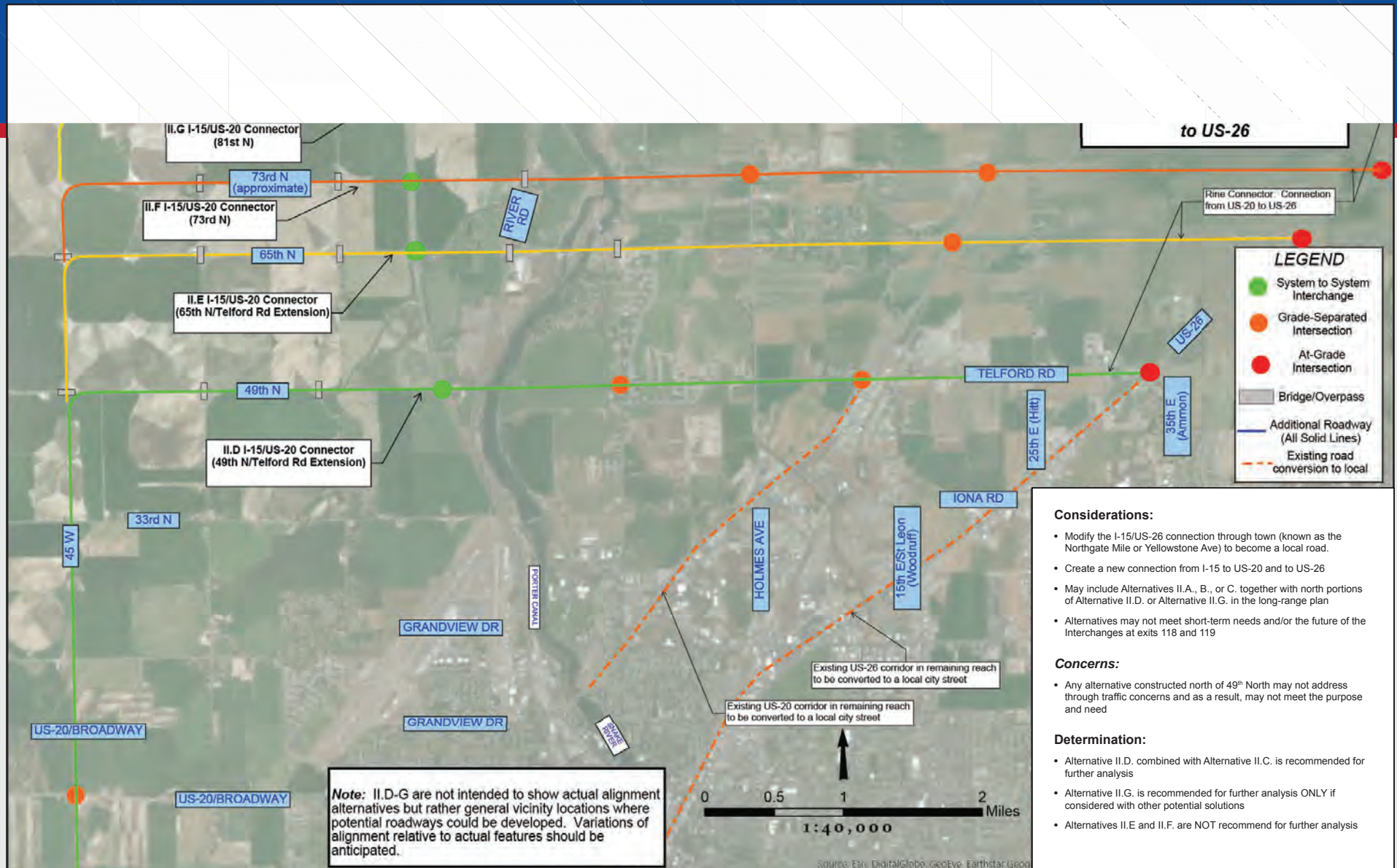
- Recommended for further analysis







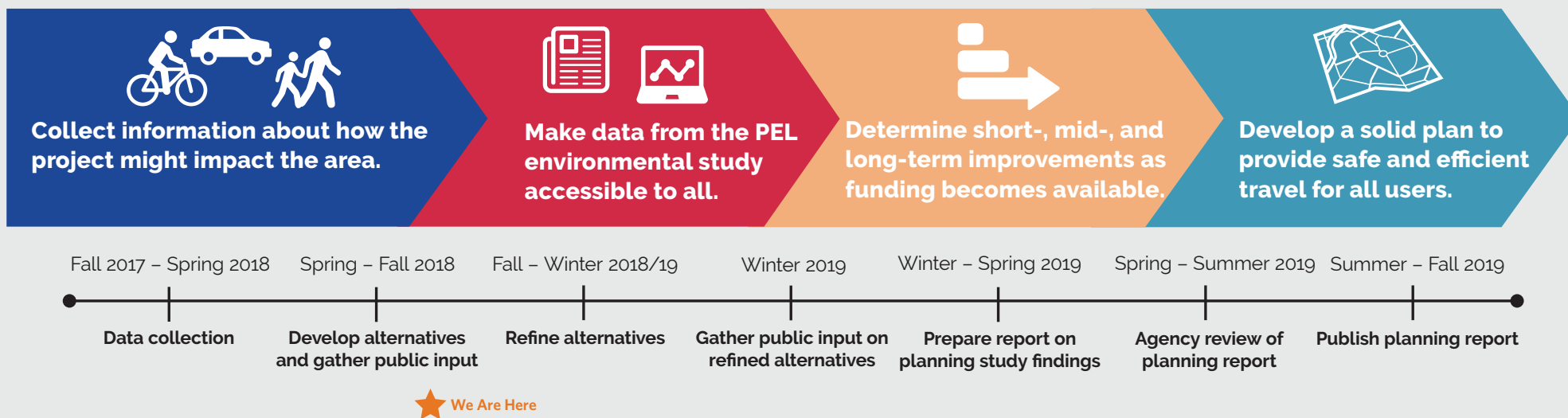






Project Schedule

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:





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 **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!





I-15/US 20 Safety and Mobility Study:
Planning and Environmental Linkages (PEL) Study Report

Public Meetings
Public Meeting #3: Online Meeting
August 2019





I-15/US-20 Connector

Public Meeting #3 Summary

Idaho Transportation Department
Idaho Falls, ID

August 2019



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Appendix B Sign-In Sheets

Appendix C Meeting Handouts

Appendix D Exhibits

Appendix E Comments

Appendix F Website Visit & Online Meeting Stats

Appendix G E 49th N Neighborhood Meeting

Public Meeting #3 Summary

Public Meeting #3

May 16, 2019

Session 1: 3 p.m. – 5 p.m.

Session 2: 6 p.m. – 8 p.m.

Shilo Inn Conference Center
780 Lindsay Blvd.
Idaho Falls, ID



Project Team in Attendance

Lobby: Sign-In Table/Meeting Coordination

Megan Stark, ITD
Stephanie Borders, HDR
Carrie Applegate, HDR
Corrie Hugaboom, HDR

Room 1: PEL Video and Welcome Video

Drew Meppen, ITD

Room 2: Guided Tours of Display Boards

Jesse Barrus, ITD
Mark Layton, ITD
Rob Smith, ITD
Bryan Young, ITD
Tracy Ellwein, HDR
Jason Longsdorf, HDR
Cameron Waite, HDR
Ben Burke, Horrocks
Mike McKee, Horrocks
Eric Verner, Horrocks

Room 3: Open House/Roving Experts

Tim Cramer, ITD
Ryan Day, ITD
Karen Hiatt, ITD
Jason Minzghor, ITD
Kelly Hoopes, Horrocks

Executive Summary

The Idaho Transportation Department (ITD) is working with the City of Idaho Falls and Bonneville County to study ways to improve I-15 and US-20 to better serve Idaho Falls and the growing region. ITD hosted a public meeting to present the Level 2 Alternatives and the results of the screening process to the public. The purpose of the meeting was to get public input on the four alternatives that will move forward to Level 3 screening. Three hundred forty-one people attended the meeting sessions.

Meeting Format & Layout

The meeting format included two identical sessions from 3 p.m. to 5 p.m. and 6 p.m. to 8 p.m. This meeting featured two informational videos and guided tours of the display materials to provide the public with more time with project team members and the display materials.

- **Sign-in table in the foyer, outside the three meeting rooms.** Participants were invited into Room 1 to watch the videos, or asked to wait until the next showing was available. Participants were given a comment form and a project handout that included an overview of the meeting format and illustrations of potential interchange types. Three hundred forty-one people signed in.
 - Board: Welcome

Sign-in sheets are included in Appendix B.

Project handouts are included in Appendix C.

- **Room 1: Videos– PEL video and Welcome to the Meeting video.** Drew Meppen operated the videos, gave an overview of where the project is in the PEL process. Drew explained that feedback from the meeting will be used

to further refine the alternatives and ITD will have to complete the NEPA process before a project is built. Using the schedule board, he showed that it will likely be at least 5 years before a project is built and reiterated that public input will be important throughout the PEL and NEPA processes.

- *Boards: Schedule*
 - *How We Got Here: Alternatives Screening*
- **Room 2: Guided tours through boards.** When the videos ended, guides took groups of 8-10 participants of people into Room 2 for guided tours through the boards. Two sets of boards were displayed.
 - *Boards: Area Map*
 - *Purpose and Need*
 - *Concept Level 2 Alternate Boards:*
 - *Alternative B*
 - *Alternative C*
 - *Alternative D*
 - *Alternative E*
 - *Alternative F*
 - *Alternative G*
 - *Alternative H*
 - *Alternative I*
 - *Alternative J*
 - *Alternative K*
- **Room 3: Open House.** Participants asked roving staff detailed questions, drew on tabloid-sized versions of the Level 2 Alternatives moving forward, and completed comment forms. Three sets of boards were displayed.
 - *Boards: Level 2 Screening Result Alternatives (3 sets):*
 - *Alternative C*
 - *Alternative E.1*
 - *Alternative E.2*
 - *Alternative H*
 - *Community Working Group*
 - *Get Involved*

Boards are included in Appendix D.

Comments received are included in Appendix E.

Online Meeting

An online version of the meeting was available on the project website at www.i15us20connector.com. Notification materials urged people who could not attend the in-person meeting to learn about the alternatives and comment online. The online meeting was originally available from May 16, 2019, to May 31, 2019. After the E 49th N Neighborhood meeting was scheduled, the online meeting was extended until June 24, 2019.

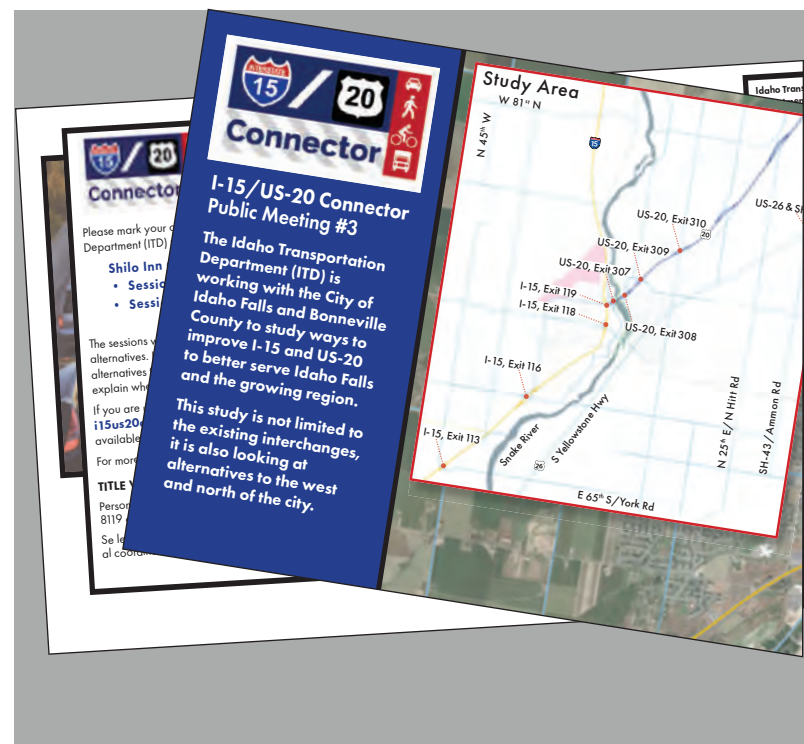
Online meeting statistics are in Appendix F.

Notification Process

ITD used a variety of methods to inform the public about the public meeting and the online open house including:

- Placing newspaper ads in the Post Register on May 2, 2019, and on the paper's website/homepage from May 10, 2019, to May 16, 2019.
- Mailing postcards to 12,810 physical addresses for receipt between April 25, 2019, to May 2, 2019. This list included the 237 addresses on the project mailing list.
- Reaching out to KPVI, KIDK, and East Idaho News for formal/informal interviews the day before and the day of the open house.
- Posting on social media, including a meeting event on ITD's Facebook accounts.
- Placing paid Facebook ads to appear May 14, 2019 to May 16, 2019, resulting in 129,572 impressions reaching 36,876 unique viewers resulting in 1,737 clicks through to the project website.
- Emailing invitations through Constant Contact to the 580 email addresses in the project database.

Meeting notification materials are in Appendix A.

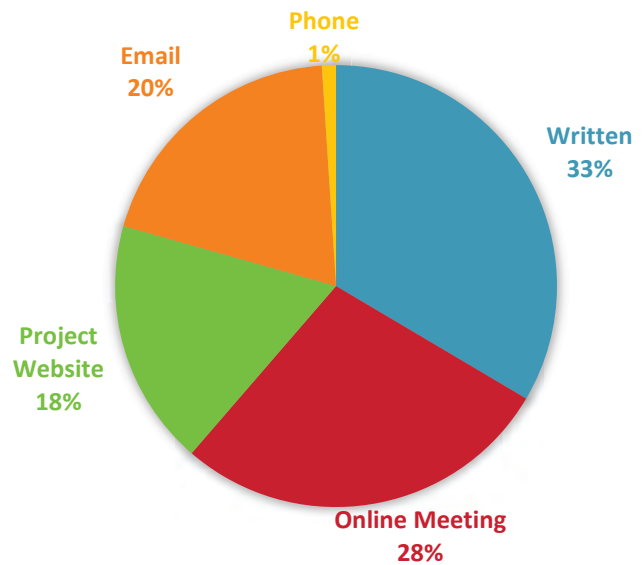


Comments

Since project kick-off in May 2018, comments have been and continue to be welcome via email, phone, or through the project website. However, the focus of this summary is the comment period specifically for Public Meeting #3 which began on April 25, 2019 (when postcards were mailed) and closed on the comment submittal deadline of May 31, 2019. A total of 194 comments were received during that period. Comments received June 1 through June 24, 2019 are included in Appendix H.

Comments were received through these modes:

- 65 written comments submitted at the open house or mailed
- 54 comments submitted via the online open house
- 35 comments submitted via the project website
- 38 comments sent via the project email address
- 2 comments submitted by phone



Comment Themes

The comments included a variety of ideas and themes, presented here at a very high-level. The comments received are included in Appendix E—names and addresses have been removed to protect commenters' privacy. Original spelling, grammar and typography is as submitted by the commenter.

Comments were read and analyzed for recurring themes mentioned more than three times and additional themes mentioned more than once.

Alternative C:

Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction; complicated design; short-term solution; congestion

Additional Themes: needs to add connection to HWY-20; needs to add connection to HWY-26; noise; traffic; pedestrian overpass needed; sound walls needed; better if you shift this option east; inconvenience during construction; would change the character of downtown; separate recreational travelers from locals; don't understand the need for the Higham extension; extend Grandview to connect with US 20—would route traffic away from the neighborhood on Belin Road; put off ramps on east side of interstate.

Alternative E.1:

Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction

Additional Themes: noise; pollution; don't like converting US-20 to local street; short-term solution; pedestrian overpass needed; disrupts valuable riverfront spaces; inconvenient during construction; too complex; need to separate recreational traffic from commuters; doesn't provide link to US-26; Freeman Park; airport exit popular; congestion; put off ramps on east side of interstate; too much traffic in the city.

Representative Quotes

What do you think of Alternative C?

"This is a great alternative as it seeks to smooth the transition of I-15 traffic onto US-20, and keeps it routed largely through the existing downtown areas. Minimal impact to housing, and continued business/tourist traffic into Idaho Falls proper."

What do you think of Alternative E.1?

"This option or E.2 are good options. They help with the traffic issue but use the existing structure which would save on cost and helps to keep traffic close to downtown to help out our businesses with potential revenue."

What do you think of Alternative E.2?

"I like the direct exit to the airport, but if you keep the Grandview (now a local street) exit that will be even more exits in a short distance."

What do you think of Alternative H?

"No! Too close to neighborhoods - too much noise, would disrupt wildlife in the area and the ruralness of the area."

Alternative E.2:

Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction

Additional Themes: noise; pollution; short-term solution; pedestrian overpass/underpass needed; inconvenient during construction; congestion; put off-ramps on east side of interstate; add ramps for Science Center Drive; too many exits; airport exit popular; too complex; does not provide link to US-26; traffic; too much traffic in the city

Alternative H:

Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction; noise; traffic; seasonal bald eagle nest at 5th and Pevero; loss of property value; pedestrian and bicyclist safety; viability of constructing over current landfill/hatch pit; FAA rules might not allow this design; frequent road closures due to wind/drifted dust; takes traffic away from downtown


Additional Themes: too far away from main transportation needs; needs to provide exit to East River Road; needs to address the needs of INL workers; needs airport access; like if combined with E.2; no consideration of southeast side; move this alternative to south side of Iona Road; provide an exit to Osgood; short-term fix; traffic from site workers; elimination of Broadway Exit 118.

Alternative Preferences

The comment form provided to meeting attendees asked for feedback on the four alternatives from the Level 2 screening results. These same questions were also used for the online meeting comment form. Those commenting via email, phone, or the website did not follow a specific form.

All comments received were read and categorized as *like*, *dislike*, or *neutral/no response*. The following is a summary of these responses.

Full comments appear in Appendix E.

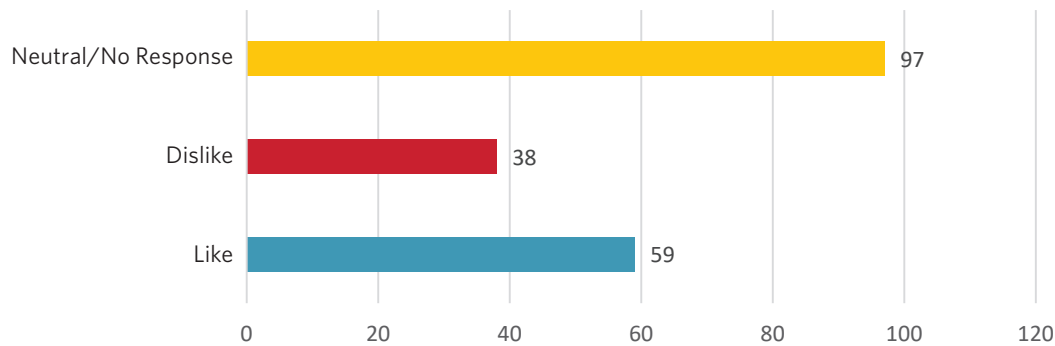


The image shows a "Public Meeting #3 - May 16, 2019 Comment Form" for the I-15/US-20 Connector project. The form includes a header with the project name and a "Public Meeting #3 - May 16, 2019 Comment Form" title. It contains sections for "What is your primary reason for using the corridor (check all that apply):", "What do you think of each Level 2 Alternative?", and "What do you think of each Level 3 Alternative?". There are also checkboxes for "I like", "I dislike", and "I am neutral/no response". The form is partially filled out with handwritten notes and a map of the project area.

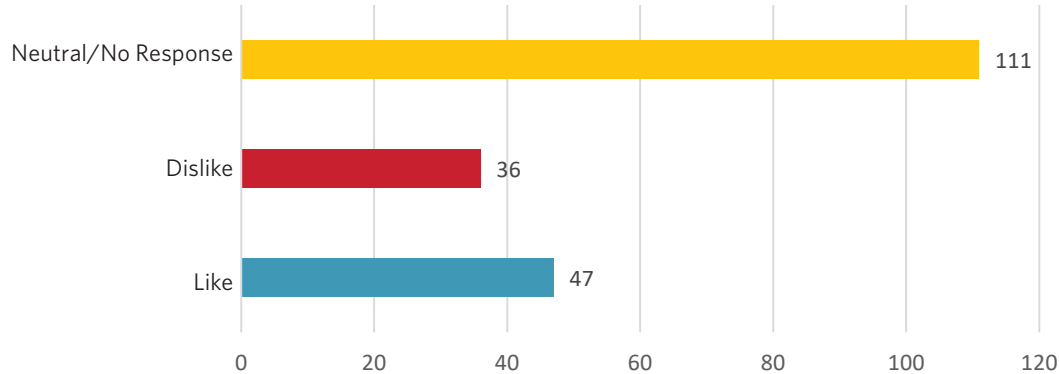


What do you think of each Level 3 Alternative?

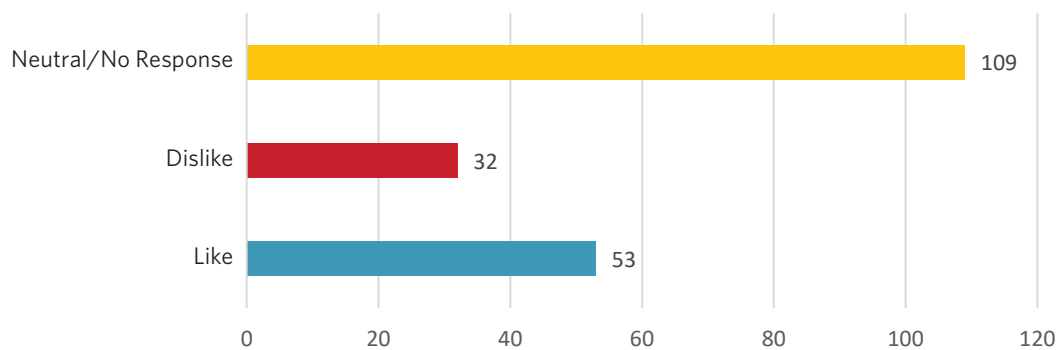
Alternative C



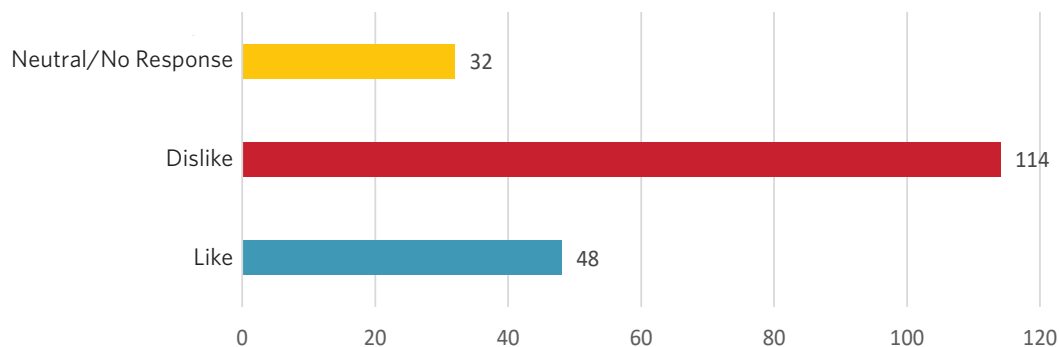
Alternative E.1



Alternative E.2








Alternative H





Appendix A Meeting Notification Materials

Print Newspaper Ad

	<h1>PUBLIC MEETING #3 FOR THE I-15/US-20 CONNECTOR</h1>	<h3>JOIN US!</h3> 
<h4>MEETING DETAILS</h4>  <p>Thursday, May 16, 2019 Session 1: 3 p.m. - 5 p.m. or Session 2: 6 p.m. - 8 p.m.</p>  <p>Shilo Inn Conference Center 780 Lindsay Blvd. Idaho Falls</p>	<p>The Idaho Transportation Department (ITD), the City of Idaho Falls, and Bonneville County are working together on a study to improve the roadway connections on I-15 and US-20 to better serve Idaho Falls and the growing region. The study includes examining I-15 and US-20 interchanges and potential express routes to the north and west of Idaho Falls.</p> <p>The upcoming public meeting sessions will offer the public two opportunities to review the Planning and Environmental Linkages (PEL) Level 2 concept alternatives, ask questions, and provide comments to the project team. Participants will join guided tours of the project materials, followed by an open house at the end of the tour.</p> <p>If you can't attend the in-person sessions, please go to i15us20connector.com and participate in the online open house, which will be available until May 31, 2019.</p> <p>----- TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users Dial 711 to use the Idaho Relay System.</p> <p>Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8119 o TDD/TDY marque 711.</p> <div></div>	

Online Newspaper Ad

	<h1>A PUBLIC MEETING FOR THE I-15/US-20 CONNECTOR</h1>	 <p>Brought to you by</p>
<h2>YOU'RE INVITED!</h2>  <p>If you can't attend the in-person meeting, participate in the online open house May 16-31.</p> <p>View Online Open House</p>	<p>Thursday, May 16, 2019 Session 1: 3 p.m. - 5 p.m. or Session 2: 6 p.m. - 8 p.m.</p> <p>Shilo Inn Conference Center 780 Lindsay Blvd., Idaho Falls</p> <p>Attend either session to learn about Level 2 Concept Alternatives being studied and evaluated.</p> <div></div>	

Postcard (Front) - 11 ½ x 6"



I-15/US-20 Connector Public Meeting #3

Please mark your calendar for **Thursday, May 16, 2019**. The Idaho Transportation Department (ITD) will host two identical two-hour public meeting sessions.

Shilo Inn Conference Center, 780 Lindsay Blvd, Idaho Falls

- Session 1: 3 p.m. – 5 p.m.
- Session 2: 6 p.m. – 8 p.m.

The sessions will allow the public two opportunities to attend and learn about concept Level 2 alternatives. ITD has refined the format of this meeting to share the latest information on alternatives through guided tours. Team members will be present to answer questions and explain where we are in the process.

If you are unable to attend the in-person meetings, please go to i15us20connector.com and participate in the online meeting. The online meeting will be available until May 31, 2019.

For more information, please email I-15US20corridor@itd.idaho.gov

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users Dial 711 to use the Idaho Relay System.

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8119 o TDD/TDY marque 711.



Idaho Transportation
Department - District 6
206 North Yellowstone Highway
Rigby, ID 83442

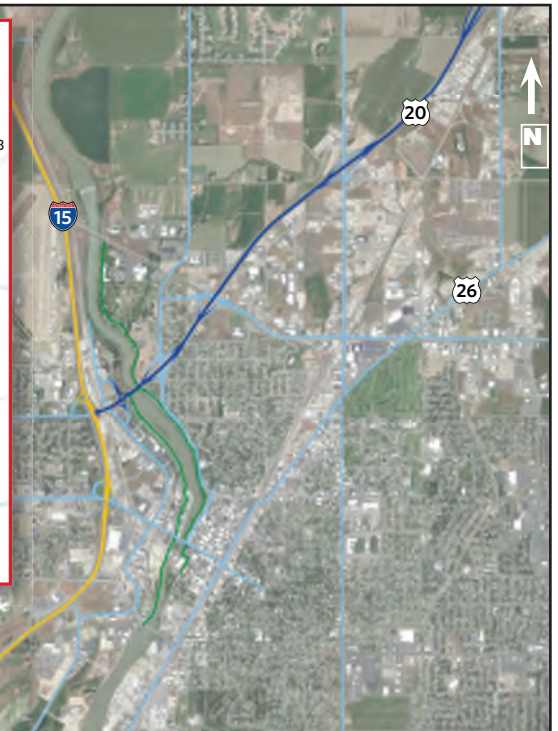
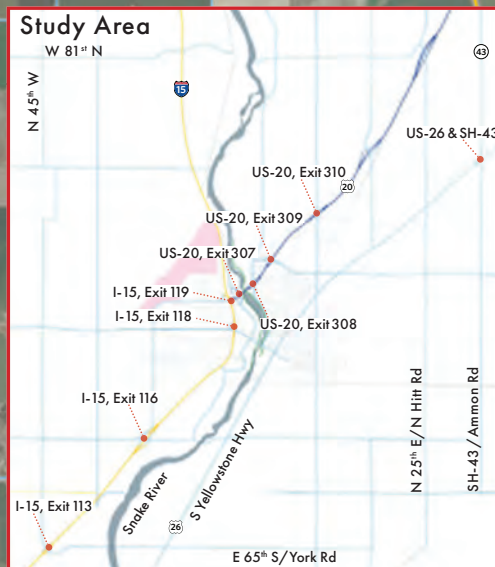
Postcard (Back) - 11 ½ x 6"



I-15/US-20 Connector Public Meeting #3

The Idaho Transportation Department (ITD) is working with the City of Idaho Falls and Bonneville County to study ways to improve I-15 and US-20 to better serve Idaho Falls and the growing region.

This study is not limited to the existing interchanges, it is also looking at alternatives to the west and north of the city.



Paid Facebook Ads

Text:

I-15/US-20 Connector Public Meeting #3. Thursday, May 16, 2019 at the Shilo Inn Conference Center, 780 Lindsay Blvd. Idaho Falls. Join ITD from 3 p.m. - 5 p.m. OR 6 p.m. - 8 p.m. Both sessions will feature guided tours of the revised project alternatives.

Website URL:

<http://i15us20connector.com/#meetings>

Headline:

I-15/US-20 Connector Public Meeting #3

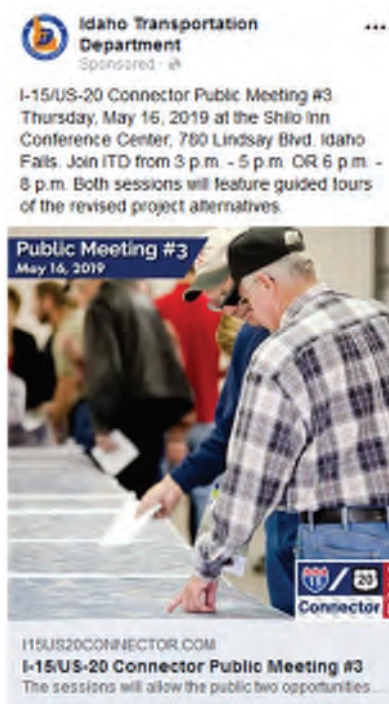
Image:



News Feed Link Description:

The sessions will allow the public two opportunities to attend and learn about concept level 2 alternatives. Team members will be present to answer questions and explain where we are in the process. If you are unable to attend the in-person meetings, please participate in the online meeting May 16-31, 2019.

Mobile News Feed



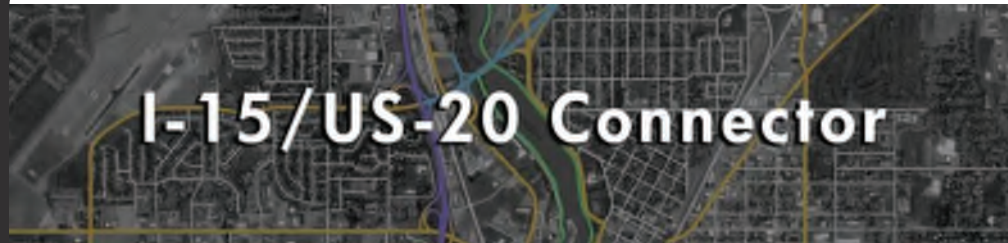
Desktop News Feed



Desktop Right Column



Email



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Please mark your calendar for , - Ä./0 123%123456748. The Idaho Transportation Department (ITD) will host two identical two-hour public meeting sessions.

The sessions offer the public two opportunities to review the Planning for Environmental Linkages (PEL) Level 2 concept alternatives, ask questions, and provide comments to the project team. Participants will join guided tours of the display materials, followed by an open house at the end of the tour.

If you can't attend the in-person sessions, please go to i15us20connector.com and participate in the online open house, which will be available until May 31, 2019.

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Thursday, May 16, 2019
Session 1: 3 p.m. - 5 p.m.
or
Session 2: 6 p.m. - 8 p.m.

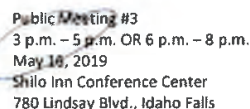


Shilo Inn Conference Center
780 Lindsay Blvd.
Idaho Falls

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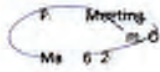


Appendix B Sign-In Sheets



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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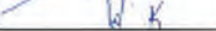
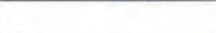



















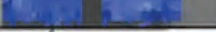

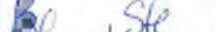


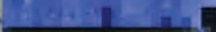


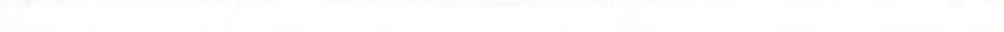





































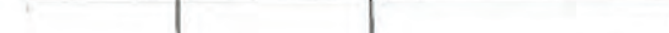










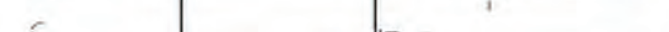
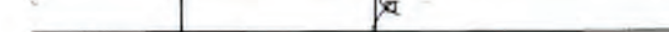
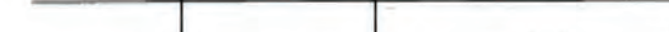



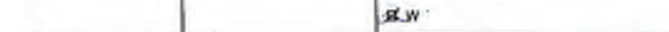



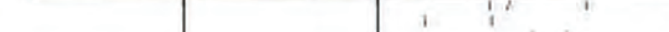



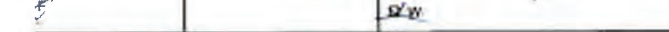


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Public Meeting #3
3 p.m. – 5 p.m. OR 6 p.m. – 8 p.m.
May 16, 2019
Shilo Inn Conference Center
780 Lindsay Blvd., Idaho Falls



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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).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Bob SHURLEY				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Howard				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
B. Bingham				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Kevin Fickel				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
ROYCE & Shanna Harvolden				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brig. Stetson				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rick Baker				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Daniel West				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Shelli Harvo				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
ERNEST FOSSUM				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
ROB HERGESHEIMER				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Forrest Inlor				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Mike Belgard				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Tamra Jenkins				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Lynne Saul				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
NEAL HARWOOD				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
OLIVE HARWOOD				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
DINA SALAH DINE				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brent & Linda Smith				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Vanessa Vergara				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Tracy Scott				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Amy Edwards				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Melanie Edwards				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MAX BASE				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Gordon Smith				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Paul Humrickhouse				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Scott Steele				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Linda L Echo				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Steven Frei				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input type="checkbox"/> White <input type="checkbox"/> Other
April Wieland				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JEFF BROULTON				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Lisa Loret				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Nichole Thomas				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
L. Aaron Johnson				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Steve W				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input type="checkbox"/> White <input type="checkbox"/> Other
Nancy Lancaster				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
George McCarty				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jon Wilkinson				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input type="checkbox"/> White <input type="checkbox"/> Other
DELANE MURA BOWEN				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Doug & Rita Dempsey				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jesse Weatherly				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Tim PLOTCHKE				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Mari Opler				Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kimberly Kery				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ed Conner				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Erica Hansen				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
B. Sherton				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ken Hefner				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
James Herring				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Daniel Jose				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ror Hendrickson				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Myrtle Siefken				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kip Olson McKensy Olson				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Chip Schworp				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Maurice Daniels				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jeff Danielson				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Herb Rockhold				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Roger Vawter				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jeanne Bailey				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
ART DANIELS				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Phil Hansen				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Frank & Margaret				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Shelley Hummery				Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
DAMOND WATKINS				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Alan & Gloria Udy				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Landon Meikle				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
THOMAS Lillo				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Debbie Jensen				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Peggy Pike				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Hal Summers				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Barbara Martin				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Roy Martin				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Diana Russell				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
BRADEN MISHAN				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Randy Waters				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



Public Meeting #3
3 p.m. - 5 p.m. OR 6 p.m. - 8 p.m.
May 16, 2019
Shilo Inn Conference Center
780 Lindsay Blvd., Idaho Falls



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IDAHO FALLS



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
✓ Doyle Batt				<input checked="" type="checkbox"/> Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
✓ Nola Sargent				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
✓ Kelly AND Jennifer Williams				<input checked="" type="checkbox"/> Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
✓ Kevin Starnes				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
✓ Mike Frey				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
✓ Syd Dittmers				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
✓ Angie Roach				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
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				Male Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Ernest Dayley				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Mike Marshall				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Adam Johnson				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kurtz Lepo				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Tom Griggs				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
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				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Aiden Henrie				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Talitha & Matthew Cramer				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
John and Frances Merrill				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Joel + Michelle Walton				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brad + Aleta Reed				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ron Howard				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Darrell Eriggs				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jacqui Walborn				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jeffery Walborn				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
NICK CONTOS				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Janette Hultgren				Male		<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Todd Brewington				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



Sherina Rose		
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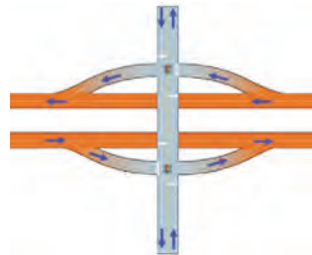


Appendix C Meeting Handouts

Potential Interchange Types

As the alternatives move into design refinement these are potential interchange types the project team will evaluate for use in the corridor.

The alternative exhibits have red hexagons representing an interchange to be designed later.

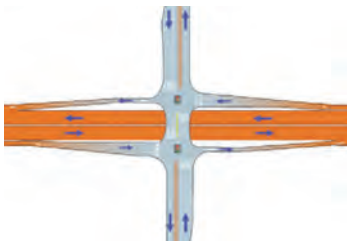


Traditional Diamond Interchange

A Diamond Interchange is the most common type and is suitable in both rural and urban areas. They can become congested by a high volume of left-turning movements on the crossroad, and they often include signals that control ramp access to and from the crossroad. Spacing between the ramps is critical for efficient movement of traffic through the interchange.

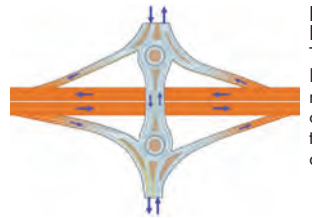
Tight Diamond Interchange

A Tight Diamond Interchange is a modified Diamond Interchange where right-of-way is a constraint. Like the Diamond Interchange, it can become congested by a high volume of left-turning movements on the crossroad, and they often include signals that control ramp access to and from the crossroad.



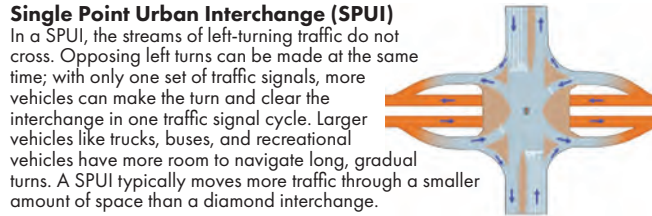
Diamond with Roundabouts Interchange

The Diamond with Roundabouts Interchange uses the concept of roundabouts at the intersections with the cross street. Crossroad movements navigate through roundabouts to keep traffic moving at the ramp terminals.



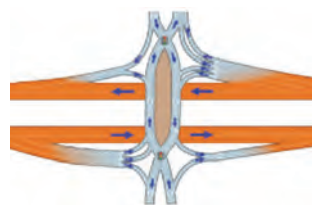
Single Point Urban Interchange (SPUI)

In a SPUI, the streams of left-turning traffic do not cross. Opposing left turns can be made at the same time; with only one set of traffic signals, more vehicles can make the turn and clear the interchange in one traffic signal cycle. Larger vehicles like trucks, buses, and recreational vehicles have more room to navigate long, gradual turns. A SPUI typically moves more traffic through a smaller amount of space than a diamond interchange.



Diverging Diamond Interchange (DDI)

A DDI is a Diamond Interchange that more efficiently handles heavy left-turn movements. While the ramp configuration is similar to a traditional Diamond Interchange, traffic on the crossroad moves to the left side of the roadway for the segment between signalized ramp intersections.



Level 2 Alternatives - Detailed View

C



E.1



E.2

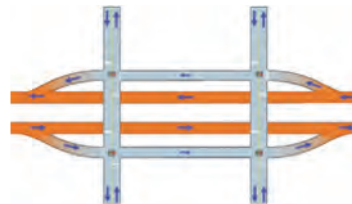


H



Split Diamond Interchange

For Alternative H, the Split Diamond Interchange is a potential option to address the existing conditions. More analysis will need to be performed to develop options between I-15, Exits 118 and 119.



Here's what to expect at tonight's meeting:

We are guiding participants through the display boards to better facilitate discussion and understanding of the information presented tonight.



Please join a group. A project team member will guide you through the displays and explain each Level 2 Alternative to the group.



Please hold your detailed questions until the end of the guided tour. We expect a large crowd tonight and want to keep the groups flowing through the display board room. You will have an opportunity to talk to the project team in depth after the tour.



Please fill out a comment form and leave it in the comment box or mail it to ITD by May 31, 2019. You can also submit comments via our website i15us20connector.com or by emailing I-15US20corridor@itd.idaho.gov

Level 2 Alternatives

All alternatives are presented in higher detail with features, benefits, and challenges of each alternative on the online open house at [115us20Connector.com/#meetings](https://115us20connector.com/#meetings) until May 31, 2019.

Concept alternative locations shown are approximate and will be refined through the NEPA and design process. Typical property impacts may include relocation of fences, landscaping, and outbuildings and/or the acquisition of property, homes or businesses through the right-of-way process.

A

No Build

No changes or improvements to the corridor

B



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HAS BEEN REMOVED
FROM FURTHER
CONSIDERATION



C



THIS ALTERNATIVE
IS RECOMMENDED
FOR FURTHER
CONSIDERATION

Detailed illustration is on
the back page



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HAS BEEN REMOVED
FROM FURTHER
CONSIDERATION



E



THIS ALTERNATIVE
IS RECOMMENDED
FOR FURTHER
CONSIDERATION

Detailed illustration is on
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CONSIDERATION



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IS RECOMMENDED
FOR FURTHER
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I



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HAS BEEN REMOVED
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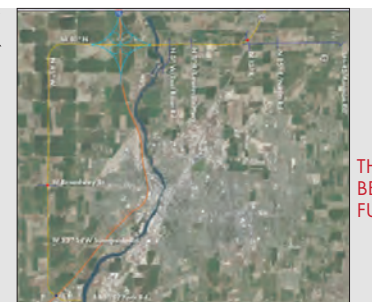
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K



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BEEN REMOVED FROM
FURTHER CONSIDERATION





Public Meeting #3 - May 16, 2019

Comment Form

Public Meeting #3 - Alternative H Meeting Summary

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

What is your primary reason for using the corridor (check all that apply):

☐ Commute ☐ Errands ☐ Recreation ☐ Own/manage a business in the corridor ☐ Other _____

What do you think of each Level 3 Alternative?

Alternative C



Alternative C includes adding lanes to separate the through-traffic from the local traffic between the I-15 Interchange Exit 118 (W Broadway St) and US-20 Interchange Exit 308 (City Center/Riverside Drive). Requires new retaining walls and bridges.

Alternative is near or in the same location as the existing I-15/US-20 roadways. US-20, Exit 308 (Riverside Drive) will be replaced.

Alternative E.1



Alternative E (E.1 & E.2) relocates the existing I-15 Interchange Exit 119 to a new location closer to the airport. The alternative requires the addition of separated through lanes and frontage roads as well as the conversion of the existing US-20/Grandview roadway to a local street.

Alternative E.2



Alternative H



Alternative H realigns US-20 to the north and provides a connection to US-26 at E 49th N (Telford Rd). Existing US-20 between Johns Hole and E 49th N would require changes to convert it to a local street.

I-15, Exits 118 and 119 would include safety and capacity improvements.

Should any of the eliminated alternatives be reconsidered? Why?

I-15/US-20 Connector
Public Meeting #3 & Alternative H Meeting Summary



Have we missed anything? If so, please tell us:

fold #1

Name:

Address:

City, State, Zip:

Email:

Phone:

Please leave comments, mail, or email (i15us20connector@itd.idaho.gov) by May 31, 2019.

fold #2

place tape here

place tape here

PLACE
STAMP
HERE

ITD DISTRICT 6
ATTN: MEGAN STARK
206 NORTH YELLOWSTONE HIGHWAY
PO BOX 97
RIGBY, ID 83442-0097

fold #3



Public Meeting #3 - May 16, 2019
Comment Form

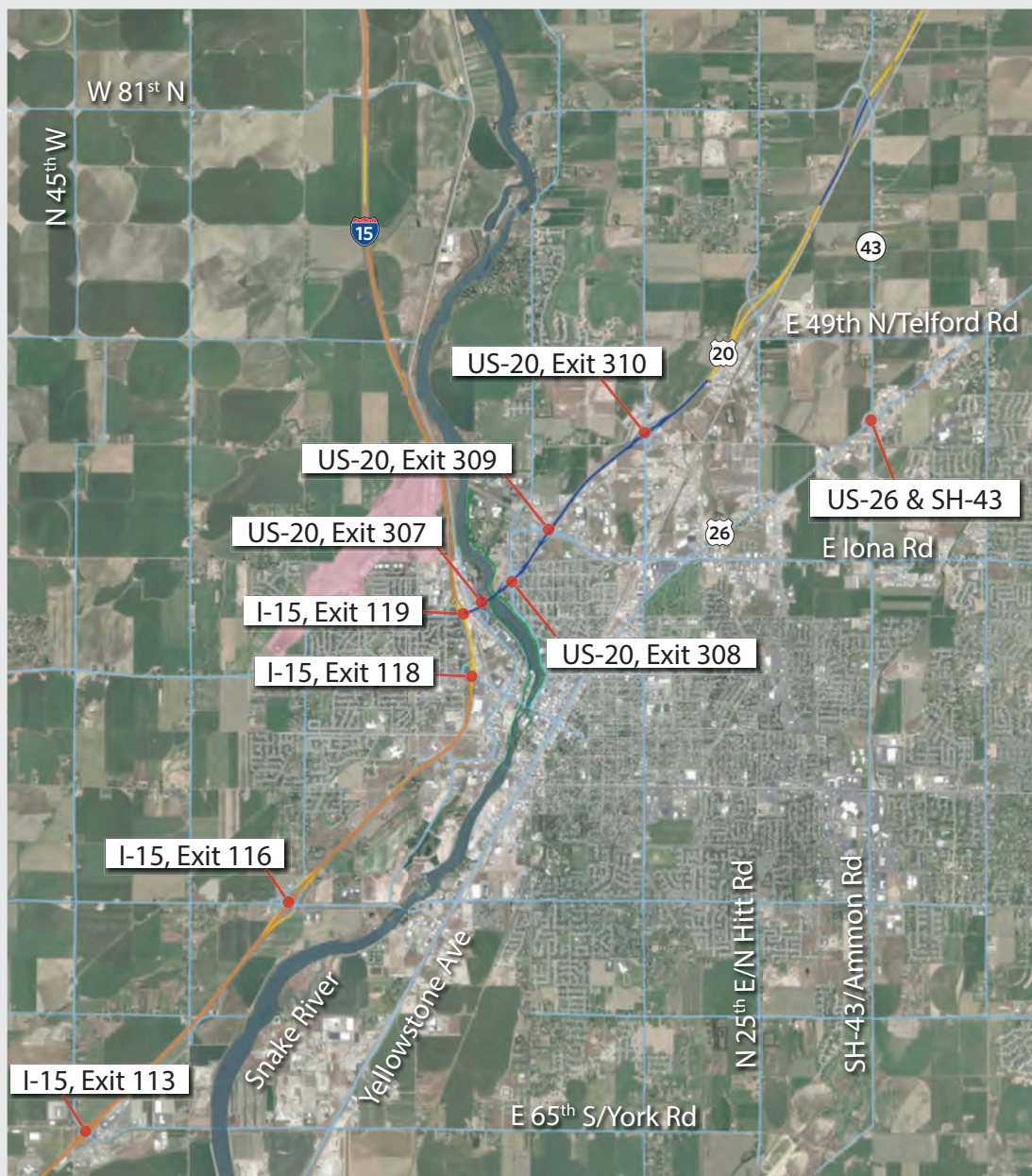




Appendix D Exhibits

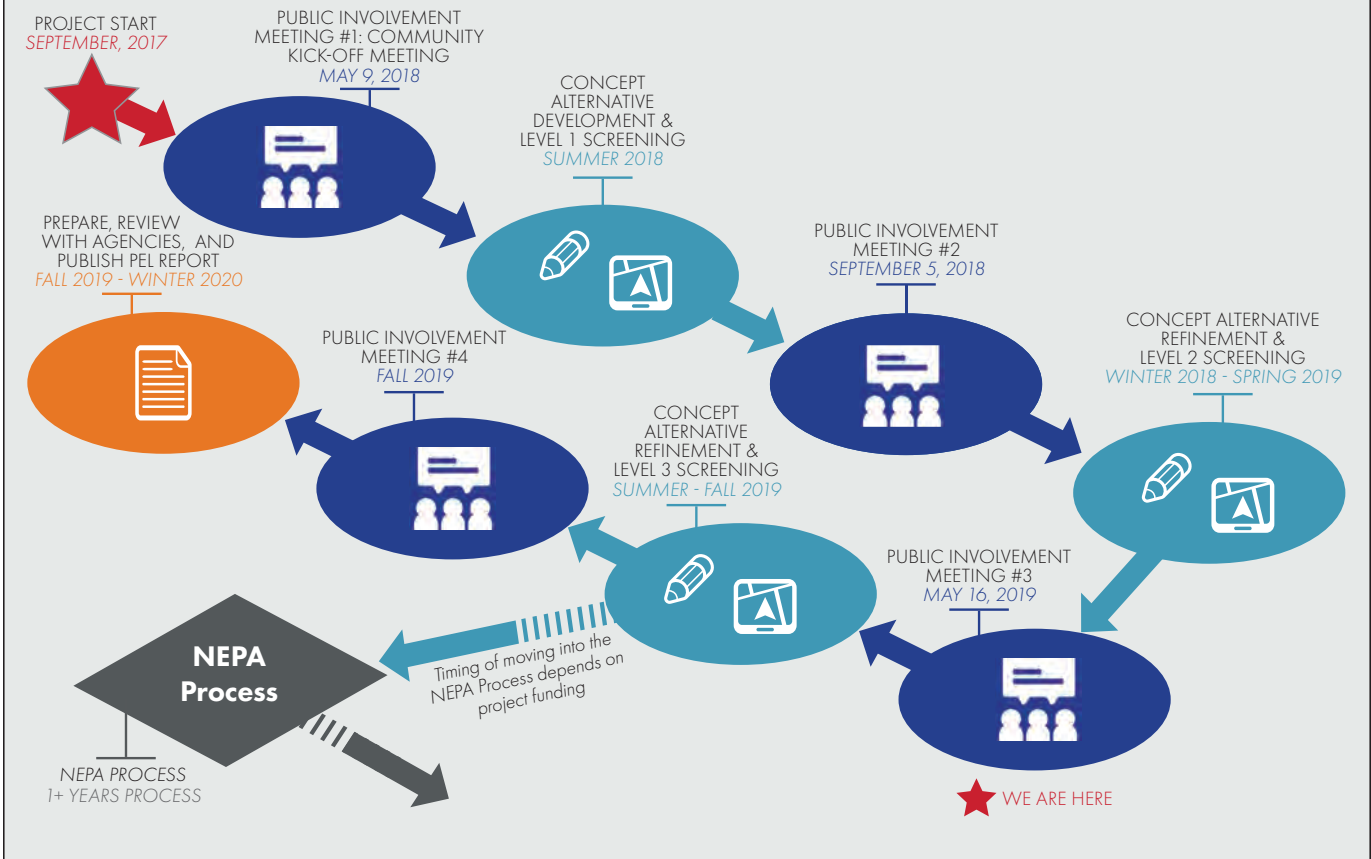


Area Map



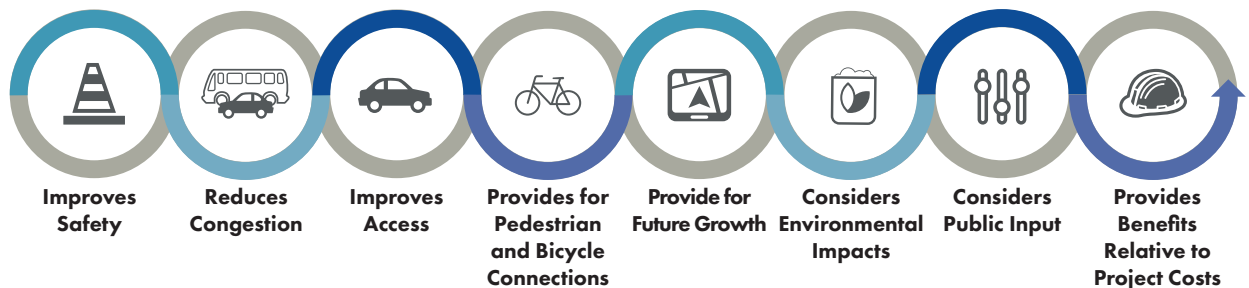


How We Got Here: Alternatives Screening



How were the alternatives developed?

The project team developed and refined concept-level alternatives based on study criteria and public input. Each alternative is analyzed and screened to determine if it:



Alternatives shown at this meeting may be screened and presented at a fourth public meeting before the PEL report is completed, or the remaining alternatives may move into the National Environmental Policy Act (NEPA) process.



Community Working Group

The Community Working Group is made up of representatives of the city, county, large employers, and residents.

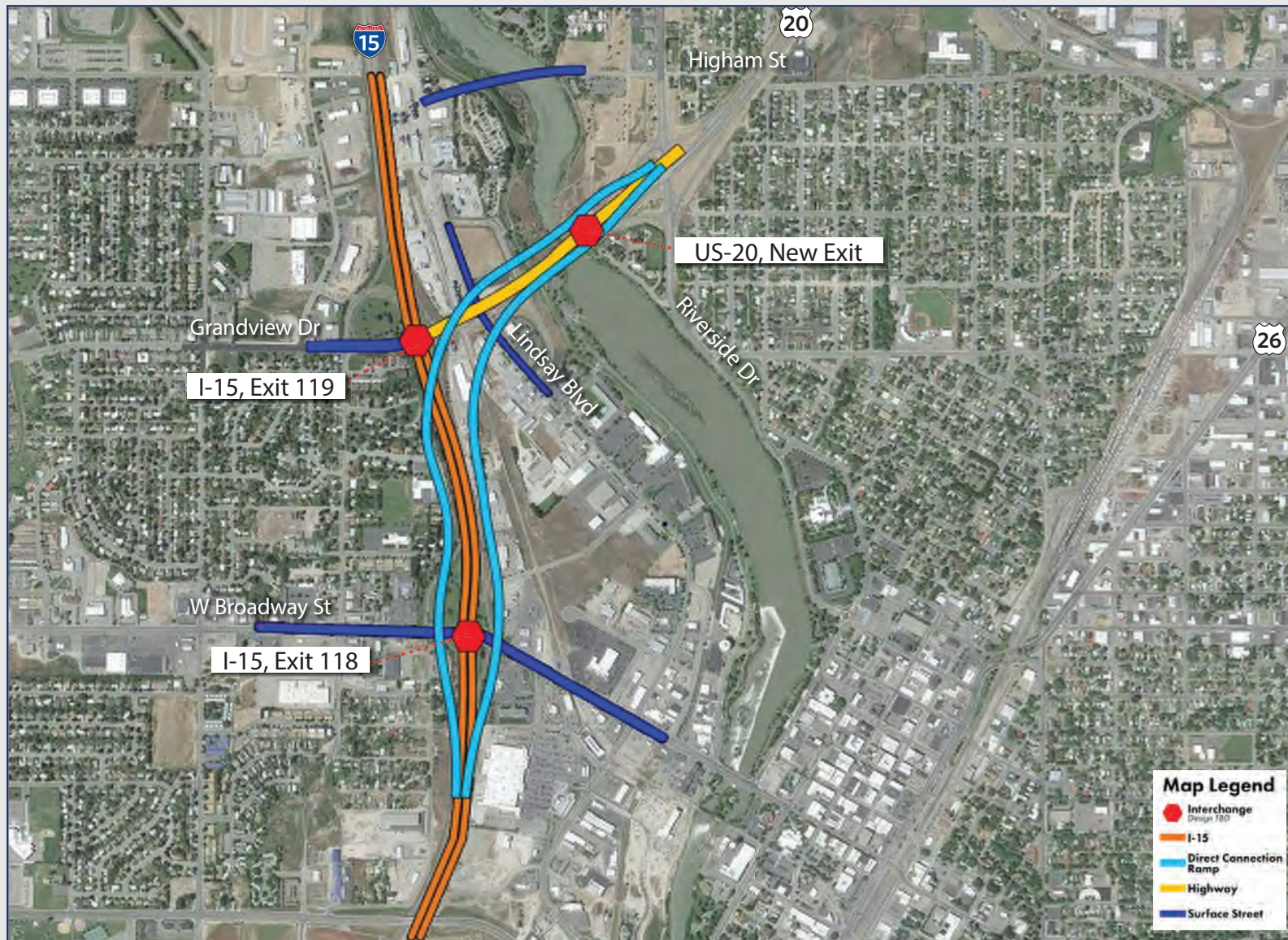
The I-15/US-20 Connector Community Working Group's role is to:

- Be briefed at major project milestones and give input to the study team on behalf of the entities they represent.
- Keep their respective workplaces, neighborhoods, organizations, and community groups informed of study progress.
- Serve as ambassadors for the study and its outcomes in the community.

Community Working Group

Name	Representing
Jason Andrus	Andrus Trucking
Jon Andrus	Andrus Trucking
David Bascom	Citizen
Lance Bates	Assistant Public Works Director Bonneville County, ID
Doyle L. Batt	81 st St. Neighborhood
Kerry Beutler	City of Idaho Falls
Stephanie Borders	HDR/Consultant Facilitator
Nick Contos	Citizen
Ryan Day	ITD Project Manager
Tracy Ellwein	HDR/Consultant Project Manager
Amanda Ely	TRPTA
Chris Fredericksen	City of Idaho Falls
Dave Hanneman	Idaho Falls Fire Department
Karen Hiatt	ITD Engineering Manager
Kelly Hoopes	Horrocks/Consultant Deputy Project Manager
Bryce Johnson	Idaho Falls Fire Dept.
DaNiel Jose	BMPO Bike and Pedestrian concerns
Angie Roach	Osgood area
Megan Stark	ITD Public Information Specialist
Deborah Tate	Idaho National Laboratory
Van Briggs	Idaho National Laboratory
Chris Weadick	Idaho State Police
James West	Hilton Company/Hampton Inn
Darrell West	BMPO
Paul J. Wilde	Bonneville County Sheriff
Syd Withers	Citizen

Alternative B



Features & Benefits

- Reduces weaving concerns between I-15, Exits 118 and 119, by providing direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new river crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20

Challenges

- Eliminates the US-20, Exit 307, at Lindsay Boulevard, which will impact direct access from US-20 to area hotels
- Elevated structures and new bridges are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood
- Could impact traffic during construction as it reconstructs much of the existing roadways

Alternative C



Features & Benefits

- Reduces weaving concerns between I-15, Exits 118 and 119 by providing direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new river crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20
- Separates the local and through traffic between Exit 118 through the City Center/Riverside (Exit 308)

Challenges

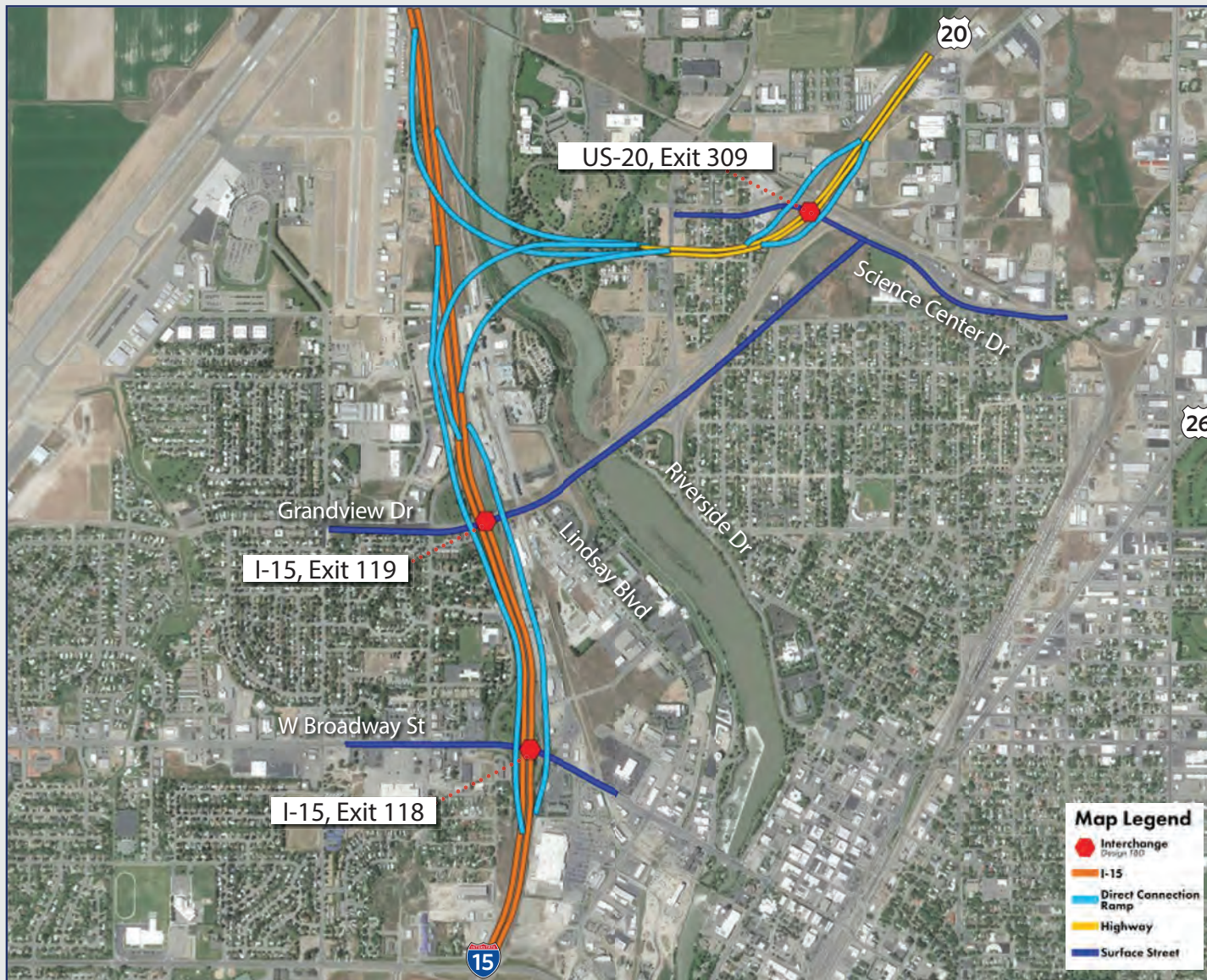
- Eliminates US-20, Exit 307, at Lindsay Boulevard, which will impact direct access from US-20 to area hotels
- Elevated structures and new bridges are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of Snake River
- Could impact traffic during construction as it reconstructs much of the existing roadways
- Weave with the merge of the direct ramps near Science Center will be a challenge



Alternative C - Detail View



Alternative D



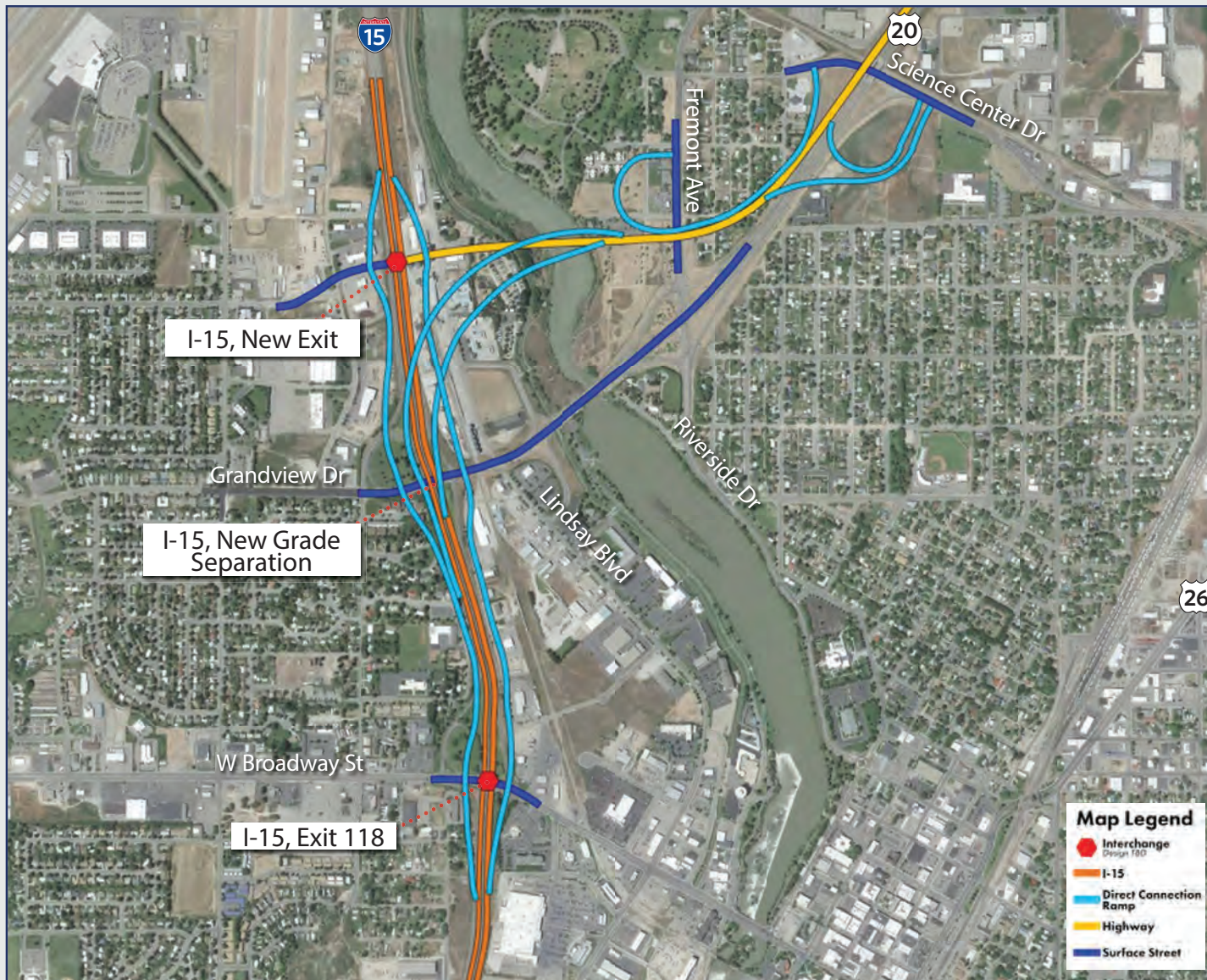
Features & Benefits

- Removes weaving concerns between I-15, Exits 118 and 119, by connecting them with direct access ramps, realigning US-20 to the north
- Provides a direct connection to US-20 through access ramps rather than interchanges, moving regional traffic from I-15 through ramps that lead to/from US-20
- Converts current US-20 to a local street from randview rive to Science Center rive

Challenges

- There are impacts to businesses, residential areas, reeman Park, and a church
- Could impact traffic during construction as it reconstructs much of the existing roadways on alignment
- Significant weave/merge challenges between the US-20 merge and the exit 119 traffic north of exit 119
- Conflicts with the railroad and local connectivity challenges for the City Center traffic are challenges.

Alternative E



Features & Benefits

- Removes weaving concerns between I-15, Exits 118 and 119, by connecting them with direct access ramps and realigning US-20 to the north
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20
- Provides direct access from I-15 via a new interchange near the Idaho Falls Airport

Challenges

- There are impacts to industrial areas near the airport, residential areas, Reeman Park, and a church
- May not resolve the congestion issues on I-15 due to the proximity to Exit 119 at Grandview Drive from the new airport interchange



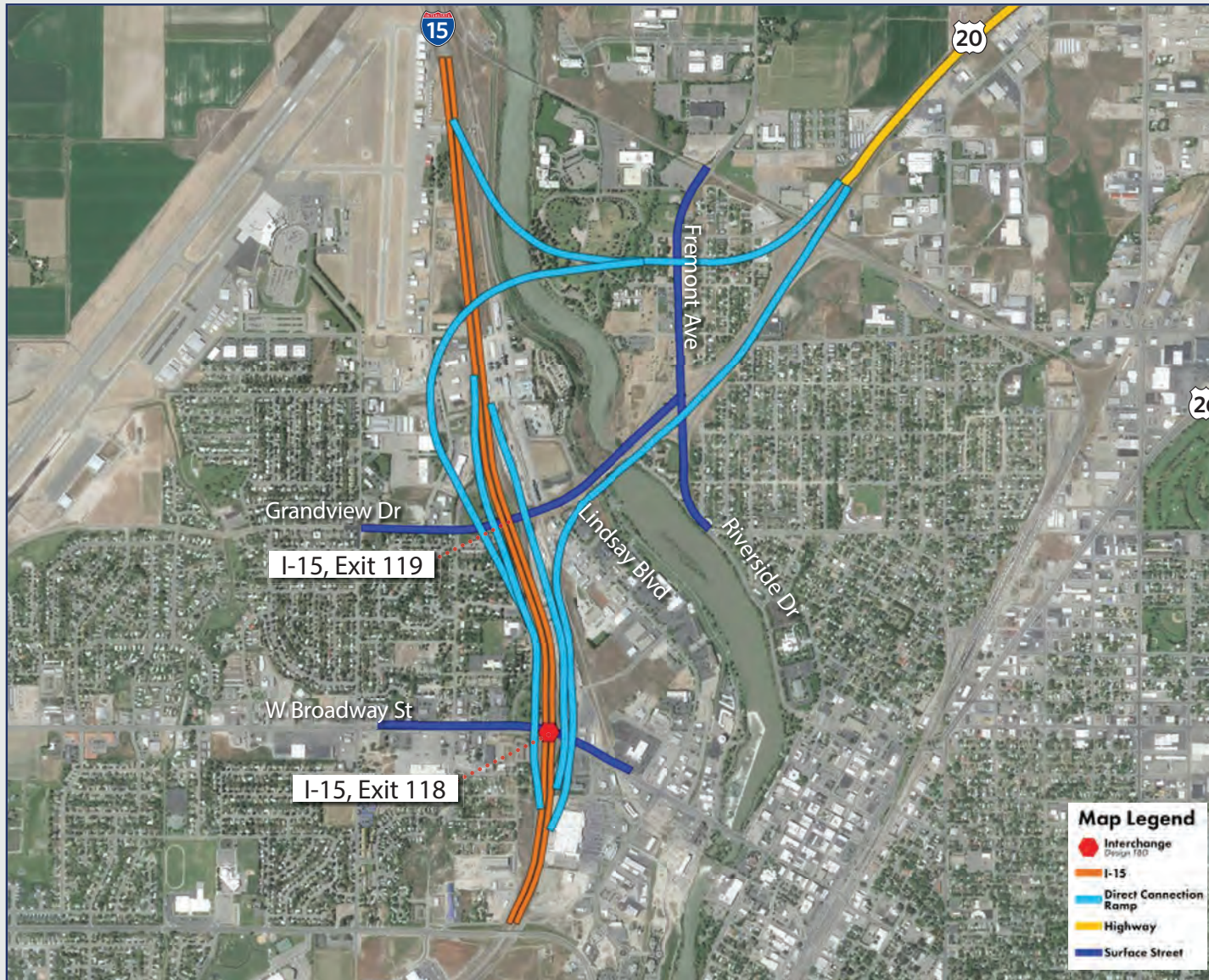
Alternative E.1 -Detail View



Alternative E.2 -Detail View



Alternative F



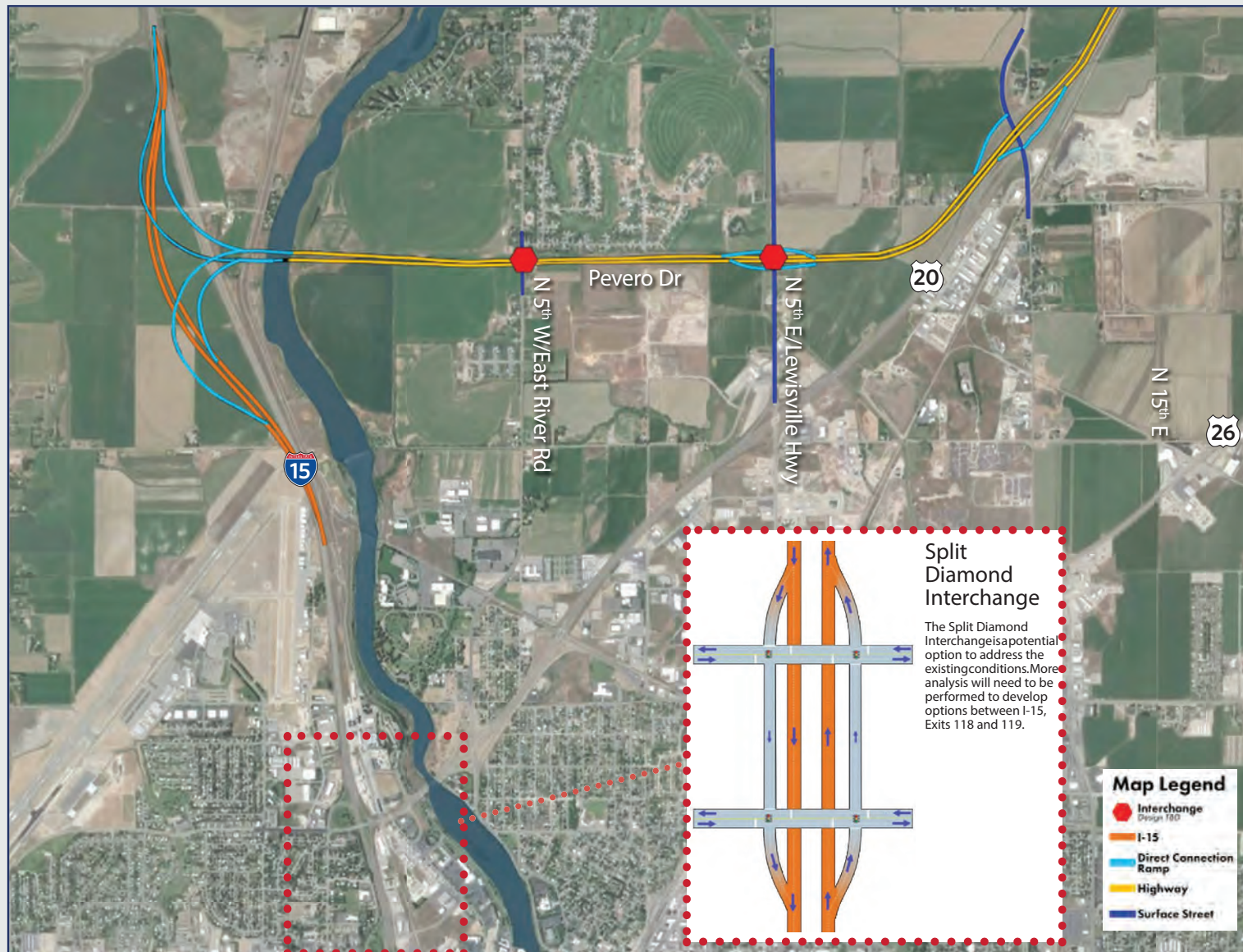
Features & Benefits

- Removes weaving concerns between I-15, Exits 118 and 119, with direct access ramps
- Splits traffic on US-20 on separate alignments and reduces congestion by separating local and regional traffic
- Converts current US-20 to a local street, which would make it less of a neighborhood barrier with more pedestrian and bicycle connections

Challenges

- Potential impacts to reeman and Antares Parks, industrial areas, schools, and neighborhoods
- Elevated structures and new bridges are required
- Connectivity for the local traffic to I-15/US-20 very limited

Alternative G



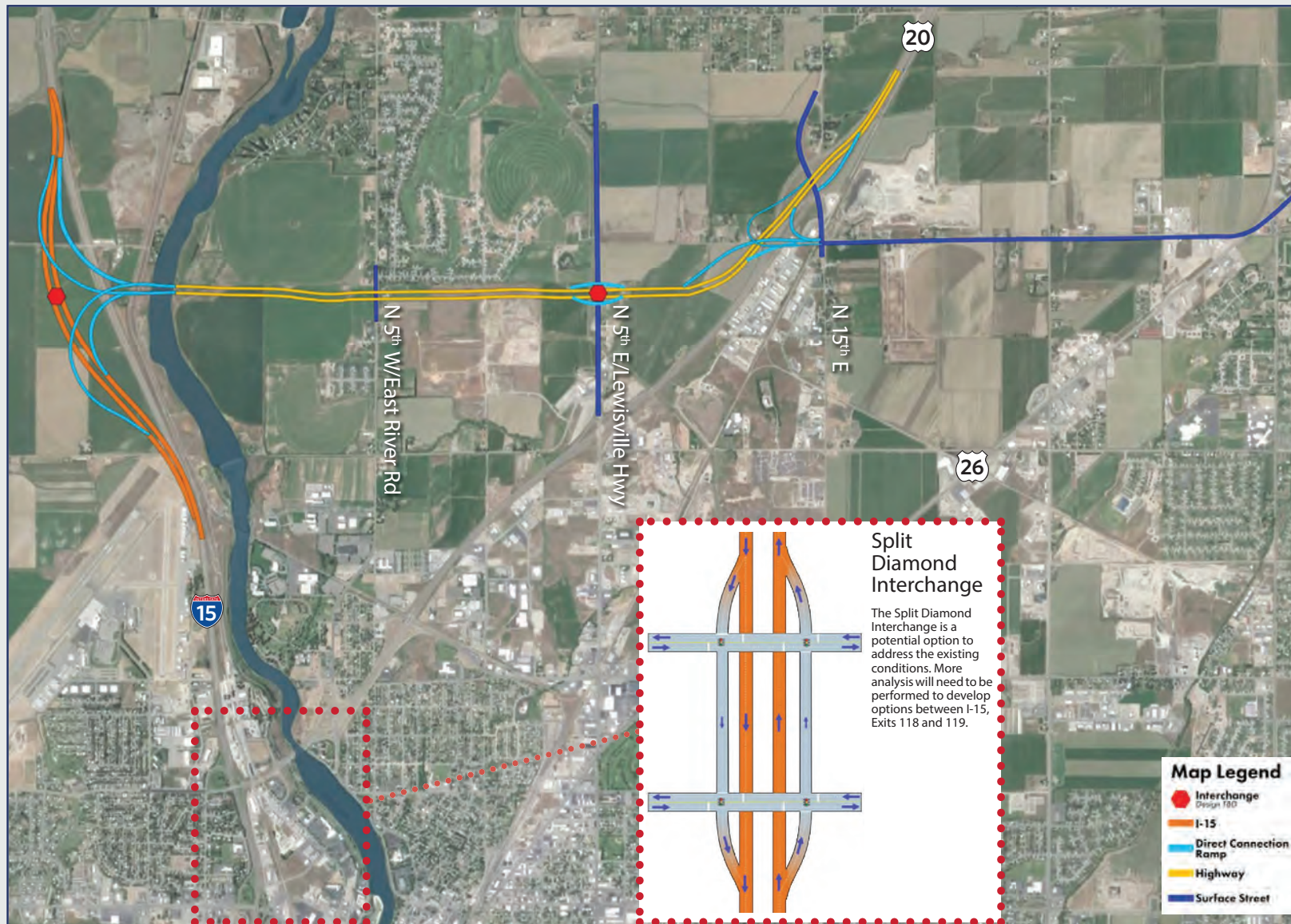
Features & Benefits

- Realigns US-20 to the north of Idaho Falls to provide a direct connection from US-20 to I-15 where there is more room for high speed ramps
- Includes new connections to local roads north of Idaho Falls
- Improves interchanges in town, including converting I-15, Exits 118 and 119, to a split diamond interchange to reduce weaving and backup on I-15
- Converts current US-20 to a local street
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods
- Does not provide future connections to US-2

Alternative H



Features & Benefits

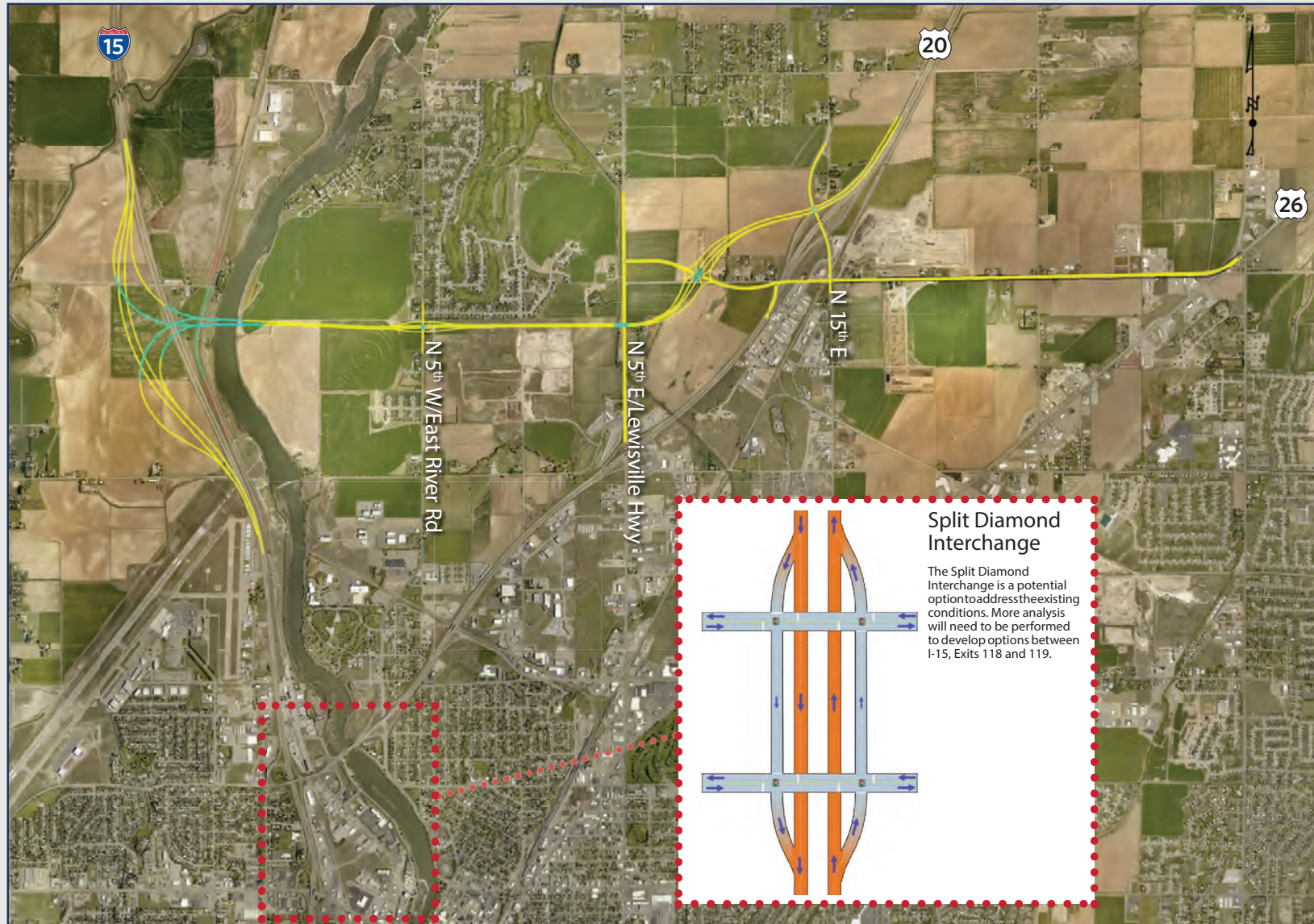
- Realigns US-20 to the north of downtown Idaho Falls, providing for a new connection to US-2 , and allowing regional traffic a direct connection
- Improves the interchanges in town, including converting I-15, exits 118 and 119, to a split diamond interchange to remove weaving and backup on I-15
- Converts current US-20 to a local street
- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed by the split diamond interchange improvements to exits 118 and 119, and then the connection to US-2 following later when appropriate
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

Challenges

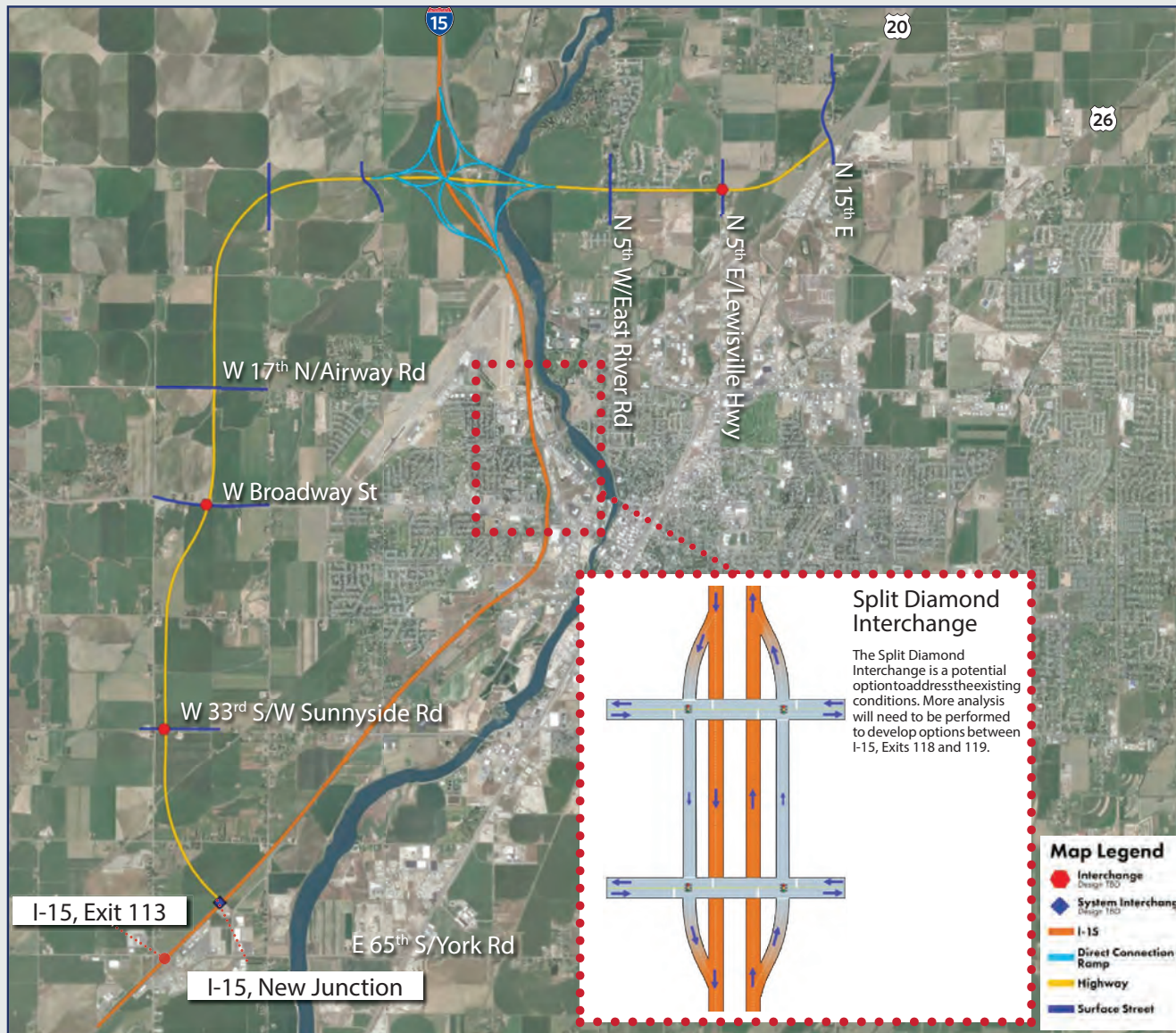
- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods



Alternative H - Detail View



Alternative I



Features & Benefits

- Realigns US-20 to the north of Idaho Falls with an added connection to the west that would extend around the airport, connect to W Broadway Street west of town, and ultimately connect to I-15 south of town
- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed by the split diamond interchange improvements to exits 118 and 119, and then the connection to US-26, and the west side connections following later when appropriate
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods

Alternative J



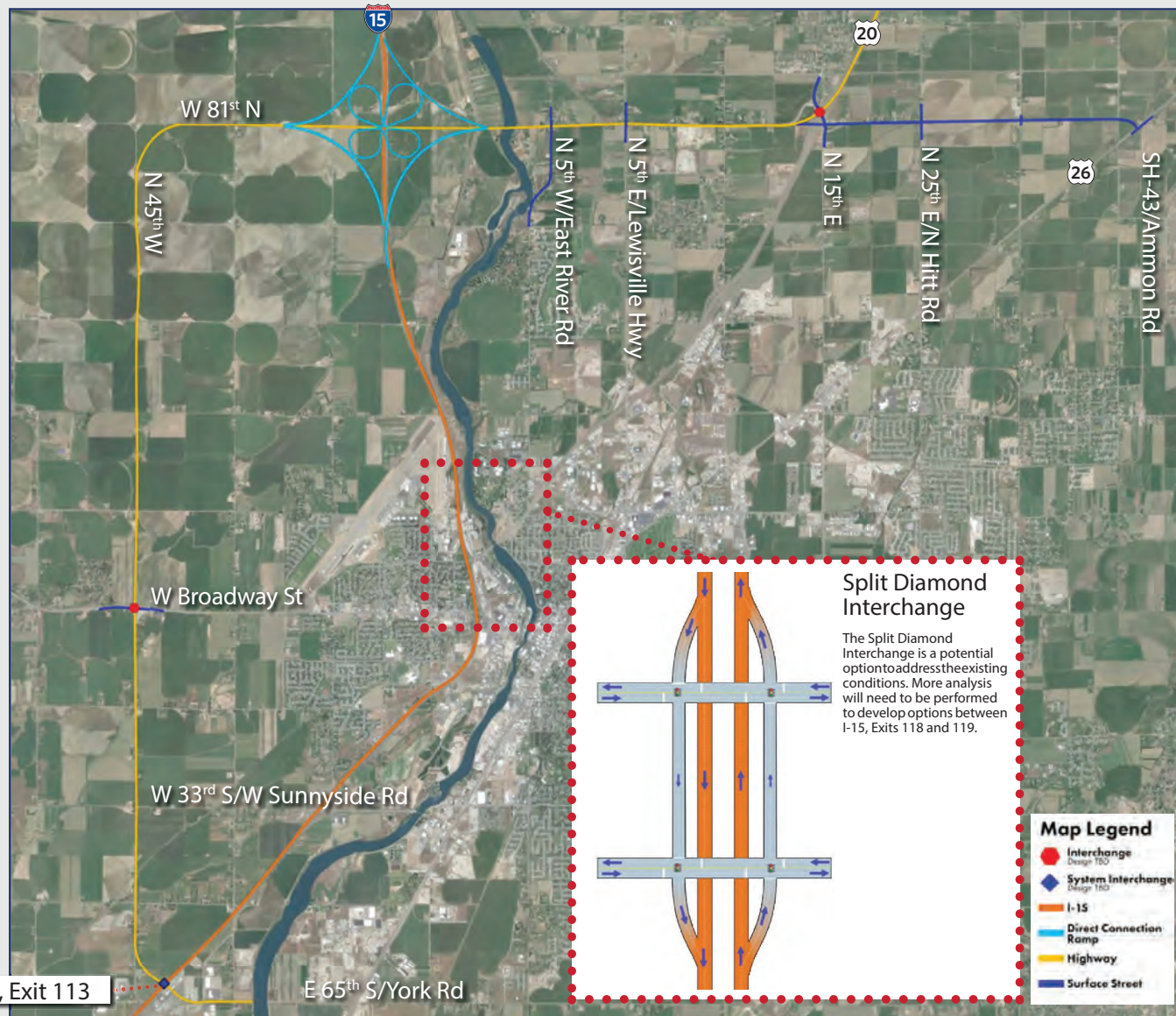
Features & Benefits

- Realigns I-15 to the east of the Snake River, moving the connection to US-20 further east and minimizing Snake River crossings
- Adds a new river crossing north of Idaho Falls

Challenges

- Removes several local connections from I-15 and US-20

Alternative K



Features & Benefits

- Creates a new high-speed arterial to the west and north of the town near W 81st as well as connecting to W Broadway Street west of town
- Adds a new connection to US-2 allowing regional traffic to avoid surface streets

Challenges

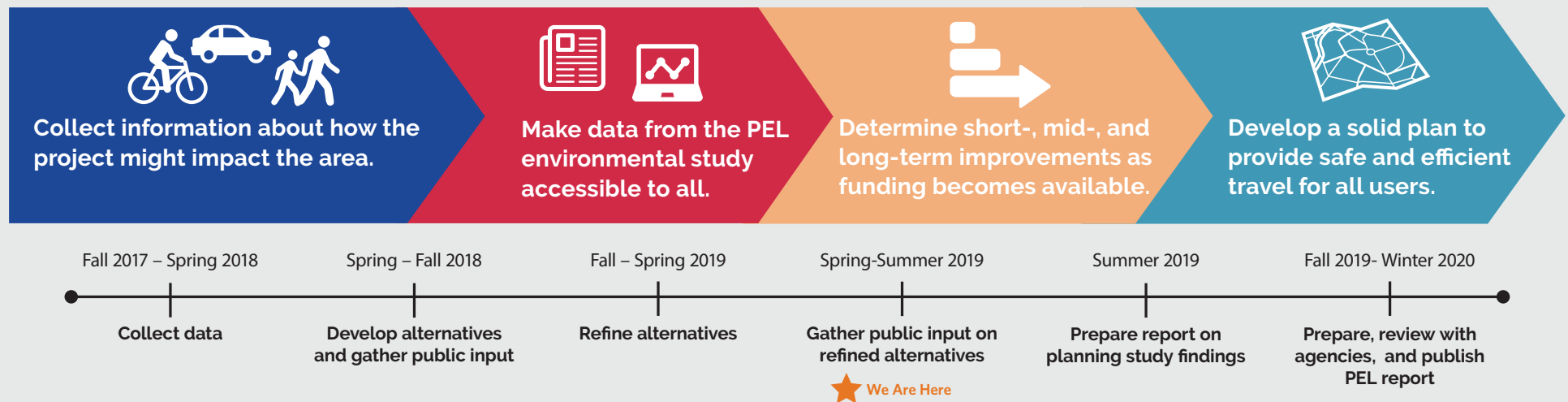
- Location of improvements mean many drivers will not alter their route to use it and so does not appear as useful or practical as previous alternatives



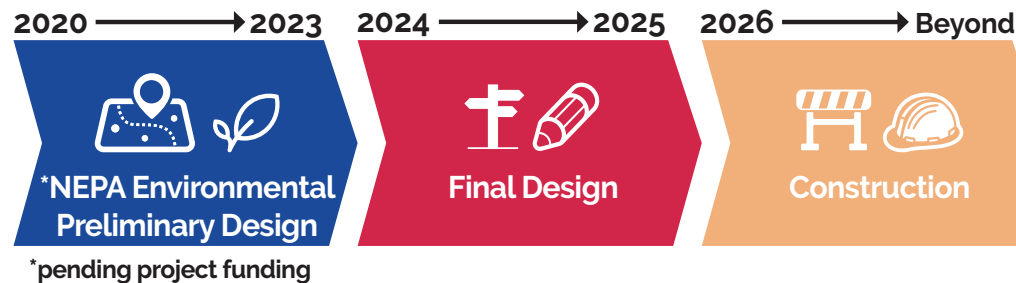
Schedule



This planning and environmental study is expected to take about 24 months. There are four major goals for the study:



Post-PEL Project Schedule*:





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 i15us20connector.com to:

- » Fill out a comment form - comments are due by May 31, 2019
- » Sign up for email updates
- » Check our event calendar for community events and future meetings

Follow ITD on Facebook and Twitter and YouTube!





Appendix E Comments

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	This is the cleanest option. And it addresses Hwy 26. I assume the footprint between Broadway and Grandview will be similar to other options.		I think you are doing a great job communicating. Thank you!
05/16/2019	Public meeting comment	Like	I think this is the best option. It keeps everything centralizes making sure local economy stays strong and avoiding urban decay. Love the hybrid of this.	Dislike	If this were to be chosen E.2 is better than E.1 simply because traffic is staying more central and reducing possibility for urban spread.	Like	I would suggest adding on and off ramps for both direction at Science Center Drive. I like E.1 and E.2, however, for future Airport direct connection and corridor.	Dislike	This is my least preferred. Not central to city and encourages sprawl. I do like the idea of a Highway connector from US-20 to US-26. Great for future expansion and tourists. Keeps them from driving downtown and Yellowstone.	No, current alternatives are great.	Please see if a closer version to a system to system interchange in the Alternative C location can be considered.
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Neutral/No Response			How will each of the alternatives handle the I-15 detours that occur regularly because of drifting dust/dirt between Exit 119 and Roberts?
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	H would be best for truckers. General traffic will still use John Hole's bridge. Traffic from Arco, ID would still use West Broadway.		Think long range - bridges at Paine & Snake River. The cities need to provide sewer and water, etc. for future growth of any of the designs
05/16/2019	Public meeting comment	Dislike	All traffic coming by our home will make it difficult to be outside.	Dislike	Makes our home louder with the increase of traffic. Like the direct route to the airport.	Dislike	Makes our home louder but like the more direct route to the airport.	Like	This is my favorite. The other alternatives will come by our house and make it louder than it is. At this point, getting to 26 or the other side of 20 is a nuisance since they blocked our road. I told them when they did the new overpasses we needed a frontage road to 65th.		Increase of noise to homes that are closer to Us-20. Cant' hardly be outside now as every day it gets louder and louder.
05/16/2019	Public meeting comment	Like	I like this option the most, but all could use some improvement, which will come as it moves on.	Neutral/No Response		Neutral/No Response		Dislike	NOT GOOD!!! Alternative H should be removed. It should be removed because it will impact the neighborhood of homes in Fairway Estates. Property value will drop and noise levels will increase.		I feel you may not be addressing the issue of the people coming home from the INL. It is backed up a long ways and I don't think any of these solve the problem coming from West to East. It seems like the only concern is going up North to Rexburg from the I-15 to I-20.

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Like	I like this alternative if it is the only one. Otherwise, I really think Alternative "I" is the best for future growth (as much traffic will want to bypass IF, plus it provides options for growth and development of farmland to West and North, as more affordable pricing now. In the long run, I think this would be more economical, cause less disturbance to existing development, if proactive for exponential growth expected for Idaho Falls. New growth will have to go West and North. Think ahead - rather than have to redo other 4 options shown here in next 15-20 years.	Neutral/No Response		Neutral/No Response		Neutral/No Response			
05/16/2019	Public meeting comment	Like	Good alternative. Maintaining easy access to city businesses and motels/restaurants (tourism). Minimal impact to the number of houses that would be imparted.	Like	Good alternative. Not as friendly to city businesses and tourism businesses. Minimal impact to housing.	Like	Comments are the same as E.1.	Dislike	Maximum impact to housing on Pevero in Fairway Estates. Property values will fall for all of Fairway Estates. Proposed city park on land-fill would be cut off from the major users - home owners in Fairway Estates. Route should be moved north to avoid the neighborhood.		
05/16/2019	Public meeting comment	Dislike	Do not favor - Cloverleafs or "uslificio" downtown/recreation, tourist areas. Does not direct traffic from tour.	Like	No strong preference for either E.1 or E.2 over the other. Seems only a short - immediate term solution. H would seem to address longer term concerns, eliminate good number of through traffic from city. Again, do not like traffic through recreation areas around river and Freeman Park.	Like		Like	Favor as 1st choice, however believe other access to airport necessary/desirable with this option (N side).		
05/16/2019	Public meeting comment	Dislike	Does not seem to address the Exit 118-Exit 119 problem as well as alternative E.1 or E.2	Like	I'm not as keen on the conversion of US-20 to a local street.	Like	I think this alternative looks the most promising. It also seems to provide the least disruption to existing traffic flows while improving the through traffic on I-15 and US-20. (And looks likely to improve the traffic light on Grandview over I-15 which is a showstopper at 5 or 6 o'clock going East on Grandview.	Like	An improvement to the way of getting from US-20 to US-26 might be welcome. Maybe this portion could be considered in addition to alternative E.2.		

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	Best alternative. Less impact on traffic - gets construction out of the way, least impact on businesses.		
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	I don't like losing farm ground here, but this option is the only one that addresses the connection of US-20 and US-26. This seems to fit farther in the future than the others to me. The others seem like a lot of congestion in a small place. "H" seems simpler.		
05/16/2019	Public meeting comment	Dislike	This one looks way complicated.	Neutral/No Response		Like	I do like the access to the airport with this purpose.	Like	I like connecting Hwy 26 with a better route to I-15, just not sure if I like how far north the interchange is going. I do think this would be the best fit for the area with the growth over the next 20-30 years.		
05/16/2019	Public meeting comment	Like	I like this option. Access to Lindsay, minimal impacts, easy and direct access to US20.	Like	Similar to "C"	Like	Similar to "C"	Dislike	Hate. Live in Fairway Estates. Pay highest city taxes and don't want highway in backyard. Was promised old dump would become a park like Freemont. Nesting bald eagle. Is not very direct to US-20. Significant impact to growing residential neighborhood. If this happens, do we at least finally get a sidewalk on N. 5th W?	If "H" is inevitable, combine w/ option to place closer to Iona Rd (swing US-20 South into dump)	I'd rather no change than a highway along Pevero.
05/16/2019	Public meeting comment	Like	I like this option. Provides hotels w/ some access. Continues to use Hwy 20 right-of-way.	Like	This option is ok, but no Lindsay/hotel access? Continues to use Hwy 20 right-of-way.	Like	This option ok, but not Lindsay/hotel access?	Dislike	Too close to Pevero neighborhood. NOISE. City told P(evero neighborhood "hump would be park (currently there is no playground in Pevero neighborhood) - not 1,060 cars per hour! Need sidewalk on N. 5th from IF to Pevero. Don't think locals will stop using old Hwy 20 - shorter. If selected, the E-W route should swing 110's of feet south of Pevero and include berms		Eagle nest for many years at N 5th and Pevero.
05/16/2019	Public meeting comment	Like	This is a reasonable alternative, but I really don't see it making much of an impact over the current conditions with the exception of avoiding the light at Grandview.	Like	This would be choice #2. Very similar to E.2, but I don't understand the extra changes up to Lewisville/Holms.	Like	It appears that this option would be best based on: 1 - least impact on homes and businesses 2 - least cost of construction 3- convenience of maneuvering through area	Dislike	This option would have to include this interchange as well as the Broadway and Grandview areas. There would also be no good access to any businesses (gas, stores, lodging). This would also involve the Hatch landfill.		

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Dislike	I think the exchanges at Broadway and Grandview look much too complex, including multiple SW lanes and 3' levels of traffic. The extra bridge at Higham St seems to add little extra access for most local traffic.	Dislike	The interchanges for local traffic look awkward from US-20, especially with US-20 roadway converting to a local street.	Like	Preferred option. This is my preferred option because it simplifies the access for local traffic crossing the river and reaching INL and Science Center Drive as well as the Airport and hotels, while keeping through traffic separate. It focuses on the main problem and does not include a long diversion to the north or west.	Dislike	I don't like the split diamond interchange at Grandview and Broadway, or the closeness to the I-15 freeway to the airport runway. It adds major roads through rural areas impacting the environment.	No.	
05/16/2019	Public meeting comment	Like	this is the least intrusive and likely least expensive. This is my preferred option.	Dislike	No.	Dislike	No.	Dislike	Np! This is ridiculous	Eliminate H. It takes you out of the way. Local community and business will suffer.	
05/16/2019	Public meeting comment	Dislike	This option seems "busy." Lots of dead space between ramps. That's either potential eyesore or very expensive to maintain landscaping. The city won't be able to afford it. This option does not appear to "buy" a solution that lasts very long - maybe 10-15 years.	Like	Ok, but not very long term or exciting	Like	Ok, but not very long term or exciting	Like	This option respects opportunities for future, regional growth more than the others. It does lack one feature, however. It does not consider human nature with respect to how Costco will impact traffic from the north. They have explicitly stated that they chose that spot for that very reason. Please consider adding Hitt Road (north) improvements as well.	Naaaah	Please think about North Hitt. Thank you for so much the public outreach.
05/16/2019	Public meeting comment	Dislike	Lots of interchanges, lots of impact	Like	#2 choice	Neutral/No Response		Like	#1 choice. Easier to implement the new roads without impacting existing. Less impact to area between Grandview and Broadway.	No.	
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	Remove off ramps on split diamond interchange onto Grandview from I-15.		
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Neutral/No Response			How about an interchange like they have at Vista Ave in Boise, Idaho?
05/16/2019	Public meeting comment	Dislike	Additional river bridge adds cost	Dislike	Messy connection at N. Holmes	Dislike	Extra river bridge adds cost	Like	Good for connection with US-26. Help move commercial traffic out of university area.		
05/16/2019	Public meeting comment	Like	This is your best overall choice. Address the problem to the north in a separate project.	Neutral/No Response		Neutral/No Response		Neutral/No Response			

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Like	This alternative would seem to be less impactful, but . . . does it affect the continued use of Grandview as this "truck route" passing traffic through to Arco and beyond.	Like	Least impactful to private property (houses, businesses displaced). Pushes truck traffic "out of town," but they probably aren't stopping anyway.	I'm just interested in relieving the CF at Exit 119. Changes may never impact me as old as I am and as far into the future 2026 as the start of the construction. Good luck with planned	
05/16/2019	Public meeting comment	Dislike	Concerns w/ additional difficulty in getting to Lindsay from Grandview. Like the idea of improvements to bike/ped on Grandview.	Neutral/No Response		Neutral/No Response		Neutral/No Response			
05/16/2019	Public meeting comment	Neutral/No Response	Need an option that goes east at York Road and heads north at Ammon Road.	Neutral/No Response		Neutral/No Response		Like	Concern: Does not ease burden of site traffic headed to Hwy 20. This seems to be the best option: - less impact during construction - does not add more than 1-2 mins drive time	No consideration of southeast side?	The dead end of traffic coming back to IF from the site on to Broadway is not considered
05/16/2019	Public meeting comment	Dislike	This alternative is short-sighted and doesn't really make the necessary improvements that are needed for long-term growth.	Dislike	See above comments	Dislike	See above comments	Like	We believe that version H is the best alternative. Bring the interchange by the airport out to Hwy 20. There also needs to be an access for Lindsay Blvd to the new airport interchange.		Plan for long-term growth and recognize someone will be impacted.
05/16/2019	Public meeting comment	Dislike	Too busy	Like	I believe this is the best of the 4 options	Dislike	Too many exits	Like	Next best (to E.1)		
05/16/2019	Public meeting comment	Dislike	This alternative seems okay, but doesn't seem to fix the existing problems	Dislike	This alternative may impact houses on Pevero	Dislike	This alternative may impact houses on Pevero	Like	I think I like this alternative best because it avoids Antares and Temple View the least		If we are doing construction on I-15, we really need a turnaround on I-15 north so people don't have to drive all the way to Roberts to turn around. Otherwise, people are forced to use the police turnarounds.

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	This option makes the most sense. Providing a non-stop connection to both US-20 and US-26 would help both local and through traffic. I am curious about how this will impact property values for the affected property/business owners.	No, I do think it is imperative to address the I-15/US-20 interchange NOW. Dedicate one lane for northbound I-15 traffic to free flow onto US-20, while still allowing Grandview traffic to go east without stopping - temporary fix.	I love roundabouts, but my fellow Idahoans struggle with how to use them properly. With that in mind, having one in an interchange may not be advisable. Thank you for addressing these issues!
05/16/2019	Public meeting comment	Like	I like the idea of a SPUI here, I like that there will still be an exit for Riverside Drive. It's very important to me that a pedestrian overpass be included! Don't like losing the Lindsay Blvd. exit.	Dislike	Don't like losing the Lindsay Blvd. exit. Pedestrian overpass is seriously needed.	Dislike	Same comments as above.	Like	I like this plan the most, it's my first choice. I like the new connection to 26. I understand that construction of a pedestrian overpass would be the responsibility of the City, hope they would!	I like that you're eliminating plans that will impact Freeman Park. However, I think that Idaho Falls will be expanding more to the north and west in future years (within 10 years?) so, moving traffic in that direction will be needed eventually.	No mention of a pedestrian overpass. This is an important issue for those of us who live west of Skyline Drive and north of Broadway. Improving pedestrian and cyclist access to the greenbelt would greatly improve quality of life to local citizens (on the west side).
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	Prefer this option		
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	For growth of Idaho [illegible] the farer out you go the less time before you have to repeat the expense and impact. I choose this one. [scan attached]		
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	This option seems to have the least impact on residential neighborhoods that are already in place. H has the advantage of the planned links between US-20 and 26. It holds the long-term option of a link to US-20 and a beltway on the west.		Just one thought: Option H keeps both 118 and 119. Even with the split diamond will the weave problem be eliminated? Are we assuming that because so much traffic is flowing through to go north that in the long-term the split diamond will not cause back-ups?

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Like	Preferred option	Neutral/No Response		Like	Next preferred	Dislike	This option makes no sense from impact to private property previously not impacted. Impact to Fairway Estates property values, condemned agricultural land, new bridges and interchanges.		
05/16/2019	Public meeting comment	Dislike	Heavy traffic/high noise in a residential area. Are sound walls considered? High impact to area.	Dislike	Still maintaining heavy traffic route through residential area. Adding traffic to Fremont Ave w/o addressing rail traffic will cause issues.	Dislike	Again . . . routing heavy traffic through residential area. High noise not being considered?	Like	Best option! Allows for future growth while creating additional opportunities for growth. Relieves noise and heavy traffic in developed areas.		I've not heard anyone talk about the impact this traffic has on the local area. Why? Highway traffic generates noise nearly 24/7. Are sound deflecting walls being considered?
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Like	It seems to make sense to move the interchange north of the current interchange of 15 and 20. The SPIU model would be overkill for the interchange but the split diamond would seem to service the area, town, and traffic better	Neutral/No Response			
05/16/2019	Public meeting comment	Dislike	Directly impacts my neighborhood and home on Vega Circle - no thank you.	Dislike	Directly impacts my neighborhood and home on Vega Circle - no thank you.	Dislike	Directly impacts my neighborhood and home on Vega Circle - no thank you.	Like	Would prefer this alternative.		
05/16/2019	Public meeting comment	Dislike	Like this #4	Like	Like this best #1	Like	List this #3	Like	Like this #2	Alternative E.2 surface road and interchange Science Center Dr and Hwy 20 would need upgrades.	
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	I live on Pevero Dr and so I will be quite biased - but if this one passes, recommend taking Highway as far south as possible, need sound walls, and tunnels into a future park.		
05/16/2019	Public meeting comment	Dislike	This plan not only increases noise, but puts new roads into Antares Park! Don't even consider this or the following (E.1 and E.2) plans.	Dislike	See above	Dislike	See above	Like	This is the best of these 4 plans. It should be modified to actually bypass I-15 out of the city.	No.	Yes, many of the plans violate my neighborhood in Antares Park. This can and should be totally avoided. The best plan would be to build a bypass I-15 so that the current I-15 would only be used for traffic which intends to enter the city.

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Dislike	Too complex	Dislike	Too complex	Dislike	Too complex	Like	Pick this one		
05/16/2019	Public meeting comment	Like	The flyover lanes would benefit locals from interacting with traffic not intending to stop in IF. Reduces impact to ped/bikes. Improves the interchanges and gets off-ramps emptied more quickly.	Like	Flyover lanes reduces interaction between ped/bike and fast traffic. Removes the off traffic quickly, allows Grandview to become local only. Separates the 2 interchanges a bit more. Moves through traffic farther out, a big plus.	Neutral/No Response		Like	Moves 1 of the interchanges north and separates the 2 from being too close. Also established the beltway around the north and east sides of the metro. Reduces fast traffic from ped/bikes.	No.	Have flyover lanes come south to Broadway interchange so through traffic gets off sooner.
05/16/2019	Public meeting comment	Like	First choice	Dislike	No	Dislike	No	Like	Second choice		
05/16/2019	Public meeting comment	Dislike	This does not provide a better route to the airport.	Like	I love having access closer to the airport even though I don't travel much.	Like	I love having traffic closer to the airport away from Exit 119	Like	This is my favorite design for moving traffic away from Exit 118 and 119 that goes north to Rexburg area and points north.	No, the reasoning explained to us as to why they were removed is sound judgment.	Looks good.
05/16/2019	Public meeting comment	Dislike		Like	Best of the four - more concise - more direct	Dislike		Dislike			
05/16/2019	Public meeting comment	Dislike	Alternative K is the most cost effective and cleanest option.	Dislike	You should have kept Alt K. Don't let a couple people determine for the masses.	Dislike	Reconsider Alt K. Just like Fremont went out and around if would give you room to grow.	Dislike	Alt K also give you a nice spot to build a strong bridge. Lastly, I live on 81st St and better allow the sacrifice for the future.	Reconsider Alt K and allow for more growth.	
05/16/2019	Public meeting comment	Like	I like this one the best! Love the idea of a new bridge on Higham St to route local traffic from East River Road to Lindsey Blvd. Riverside/memorial is increasingly hard to use locally. Also like that there will be pedestrian improvements to make the floating bridge better.	Like	2nd best. I think E.1 would be needed over E.2 where Science Center would really get congested.	Like		Dislike	This will introduce substantial road noise to the Fairway Estates neighborhood (and River View neighborhood - but less so).		
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	This is the cleanest option. And it addresses Hwy 26. I assume the footprint between Broadway and Grandview will be similar to other options.		I think you are doing a great job communicating. Thank you!
05/15/2019	Public meeting comment	Like	See attachment	Neutral/No Response		Neutral/No Response		Neutral/No Response			
05/13/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike			
05/16/2019	Public meeting comment	Like	Reasonable	Like	Alt. E.1 or E.2 seem to be the best option. Airport access improvements will enhance visitor's experience and first impressions.	Like	Alt. E.1 or E.2 seem to be the best option. Airport access improvements will enhance visitor's experience and first impressions.	Dislike	Alternative H is the worst alternative. Please do not do this one.		

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
05/16/2019	Public meeting comment	Dislike	This alternative looks messy to me, and confusing to drive on.	Like	This is my second choice after Alternative H.	Like	I prefer E.1 over this alternative.	Like	This is my first choice because the other alternatives address one issue, but this helps not only with congestion on I-15, but also general congestion in Idaho Falls. I feel like this addresses both the heavier traffic we're seeing in I.F. as well as the I-15/Grandview congestion. I also feel like this alternative affects less home owners by going across farm land.	I agree with the alternatives that have been eliminated.	
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like			
05/16/2019	Public meeting comment	Like	Okay	Like	Okay	Like	Okay	Dislike	No! Too close to neighborhoods - too much noise, would disrupt wildlife in the area and the ruralness of the area.		
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Neutral/No Response		I don't think so.	I have studied routes to connect to 26 and 20 as well as I-15. I believe the best route to be Bonneville and Jefferson County line - there is already a direct. All right-a-ways are already established with this route. It would also cut costs in half compared to the routes on this sheet.
05/16/2019	Public meeting comment	Like	Best plan	Dislike	Don't like the idea of dropping traffic onto a residential street - airport is easily accessible from Grandview.	Dislike	Don't like the idea of dropping traffic onto a residential street - airport is easily accessible from Grandview.	Dislike	Seems like a longer way to get to 20, 26 from west-side IF, but does solve the congestion at I-15/20/Grandview.		
05/16/2019	Public meeting comment	Like	Best to keep the interchange near current location while retaining views of city from interstate. Maybe I-15 can be shifted east to avoid conflict with homes and school on the west.	Dislike	Makes sense to locate exit near airport and it's not far from existing exit, so that would minimize amount of US-20 that would be affected. But it disrupts valuable natural riverfront spaces, especially on the east. Can the exit move and still connect back to existing bridge?	Like	This is the better because it stays close to interstate and provides access to Science Center Drive and Riverside/Fremont. Would still like to see this option with a bridge closer to existing one to avoid multiple bridges here.	Dislike	This might seem easiest with the amount of open spaces, but down the road it would have an adverse effect on downtown/city center and contribute to sprawl. We need to learn from mistakes of other communities (Wasatch Front in Utah).	No, they were eliminated for good reasons.	Explore moving exit closer to airport (Alt. E.2) while placing new bridge at existing John's Hole Bridge location. Connectivity can be improved this way without affecting river environment. Alt C should consider shifting I-15 slightly east.

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05/28/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Neutral/No Response			
05/24/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	I favor this alternative. This alternative would relieve congestion and weaving in the Exit 119 - John's Hole Bridge area. This alternative would provide better and safer access to highways 20 and 26 and from highways 20 and 26 to interstate 15.		
06/04/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Like	I like this one. Easy get through Grandview Dr and not back up to gas station and take 5 or 6 times to get through the light.	Neutral/No Response			For us who drive on west side of city, how will this help site buses and workers coming home at 5 pm until 7 pm. Try to get everywhere.
06/04/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Like	We liked this option second best since it seemed to solve how to get hotel visitors from Lindsay to the airport but it needs more bridges over the river.	Like	We liked this option the best since it moved the problem away from all the other uses of US-20 between John's Hole 49th N. It also only needs 2 bridges over the river.		
05/28/2019	Public meeting comment	Dislike	I believe that the river going through town and the falls, bike path and other improvements along the river (The Friendship Park, Japanese Garden, Gardens).	Dislike	Along the west-side of the river are what make Idaho Falls unique and tourist friendly. That includes Freeman Park, the docks, and the temple view. Having lived in Lost Angeles for almost 30 years before, I moved back and I know very well what a freeway does to the surrounding area, air, and noise pollution that increase exponentially. It would be criminal in my view, to destroy the river area with bridges and interchanges that would soon be heavily traveled.	Dislike	Same as above	Like	This is the only alternative that makes sense to me and I think it would be even better further north on the river. Do you think that traffic on that highway won't increase in ten years? Or even 5?	Any alternative that would leave the Freeman Park, John's Hole area untouched would be the best choice now and later.	Sunnyside is already crowded. If a street had been widened further south there would be more room to expand it and more time before. Additional improvements would be needed. I think building on the existing bridge would be obsolete soon and ruin the river area.
05/28/2019	Public meeting comment	Dislike	This appears to be the most damaging to existing traffic during construction, and obviously a multi-year project. This appears to be the most costly. "The Pretzel" looks difficult to navigate. Not recommended.	Dislike	This looks to be a major detriment to traffic during construction. Looks to have less benefits than C or H. No recommendation to proceed with this option.	Dislike	A lower cost version of E.1? Looks like fewer benefits than E.1 also. No recommendation to proceed with this option.	Like	Maximum separation of interchanges. Best option for through traffic. Best option for local traffic. Best option for southbound to local traffic. Plus construction impacts on existing traffic flows are minimal.	No. However, if the rerouting I-15 west of Idaho Falls were reconsidered, then remove existing I-15 between Broadway and John's Hole and make that area a park.	1. Construction impact on the 4 remaining alternatives. 2. Construction duration on the same 4 remaining alternatives. 3. Total estimated costs of the alternatives being considered. 4. What is best option for regional traffic to/from airport?

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05/16/2019	Public meeting comment	Like	#1	Like	#2 - this would elevate some traffic from airport and site workers.	Dislike	No	Dislike	NEVER. NO. Traffic noise, lower property values, bald eagles.	Eliminate H. NO.	Never # H - we hear the traffic already from Hwy 20. Drop in property value. Bald eagles. Traffic; site traffic; residential traffic close to airport; moving of future school park; we moved north to be away from the congestion. Animals - we get deer here.
05/18/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	If there is an exit to Osgood(?) at the interchange, then this option is the best. It allows space and flow for future growth. All growth is east w/ no freeways to move people. This provides Idaho Falls the ability to grow and collect taxes on that growth vs. just Ammon		

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05/20/2019	Online Open House	Like	I like that it keeps Hwy 20 East close to alignment with Hwy 20 West (through Grandview which is already being expanded)	Like	I really like this alternative because it frees up lots of space while still keeping things close together. Lots of prime real estate is opened up at Grandview, Lindsay, Freemont, and Science Center.	Like	I like this alternative for the same reasons as E.1, but I think it tries to add too many interchanges to what should be a limited access interstate roadway.	Dislike	<p>I am concerned that this alternative takes the easy way out by attempting to just go around all the problems.</p> <p>The possibility of a Split Diamond Interchange at 118 / 119 is not enough to really fix the convoluted roadways in this part of town.</p> <p>This alternative will eat up quite a bit of good farm ground and prime housing near the golf course.</p> <p>This alternative appears that it will pack everyone coming or going to INL/University Place onto one single road heading north towards the interstate.</p>		<p>I think that some improved connections to West Hwy 20 should be included in this study. Most of Grandview is ready to be widened, and it appears that there is room to re-route it behind and between Reed's Dairy and the Airport. If possible, International way and/or Olympia Street should be connected to the newly built flightline drive.</p>
05/20/2019	Online Open House	Dislike	Footprint is too close to school and park on west side. Just moves the congestion east to Fremont, doesn't solve the problem.	Dislike	Just concerned about footprint being too close to Temple View schools. But if you are going to build a new bridge it makes sense to go further north than this option.	Dislike	Just concerned about footprint being too close to Temple View schools. But if you are going to build a new bridge it makes sense to go further north than this option.	Like	<p>This alternative asks people This is by far the best option. Connects I-15 to Hwy 20 & 26. Pulls the thru traffic away from Grandview. Provide great access to ever growing area around Sage Lakes.</p>		

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05/20/2019	Online Open House	Like	Seems Decent, but those are really long direct connection ramps that will eat up a lot of swath. I think this one is relatively good.	Like	Seems ok, but it would be nice if we could nurse it a little further south. WE are taking out a lot of neighborhoods this way that would be reduced if we were further south	Like	I like this one quite a bit, as it prioritizes movement in direction where we have the traffic	Dislike	Not a fan of this one at all. The further we go north the crazier it gets and the more likely that people take the shortcut. How will we served the people that use the exit where it currently is? If you leave it there, people will use that one preferentially. I also think it looks like Alternative G. Please help me understand why crosssign near the Damn wouldn't be preferable. I am sure you have looked at this, but it seems like the issues are from the northbound traffic on I -15. The traffic coming form the north should'd be expected to pick up because of the ease of just getting off at roberts or sage junction and crossing. Going down and around will be much longer. Are we adding ot the complexity when we don't need to? I do get projected future traffic could be a question, but southbound I-15 to northbound highway 20 should be minimal. This is building around that problem that doesn't really exist		

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05/20/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	This is a horrible placement for the exchange. With all of the new housing and existing housing built in the area creating an exchange would greatly diminish the lives and property values of those living around the river and golf course. And I am sure the city of Idaho Falls created the neighborhood around the golf course because of the country serenity. Having the heavy traffic flow through this area is wrong. We purchased in this area for the city amenities, the golf course, and the country serenity; great selling points! It seems like very poor planning to place the exchange here there are bald eagles and several other birds of pray who enjoy their livelihood from the river power damn and fields surrounding the golf course. This decision is a huge no for me	H needs to be removed and from what I gather alternative "I" needs re-added	From what I understood the study was conducted to close a few of the off ramps around the river to alleviate congestion not re-vamp and rebuild an entirely different exchange through high end communities with great recreational options in their surrounding neighborhoods
05/20/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	H goes right thru a neighborhood taking homes with it and also impacting property that pays significant taxes. Not even considerable		
05/20/2019	Online Open House	Like	Great solution	Like	Great solution	Like	This makes a lot of sense for future growth.	Dislike	This is a horrible idea. This puts a highway in my backyard. I didn't move to this area to have a major road near my house.		

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05/20/2019	Online Open House	Dislike	I rank Alternative C as 3rd out of the four options. A large portion of the problems at this interchange occur because of INL traffic coming in from the west. This option would alleviate the problem at the I-15 intersection, but I wonder if it would just push the traffic jam a little farther down the road. A good thing about this option is that it does not put a new highway in someone's back yard. It is also good that the Higham bridge would add another route across the river, however it seems it may not be highly utilized.	Like	I rank Alternative E.1 as 2nd out of the four options. Alternative E (both E.1 and E.2) are excellent proposals. One of the greatest benefits would be the addition of a river bridge that would be highly utilized. I imagine that the grandview bridge would still be highly utilized by local traffic coming in from INL site workers. However, since the freeway traffic coming on to highway 20 would not merge, both would be very manageable. This alternative also benefits by not introducing a new highway into an existing residential area. Although the modifications shown here may impact some surrounding areas, they are areas that already have a highway right next to them.	Like	I rank Alternative E.2 as 1st out of the four options. The arguments for E.2 are the same as E.1. Namely, 1) this alternative adds a new bridge that would be highly utilized, 2) the existing traffic would be evenly split between existing infrastructure (grandview) and the new bridge, 3) minimal disruption to new residential areas.	Dislike	I rank Alternative H as 4th out of the four options. First the advantages: 1) constructing this alternative would be the least disruptive to the existing infrastructure. Disadvantages: 1) The fastest route between two points is a straight line. Because this alternative goes quite a distance out of the way, how much of the INL site incoming traffic would actually utilize it? I doubt I would. 2) This alternative puts a new highway next to a country neighborhood. I do not live in this neighborhood, but this would be absolutely devastating. I live on the west edge of town where the Old Butte road was previously discussed to become a major bypass. Then there was a ton of discussion among neighbors about how this would destroy the value of our neighborhood. The Fairway Estates neighborhood is much nicer with houses in the \$400-750k range. I have looked very heavily into living in this neighborhood, but that would seriously change if it had a highway right next to it. Building a new highway that would now be in dozens of people's back yard is disheartening. That is not the right place to locate a new highway.		A consideration I haven't heard in discussion is how this could revitalize certain areas of the city. The area between Broadway and Grandview is a little bit of an eye-sore. It looks like Alternatives C and E could involve expanding the infrastructure into these areas, which could prompt revitalization. This could be good.

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05/19/2019	Online Open House	Like	This is my favorite option. I like that it keeps traffic in an industrial area where truckers, locals, and visitors will continue to use as they move off I-15 heading North on HWY 20. I believe that it will reduce congestion on I-15 and allow traffic to flow better over Grandview. I like that this plan builds up over existing roadways, so impact to local traffic and environmental concerns is limited. One of the things that I like best about this plan is the additional bridge near Higham Street. This would provide an alternate route for local traffic to cross the river, avoiding this busy interchange altogether. This would also improve traffic flow after large events like the 4th of July Fireworks where the limited number of river crossings restricts the flow of traffic to those who need to get across the river. There is minimal impact to residential areas in this plan and the few areas it would affect are lower income housing developments where	Like	I like this plan as well since it will move traffic further from Exit 118 and allow Grandview to be a local road. I believe that these new exit points could benefit the airport and allow travelers easy access to the airport. From this view of the map, I had some questions about what HWY 20 will look like further north near what I believe is 33rd North. This seemed like it would backtrack the flow of traffic and move traffic near residential areas again.	Like	This is my preferred E version. My only concern here is that residents North of Fremont Avenue and those who work at the INL buildings and at University Place may have difficulty getting to work and across the river. I would like to see another bridge built in this scenario similar to the one found in Option C.	Dislike	I do not like this plan. I am very opposed to Option H. It does not make sense to move the flow of traffic into a residential area, especially one of the nicer neighborhoods in the City of Idaho Falls annex. I live in this neighborhood, so while I am emotionally charged in my opposition to this plan, there are many logical reasons why I believe this plan should be eliminated. My thoughts are organized below: <ul style="list-style-type: none"> •Loss of property value for residents. •Federally protected Bald Eagles nest just across from the Pevero entrance. •This plan directs highway traffic away from Idaho Falls Downtown and the river/hotel regions. Moving the highway interchange will result in lost tourism revenue and negatively affect local businesses. •Increased noise and traffic for local residents. •Safety concerns for bikes and pedestrians who will have no way to access the city. 		I do have concerns about how these proposals will work with the long term plans for ITD. I have been told that in the next 20 years, there are plans to create a beltway loop of sorts to connect the East and West sides of town. I am concerned that lack of planning with this project will impede plans for future growth of the roadways and would likely create further headache in future plans. Please ensure that both plans are considered in tandem.

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			residents would likely benefit from ITD purchasing their property and allowing them to start over somewhere new. This plan would help tourism as local traffic will still have access points to get off I-15 and explore the riverwalk, patronize the hotel district, and shop in the downtown region.						<ul style="list-style-type: none"> •Loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. "Option H" would dramatically change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city. •Structural concerns with building over the landfill. •Conflicting reports with recent FAA regulations and restrictions on building in this area. •Option H moves I-15 traffic further North before residents can exit. This section of the interstate is frequently closed due to visibility on high wind days. This will impede traffic regularly. •School District 91 already owns land in Fairway Estates to build a new elementary school, so other options that impact the Elementary would not negatively impact local kids as the district is prepared to build a new school. •Eaglewood Road was left open to the South with the intent to connect to 33rd N and the park the City of IF promised to build on top of the landfill. This highway would destroy that access. 		

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05/19/2019	Online Open House	Like	This plan would be fine	Like	This plan would be fine	Like	This plan would be fine	Dislike	I do not like this plan. It is not fair to those who would have to move to make this happen or to those who would be forced to live right next to it.		
05/19/2019	Online Open House	Like	This is a great option. The roads stay in the current areas and allow for continued use of the surrounding businesses. The Higham St bridge and connection would be a wonderful addition allowing locals to have additional access across the river.	Like	This seems like a good option except the E.2 seems better.	Like	This has good connections for local traffic and access expanded to the airport and business areas.	Dislike	This seems to be a huge change that will move people far outside the current business districts and established services. This would likely result in a loss of business in the current areas that would negatively impact the area.		
05/19/2019	Online Open House	Like	I think that this is the best choice by far! Just fix the existing with better traffic moving options. I like this one the best.	Neutral/No Response		Like	This would be my second choice. But it seems like a more businesses and homes are taken out from this one.	Dislike	This options seems way too far away from the main exchanges of the city. I also do not like that it goes past/through neighborhoods to get to highway 20. I also don't like that it is taking away a lot of beautiful farm ground.		
05/19/2019	Online Open House	Like	I like the additional bridge created at Higham Street. It appears to use a lot of the same roadways with additional on-and off- ramps to decrease congestion.	Like	I like the additional interchange near the airport. The airport is an area which an interchange could be useful in the future as the city grows and the airport expands.	Like	Similar to alternative E.1, this option allows for an interchange near the airport, which is a good option. This option appears to require the least amount of changes to the existing roadways while still providing a decrease in congestion.	Dislike	This option moves the congestion from inside of town to the northern part of town. There are fewer interchanges which could As the city grows, I question if the congestion problem will need to be revisited. Additionally, the other options do not move the highway to near homes which were never near the highway originally. Speaking as a real estate professional, this option could significantly alter home values of the home which were originally removed from the highway. The other options, however, have limited effect on home values because the additional interchanges are near areas where the highway already exists.	No	No

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05/19/2019	Online Open House	Like	Acceptable--uses existing location which is appropriate for a big volume0high speed highway access. Will have the least impact on residential neighborhoods.	Like	Acceptable for the same reasons as Alternative C	Like	Acceptable for sme reasons as Alternative C	Dislike	Completely unacceptable. As a long standing resident on Pevero, I really cannot believe the department is seriously considering this as a viable alternative. You are considering relocating an interstate interchange three to four miles north of its original location right next to a long established neighborhood and golf course. Fairway Estates was planned and developed as a quiet, upscale neighborhood to be isolated from the rest of the city with an unique relationship to Sage Lakes Golf Course. This plan would run a four lane, high speed highway directly adjacent to people's back yards with no buffer zone, no consideration for devaluation of property values. The noise and visual aesthetics of the south end of Fairway Estates would irreparably harm the south end of the sub-division. The noise, alone, will be a hugh factor. We already have to put up with high noise levels from Lewisville Highway during work and commute hours and that road is a mile and a half to the east. I cannot even imagine the noise resulting from a four lane highway abuttin a resident's back yard. Ultimately I predict that pursuit of this alternative will result in litigation.	You really need to look at alternatives at the currnet location of the interchange rather than moving one of the most congested, noisy and chaotic intersections close to residential areas.	With all due respect, you've missed using common sense in proposing Alternative H.
05/19/2019	Online Open House	Like	Alternative C is the best option because the area already exists as a connector. Noise impact to the area is zero because it already exists and improvements can be made for pedestrian and bicycle travel. Traffic impacts will be improved because of isolation/elevated infrastructure.	Dislike	E.1 is not as attractive because of cost of construction land purchase. Still no change in noise pollution impact. Direct access to the airport is an improvement.	Dislike	E.2 is also not as attractive because of cost of construction land purchase.	Dislike	I think alternative H is a poor choice because of the increased noise and traffic impacts it will cause in this rural area. It also diverts potential commerce away from Idaho Falls. The basic infrastructure already exists in Idaho Falls. I think the connector should be kept there and improved.	H should be eliminated. It creates noise and traffic impacts to a quiet area and diverts potential commerce away from town.	

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05/18/2019	Online Open House	Dislike	I think that it would be the most confusing to navigate of the three retained options. But if it turns out to be the least costly and have the least impact on existing development, I'd be ok with it. This one seems like it would be hard to build and maintain traffic flow through the construction zone.	Like	I think that this is the best option of all the options because it would be easiest to build without disrupting traffic flow, would have minimal impact to existing development, makes the best use of the existing roadway, and maintains convenient access to ISU/DOE.	Dislike	I think this option should be discarded because we're adding a lot of cost to rework the interchange at Science Center drive when it would no longer be necessary because of the existing U.S. 20 being maintained as a city street from I-15 Exit 119. The design also keeps the merge problem between the existing Science Center drive and Fremont avenue exits on westbound U.S. 20 and it would move that problem closer to the I-15/U.S. 20 interchange. I don't see anything positive about this option that can't be met with other options.	Dislike	This one isn't the best idea. I'm concerned with how this might impact existing businesses at the Lewisville highway interchange (a major truck stop probably won't be thrilled to be located 3/4 of mile away from the highway when it presently sits right next to it). Additionally, U.S. 26 has its own unique concerns and adding it to the mix here complicates things too much. I'd rather see U.S. 26 access from I-15 as a southern and eastern belt around Idaho Falls and Ammon because it would provide better access to businesses on the east side and would be easier to provide system to system access between I-15 and U.S. 26 should the need arise.	no	no
05/18/2019	Online Open House	Like	This is the best option as an expansion of the existing route.	Neutral/No Response		Neutral/No Response		Dislike	This option is not acceptable. It is too close to an existing, establish neighborhood and golf course. The entire neighborhood, not just the north end near Pevero, would be impacted in terms of high-speed traffic noise and lowered property values. I attended the public meeting and asked why the connector was not routed a lot further south of the neighborhood through open land, and was told it had to be that close because of a potential park. There did not seem to be much information on where the park would be located, when it would be constructed, or if there was even funding obligated to build it.	Alternative H. This option negatively a large number of people when other options would work. Residents of Fairway Estates enjoy a low traffic and quiet neighborhood, and is one of the nicer neighborhoods in Idaho Falls.	IDOT should hold a meeting expressly for residents of Fairway Estates, River Run, and others impacted by this route. Residents should be more explicitly informed via mail on how close the route is to Pevero with a map included. I did not receive any notice of connector plans until this 3rd public meeting when options were already reduced to 4.

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05/17/2019	Online Open House	Dislike	Too impactful for keeping traffic open on Grandview and access to the airport and Fluor Idaho buildings off of Sawtelle.	Like	No issues with this option.	Like	No issues with this option.	Dislike	This has a large impact in Fairway estates and is not acceptable. Not sure why you didn't located this further south to align with W 33rd N if you need a connector north of the city. This would be a happy medium so you don't impact the home values in Fairway estates, especially along Pevero.		You don't mention the impact to fairway estates option H. As stated above move this W 33rd N if you need a connector north of the city.
05/17/2019	Online Open House	Neutral/No Response	Seems like this would mostly impact homes that are already impacted by the freeway.	Dislike	I don't like the use of E 33rd N. This is still to close to our neighborhood and affects our neighborhood too much!	Like	I think this would be the most favorable option of the four presented to here.	Dislike	I hate this option and am strongly opposed to it. This option will have a huge impact on the quality of my subdivision. Our ability to leave our subdivision on bike or foot will be negatively affected. Our property values will go down. We bought in this subdivision because we liked the feel and the location and this will completely change that. No thank you.		
05/17/2019	Online Open House	Like	I like this alternative	Like	I like this alternative	Like	I like this alternative	Dislike	I DO NOT like this alternative. This alternative would create an unnecessary high speed road outside of town that would affect quiet neighborhoods and golf course. This alternative would transform the country feel of the area to an urban one. Wildlife would be affected by this alternative as deer and birds use the area for grazing, hunting and nesting. There is also a seasonal bald eagle nest that would be affected by this alternative.	No Build Alternative. I would rather be inconvenienced by a few extra minutes of congestion from the current interchange, than the negative impacts of Alternative H.	There were 2 different Alternative H Maps presented at the open house. Maps in one room showed an interchange at N5th West and maps in another room the showed an interchange at N5th East. The maps online do not show the images clearly enough to see where the interchange will be located.

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05/16/2019	Online Open House	Dislike	DO NOT WANT -impacts my property, and my property value. Too much noise now.	Dislike	DO NOT WANT. Impacts too many things - like my property and school and Antares Park. The noise and pollution needs to decrease not increase.	Dislike	DO NOT WANT. Same reasons against as E.1.	Like	I WANT this Alternative not just because I will not be impacted but because I think it generally impacts the least number of businesses and residential areas and school.		I am concerned about the value of my property with Alternatives C and E. I also would prefer that ITD place noise barriers (like tall fences) such as those in Boise around the existing residential areas next to I 15 now.
05/16/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	I would prefer this option with the possible option of emanating the 118 exit and making an exit at east river road to give service to INL properties and business on the northend of town. possibly use the split diamond using saturn on the west and lindsey on the east.		
05/16/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	This is the cleanest option. And it addresses Hwy 26. I assume the footprint between Broadway and Grandview will be similar to other options.		I think you are doing a great job communicating. Thank you!

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05/22/2019	Online Open House	Like	good	Like	better. I don't see a difference between E1 and E2	Like	beyond best. shortest run. least amount of cost. makes perfect sense	Dislike	This will impact the housing developments in this area with all the excessive traffic and the potential crime that it could create in the surrounding neighborhoods, given that there is to be on/off ramps here. 5th west is a highly traveled road that is only one lane each way. You want the least cost of a connector when it's the longest stretch that is purposed. I don't understand why this is even being considered. And the most important part to this is the Eagles that have been living in the Cotton Wood trees that are just barely north of the purposed connector. I hate to see anything happen to these majestic creatures that have graced this area. I look out my back window and I watch them on a daily. I have watched 6 generations of eaglets, a total of 12, grow up and learn to fly with the parents. Now there is a 7th generation in the nest. I listen to them talk to each other. I hate to lose that.		

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05/21/2019	Online Open House	Dislike	don't quite understand this one	Like	this seems to make the most since, the least disruption of lives, the easiest to use and understand. We don't want to lose all our small town feel with huge overpasses and interchanges, quality of life in Idaho Falls must be considered	Neutral/No Response		Dislike	This alternative would drastically change our quality of life in Fairway Estates. We have lived here for 22 years and it has always been a quiet peaceful neighborhood, away from traffic and congestion. Living in the country with city amenities. We have also been watching bald eagles nesting at Pevero and E River Rd. from our back deck for at least 7 years, this would disrupt their home as well, the bald eagles are very precious and have become family to many of us in the neighborhood. When we bought our home we were told that eventually the hatch pit would be turned into a nice park. Many people have invested heavily in building their dream homes in this neighborhood and this alternative would affect our property values greatly. There must be an alternative that would not destroy so many peoples way of life.		
05/21/2019	Online Open House	Dislike	This alternative has exits too close to one another.	Like	This is my second favored alternative. However, it expands too far to the north and east.	Like	I think this is the most ideal of all the proposals. The current Fremont Ave interchange should be removed entirely and encourage high-density redevelopment in its place. Science Center Drive should be the only entrance/exit to highway 20.	Dislike	Alternative H will encourage suburban sprawl and the interchange is too far out of town.	Alternative H will encourage sprawl in valuable agricultural areas.	

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05/21/2019	Online Open House	Dislike	Congestion will be too high by 2045, not the best alternative	Dislike	Congestion will be too high by 2045, not the best alternative	Dislike	Congestion will be too high by 2045, not the best alternative	Like	Simply the best solution. Takes majority of traffic away from exit 119. Makes it free flowing, and the connector to US 26 is significant as well.	no	
05/21/2019	Online Open House	Like	I like this alternative. I appreciate that it keeps the commercial/hotel/restaurant district very accessible from US 20 and I-15. I like keeping this commercial corridor busy and well visited which would be very challenging if the exchanges and US 20 are moved far from that business district. I also really like the Higham Drive connector and see that as a very beneficial addition to future growth. I also like that the solution starts at Broadway and addresses both the Broadway and Grandview exits.	Like	This option has appeal as well as it keeps the business and commercial district very accessible to traffic and both US 20 and I-15 as well as local traffic.	Like	This is a good option as well, but I'm concerned that it may not go far enough in addressing the congestion and future growth.	Dislike	This is the option that I am most opposed to- I don't like moving the exchanges and US 20 so far north away from the current business/restaurant/hotel area will lead to decreased revenue for all of those businesses. I like the idea of keeping all of the commercial activity in the area where it is currently. I also am concerned about the impact that relocating US 20 so near a residential area as well as the affect that will have on all businesses on the west side of Idaho Falls. I want there to be growth and development in the downtown area which seems to be the current focus of the Downtown Development Council and moving all this traffic north takes many people far away from downtown Idaho Falls.		
05/21/2019	Online Open House	Like	This seems like the best option. Templeview elementary needs to be rebuilt anyway so it would be a big help to the school district.	Neutral/No Response		Neutral/No Response		Dislike	This is a terrible option. It is a bald eagle sanctuary and also will draw all traffic away from downtown. The city would also lose a lot of money on taxes from some large houses.		

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05/21/2019	Online Open House	Like	Flows well with existing traffic flows, just slightly improved without re-inventing the wheel.	Like	Flows well with existing traffic flows, just slightly improved without re-inventing the wheel.	Like	Flows well with existing traffic flows, just slightly improved without re-inventing the wheel.	Dislike	Horrible idea. Goes right through Fairway Estates and severely disrupts a well established neighborhood. Would drastically change the feel of the neighborhood and reduce property values. There are many hawks and eagles in the area, there is likely some sort of protections that this area would fall under. Also, just because this may be the "best" decision that doesn't impact current traffic patterns (because they could continue to be used) doesn't mean it's the best decision for the community.		
05/22/2019	Online Open House	Like	Alternative C seems to be a good option for a relatively easy, simple fix.	Dislike	Not sure why the additional roadwork on the far north end is needed	Like	I like the direct exit to the airport, but if you keep the Grandview (now a local street) exit that will be even more exits in a short distance.	Like	This is my favorite of the four options shown here. Not only should we fix the I-15 to US 20 connection, but we should also make an easy connection to Highway 26 so travellers over to Jackson/Swan Valley can go around town. Instead of just a surface road over to 26 I think an extension of the highway over to Highway 26 would be very nice long-term.	Alternative K. Idaho Falls is at the center of many regional highways, but they are not well connected. In my opinion, a fix to the I-15/US 20 connection would not be complete without a better connection to Highway 26. Ideally, as shown in Alternative K, it would also connect to Highway 20 west towards Arco. Not sure if it's cost effective, but long-term this would be the best and now would be the easiest cheapest time to do a project like that.	Just don't forget to include a connection to US 26. It would be great if it was highway-style, not a surface road. This would really help connect the area highways.
05/23/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	This option is not a good one. The neighborhoods would be negatively impacted.		

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05/23/2019	Online Open House	Like	Option C is the best option in my opinion. You are simply building up existing pathways and making better off and on ramps. People who already are used to living by major roads will still live next to major roads. Wildlife and the peaceful country life north of Idaho Falls will not be disrupted. This is the cleanest option with the shortest pathways. Option C is the only option that makes any sense.	Dislike	Option E just seems like a lot of long on ramps and very round about ways to get to the highway/freeway. If the point of this change is to make things faster, simpler, safer, I'm not sure that I see how this option does that.	Dislike	Option E just seems like a lot of long on ramps and very round about ways to get to the highway/freeway. If the point of this change is to make things faster, simpler, safer, I'm not sure that I see how this option does that.	Dislike	Option H is a horrible solution...instead of making enhancements to the existing freeway and highway, option H suggests interrupting the flow of traffic on East River Road, a road many people from north of Idaho Falls take every day. The property values in Fairway Estates, the nicest neighborhood on the north side of Idaho Falls will be greatly diminished. The people in that neighborhood pay high property taxes for the benefit of living near Idaho Falls but still having a little bit of a "country" feel. Option H would ruin that neighborhood...noise, pollution, light pollution, and all the problems that come with living near a freeway. You will cut the people living in Fairway Estates off from Idaho Falls. They cannot be taxed with high city tax rates if they are cut off from easy access to the city. Option H is the worst of all the plans. I know many people who live in Grant and Coltman (towns north of Idaho Falls on East River Road) who will also be negatively impacted by Option H. Be responsible...pull this option off of the table. GET RID OF OPTION H!!!	No, C is good enough.	Yeah, the fact that option H is even on the table is ridiculous. That option should never have existed. It will ruin people's lives, their property value, their easy commute to work, their lifestyle. Idaho Falls will be a much worse place to live if Option H passes. It will be a much less healthy city. Please pay attention to the number of bikes and runners there are on East River Road...people who run or ride to Freeman Park or the Greenbelt to exercise. Don't make people sad, fat, and unhealthy. Get rid of Option H and choose option C or some other plan that doesn't disrupt life for those who work hard every day to afford to live in the beautiful areas north of Idaho Falls off of East River Road.
05/23/2019	Online Open House	Like	This is my favorite of the four. It keeps the connector in the same area as it is now. I like this one. It would not take the tourists out of downtown. Good for IF economy.	Dislike	No.	Dislike	I don't like this one, it cuts up Freeman Park.	Dislike	Absolutely not! I live in Fairway Estates, this would destroy our quiet established neighborhood and drop our property values. There is also a breeding pair of bald eagles in trees on East River road in the proposed area, this may displace those eagles. My neighbors on Pevero do not want a highway in their back yards.		Look into the bald eagles, a nesting pair that live in trees along East River Road just barely north of Pevero Dr. People get a lot of joy out of looking at them and for them. Not sure if this was looked at already.

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05/24/2019	Online Open House	Like	This appears to be the best choice. It keeps the traffic in the same general area and solves the congestion problems. Existing businesses in the area will still see the benefit of the highway traffic. It also offers the option of improved bicycle and foot traffic in an area where this is sorely lacking.	Neutral/No Response		Neutral/No Response		Dislike	<p>Option H for the I-15/US 20 Connector is a poor choice for implementation. There are multiple reasons for this declaration which will be detailed next.</p> <p>Objection 1: Loss of property value to an existing subdivision. There is an existing subdivision immediately adjacent to the planned highway in Option H. This subdivision is collocated with the sage lakes golf course and consists of middle and upper value homes. Many studies (Allen 2015, Golub 2014, Wilhelmsson 2000) and newspaper articles (Wall Street Journal 2018) universally found that values of existing homes near newly constructed highways fell in value. For instance Allen 2015 found, "Substantial evidence in the real estate economics literature documents significant price impacts resulting from highway noise and proximity for residential properties." This study found an average of 4% price discount for houses</p>		

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									<p>adjacent to highways. Other studies found this value to be 8%.</p> <p>Using November 2018 data from Zillow there are 55 homes in the aforementioned subdivision immediately adjacent to the planned highway. Note that this does not include other homes in the immediate vicinity of the planned highway, of which there are several. The combined estimated marked value of these homes is \$18,513,000. Using the conservative lower 4% value this would cost these people \$740,520 in property value. According to some of the studies, this will also triple or quadruple the time on market of these homes when put up for sale.</p> <p>Objection 2: Eminent Domain and loss of property:While it is not obvious in the proposal maps there are roughly a dozen existing homes and related structures that would have to be removed. This would vary depending upon the exact location but unless you want a highway that imitates the Snake River there is no other option.</p> <p>Objection 3: Economic impact on existing business and traffic routing to a residential neighborhood. There are several businesses that rely upon the immediate access the current highway location affords. Option H moves the highway traffic north and would have a serious impact on those existing businesses. The Option H description explicitly says that the intent is to move traffic off city streets. Most of those city streets are businesses that rely on that traffic. It would also redirect traffic right next to residential city streets (Pevero Drive) that is part of an existent and growing residential neighborhood.</p>		

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05/24/2019	Online Open House	Like	Simple, logical, appears to have minimal impact on commercial & residential. Makes access to business' very easy still. Extra access over the river seems like a great idea for locals.	Like	Much more complicated than Option C however, it may be the choice to keep the change viable in 20 years. Like access to & from the airport from all directions. I have seen the positive effect of access roads in large cities & I am excited that this is part of the proposal. Still shows minimal impact to business & residents.	Like	Much the same reaction. I do like the loops that were added to keep traffic flowing without stop lights/signs. If a big change like this can have minimal impact to the residents & business' then it is well thought out.	Dislike	This is my least favorite. I don't think it addresses the backup getting to and from the airport (at least not very well). I worry this would really impact the residents on the street closest to the re-routed highway. I also know that the eagles in the big tree on East River Road would surely be impacted. It also appears that traffic is being taken away from Lindsey Blvd to the point that the business' would suffer. I believe the other 3 plans are a better option for minimal impact to business & residents. I don't see how pedestrians & bikes would be able to get downtown safely from the residential areas that are impacted in this plan.	I am not sure but would be willing to listen to logical arguments.	

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05/25/2019	Online Open House	Dislike	Adds too much complication and construction. Does not add significant separation between exits 118 and 119.	Dislike	Very few significant changes. Does not move the whole exit 119 north.	Like	<p>FAVOR this. Moves exit 119 further north. Uses existing US20 mostly. Suggest adding a northbound entrance off Science Drive to US20.</p> <p>Most changes are near INL and other industrial areas, while maintaining access to INL. Minimal impact on residential areas.</p> <p>Request a tunnel/connector under the local Grandview drive to connect the East Bank greenbelt walking/biking path to the path in Freeman Park and eliminate the seasonal bridge access in the Snake River under the overpass.</p>	Dislike	Do NOT favor this. While this moves exit furthest north, it impacts too many residential units near Pevero. Also lots of construction, and complicated split diamond interchange.		Request a tunnel/connector under the local Grandview drive to connect the East Bank greenbelt walking/biking path to the path in Freeman Park and eliminate the seasonal bridge access in the Snake River under the overpass.
05/25/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	I think this alternative needs to be moved south and installed on the south side of Iona Road. There is an easier access to US20 there and not through or near a residential area. The road could then continue onto the other side of Lomax and continue on Iona Road to US26. Install the split diamond interchange onto Yellowstone and Iona which would help alleviate the accidents that continually occur on the Iona/US26 intersection.		
05/25/2019	Online Open House	Like	This makes the most sense to me.	Neutral/No Response		Neutral/No Response		Dislike	This idea would be a disaster to wildlife (Bald Eagles) and house hold values Sage Lakes Golf course noise next to Pevero.		Seems to me that I-15 to 33rd by Bish's RV would be a good option.
05/25/2019	Online Open House	Like	Makes sense.	Neutral/No Response		Neutral/No Response		Dislike	No. This would harm our home vales and hurt our way of life. We enjoy Bald Eagles, wildlife and quietness of our area we live in. It would also hurt the golf course as it would be to noise to play on.	I -15 TO 33RD by Bish's RV.	

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05/25/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	Option H places a major freeway next to a developed housing project. Negative impact would include but not limited to the following: 1. increased noise and light pollution. 2. Increased traffic. 3. reduced property values. 4. Federally protected Bald Eagle nesting site on the corner of Pevero drive and 5th west. 5. loss of tax revenue to the City of Idaho Falls. 6. safety concerns include bicycle and pedestrian foot traffic on 5th. 7. would alter home costs dramatically which lower the ability to sell existing properties or the ability to buy a property of the same quality		
05/25/2019	Online Open House	Like	Alternative C would keep the I-15/Hwy 20 Connector where highways already exist; thus, allowing businesses (hotel, restaurants, stores) in Idaho Falls to thrive. This would be a positive outcome for the City of Idaho Falls. Moving the highway interchange will result in lost of tourism revenue and negatively affect local businesses.	Neutral/No Response		Neutral/No Response		Dislike	Alternative H: 1. Would cause property values to plummet (many seniors live in Fairway Estates and would not be able to move to a comparable house with the loss of value in their homes, thus IDT would be causing a financial hardship for seniors who live here or seniors would be stuck living by a unwanted highway) ;2. Community between Heritage Hills, River Acres Estates and Fairway Estates would be broken with the division caused by the highway; 3. The appeal of Fairway Estates area would be changed dramatically from a golf course community to a highway hub; 4. Increased noise from traffic especially the diesel trucks (we can hear traffic at night from John Holes Bridge as it is now); 5. Federally protected Bald Eagles nest across the street from the Pevero entrance; 6. The landfill has been my neighbor for 20 years and now IDT wants to change my backyard to a highway, shame on you. (we have tolerated lots of noise, debris and dust all this time from the landfill that was only suppose to operate for 5 years); 7. Concerns regarding structural and environmental hazards with building over the landfill; 8.	At least with Alternative G, the residents of Pevero Drive could be bought out at a fair market price and relocated to an area that is similar to Fairway Estates.	I honestly didn't see a notice from the IDT. However, in future notices, please alert residents using big bold colorful letters on notices that catch our attention. Please state in bold letters that the highway connectors may affect your residence, street and /or neighborhood.

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									Airport and FAA regulations are a concern with the new restrictions on building in this area, as we are very close to the airport.; 9. The highway would destroy the easy access we have to travel back and forth to Idaho Falls; and, 10. Traffic would have to be rerouted and destinations would take much more time if you were to build out this way.		
05/26/2019	Online Open House	Dislike	This alternative could have the potential to create more traffic accidents as people are figuring out which lane they need to be traveling the right direction on Fremont Ave. when exiting Hwy 20 north bound. A 35 mph zone from the 1-15/grandview interchange to the Science Center interchange may be required. The elimination of the Lindsay Blvd interchange to Hwy 20 will definitely help traffic flow on Hwy 20. Still unsure if this is the best alternative for the 1-15/Hwy 20 change.	Like	This alternative is the best option. While this option will affect southbound travels on Hwy 20, it completely eliminates the current problem at the 1-15/Hwy 20 interchange. This option appears to have the least impact on residential areas. Another area of concern would be the Grandview Dr/Lindsay Blvd. interchange; however if speed limits are kept at 35 in this area potential problems should be kept to a minimum. My only question is Fremont Ave/new Hwy 20 junction an interchange, and intersection, or non-existent? Regardless I would support this alternative.	Like	This is one of the better options for the 1-15/Hwy 20 interchange. However it appears that with this option that the current problem is only being moved to a different location. This option still has minimal impact on surrounding residential areas. The biggest concerns are the Fremont Ave/Hwy20 and the Science Center Dr./Hwy 20 interchanges. Another concern is Fremont Ave/new Hwy 20 junction Can those on Fremont Ave access the Hwy 20.	Dislike	This is the worst alternative option. While this option looks great on paper, there are several reasons why this option should no longer be considered. This option relocates Hwy 20 close to one of the higher end housing markets, which would lower housing rates, which in turn would effect the amount of taxes collected by the county and the city. This option would put Hwy 20 running right through the current landfill which raises concerns about structural concerns of the highway. Recently the FAA released restrictions about building in and around the Fairway estates subdivision, the new Hwy 20 could have some impact on those restrictions. The City of Idaho Falls has worked in a competitive market to have the U.S. Navy Blue Angels in town. Part of their requirement is to close 1-15, with this alternative part of Hwy 20 would have to be closed. The section of 1-15 where the new interchange is proposed is prone to being closed during high winds, which would result in this interchange being closed.		
05/26/2019	Online Open House	Like	I believe this is the best option. Uses the existing structure to save cost. Keeps traffic close to local businesses to bring in potential revenue, but also adds extra routes via Higham St for locals to use so the merging onto Hwy 20 isn't always necessary.	Like	This option or E.2 are good options. They help with the traffic issue but use the existing structure which would save on cost and helps to keep traffic close to downtown to help out our businesses with potential revenue.	Like		Dislike	Out of all the options this is the worst. It takes traffic way outside of town and bypasses downtown which takes away potential business to our local businesses.	No	No

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05/26/2019	Online Open House	Dislike	Alternate C would be expected in a city of a million where there is no space available for an alternative solution. The magnitude of the roadway would detract from the local charm. We want to emphasize the greenbelt, the stately trees, the jogging path, and the scenic Snake River. To put a mega highway junction through this would change the character of the downtown.	Like	I agree about the need to separate the through traffic from the local traffic in order to improve the traffic flow, and this plan does exactly that. Alternative E.1 creates dedicated lanes to keep through traffic moving and it eases pressure on Grandview, while preserving the character of the scenic greenbelt. The direct route to the airport is very efficient for southbound traffic headed there.	Like	Alternative E.2 is excellent! It includes all the benefits of E.1 and appears to have additional improvements. The underpass of HWY20 and Science Center Drive is in need of repair. This is the exit north bound traffic would take to get to Yellowstone HWY and Wyoming. The off ramp to Freemont Ave. might send more visitors downtown.	Dislike	Alternative H is a bad idea. These fields will one day become neighborhoods. Nobody wants a freeway running through their yard! If Idaho Falls/ Ammon ever need a beltway, this cross road would become redundant. It isn't far enough out.		
05/26/2019	Online Open House	Like	It seems the least disruptive to me.	Like	I like it.	Like	I like this one the best of the four remaining alternatives.	Dislike	I do not like this one. We live just north of here on La Costa Drive. If one was to north of the current exit, I prefer one between Idaho Falls and Roberts for the Yellowstone and Jackson traffic. I am most concerned about the nesting bald eagles near Pevero and East River Road. We moved to our neighborhood 3 years ago and I've marveled at them each year. Other concerns I have mirror our neighbors concerns: Loss of property value for residents. Increased noise and traffic for local residents. Safety concerns for bikes and pedestrians. Structural concerns with building over the landfill. Conflicting reports with recent FAA regulations and restrictions. Eaglewood Road was left open to the south with the intent to connect to 33rd North and the park the city of Idaho Falls promised to build on top of the completed landfill. This highway would destroy that access.	I would prefer an exit farther north.	Thanks for letting us voice our concerns.

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05/27/2019	Online Open House	Like	This alternative seems pretty good. Maybe the least disruptive to existing properties, as well as cost to build. I assume the Higby bridge is because Lindsay access was needed.	Dislike	This is too complex. To eliminate access on the existing light -controlled on ramps and reroute the locals to 33rd. North is inefficient and not cost effective.	Like	This seems workable.	Dislike	This one's pretty bad. I can see it from an ease of construction standpoint, but the interference to private property seems large. Fairway Estates residents have always borne a high burden of property taxes, (some of the highest in IF), and running this freeway so close to their southern border seems unjust.	E.2 should be reconsidered. It's not perfect (nothing is), but seems to me to be the least onerous of all. An added plus is that the existing interchange could be left open for much of the construction phase, minimizing the transition "pain".	An alternative would be to take the interchange one mile further north than Tower road. This would necessitate longer route construction, but avoids all the congestion and disruptions that the other alternatives all require. The existing infrastructure could also be retained with little or no change, and little or no disruptions to traffic during construction. A win win, but might be more expensive due to longer route construction.
05/27/2019	Online Open House	Dislike	<p>None of these alternatives solve the real problem which is separating the through traffic of commercial trucks, RVs, and travelers who are not interested in stopping in Idaho Falls and just want to pass by. There will be more bottlenecks when the new event center becomes active that will tie up Sunnyside. On the north, the I15 closures due to dust and the displaced traffic on US20 is not solved.</p> <p>I15 needs to be rerouted to the west of Idaho Falls from just north of Exit 113 to the south of Roberts but north of the Osgood interchange. The current I15 section between those points should then be converted for local use only by exiting at 113 when traveling from the south and from the Roberts interchange when traveling from the north on I15. This causes</p>	Dislike	<p>Again, none of these alternatives solve the real problem which is separating the through traffic of commercial trucks, RVs, and travelers who are not interested in stopping in Idaho Falls and just want to pass by. There will be more bottlenecks when the new event center becomes active that will tie up Sunnyside. On the north, the I15 closures due to dust and the displaced traffic on US20 is not solved.</p> <p>I15 needs to be rerouted to the west of Idaho Falls from just north of Exit 113 to the south of Roberts but north of the Osgood interchange. The current I15 section between those points should then be converted for local use only by exiting at 113 when traveling from the south and from the Roberts interchange when traveling from</p>	Dislike	<p>This Alternative E2, is similar to E1 but will lead to congestion on North Holmes and therefore less attractive than E1.</p> <p>It does however affect the attractiveness and quiet of Freeman Park. It also will disrupt the nesting osprey which have been nesting there for years.</p>	Dislike	<p>This Alternative H, is the least attractive option!</p> <p>The Split Diamond interchange could lead to driver confusion. They have one exit in each direction to get to two different local exits. It doesn't solve the problem, it just doubles it by having the split interchange and also the separate US 20 diversions all within a short distance. It is much more confusing for those using US20. Commercial trucks could congest the local exits just as they do now wanting to exit onto US20 from the south.</p> <p>It more strongly affects the attractiveness and quiet of Freeman Park and decreases its size. It also will disrupt the nesting eagles on N5th and Pevero which have been nesting there for more than 10</p>	<p>None of these alternatives solve the real problem which is separating the through traffic of commercial trucks, RVs, and travelers who are not interested in stopping in Idaho Falls and just want to pass by. There will be more bottlenecks when the new event center becomes active that will tie up Sunnyside. On the north, the I15 closures due to dust and the displaced traffic on US20 is not solved.</p> <p>I15 needs to be rerouted to the west of Idaho Falls from just north of Exit 113 to the south of Roberts but north of the Osgood interchange. The current I15 section between those points should then be converted for local use only by exiting at 113 when traveling from the south and from the Roberts interchange when traveling from the north on I15. This causes</p>	<p>Definitely!!!</p> <p>None of these alternatives solve the real problem which is separating the through traffic of commercial trucks, RVs, and travelers who are not interested in stopping in Idaho Falls and just want to pass by. There will be more bottlenecks when the new event center becomes active that will tie up Sunnyside. On the north, the I15 closures due to dust and the displaced traffic on US20 is not solved.</p> <p>I15 needs to be rerouted to the west of Idaho Falls from just north of Exit 113 to the south of Roberts but north of the Osgood interchange. The current I15 section between those points should then be converted for local use only by exiting at 113 when traveling</p>

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			<p>the least disruption to the growing IF community and totally separates all the commercial traffic which doesn't want to be bothered with slow local merging traffic. This plan provides a "beltway" around Idaho Falls and keeps a clean route for interstate traffic. A wide highway could be provided from the Roberts area to connect with US20 and then on through to US26 with minimal disruption to owners along the way.</p> <p>This Alternative C may be the second best of the remaining alternatives but only solves less than one-third the problem - none of those to the north or south. We see it as somewhat less impactful in terms of change and new construction which would keep the cost lower but it will still lead to congestion on North Fremont.</p>		<p>the north on I15. This causes the least disruption to the growing IF community and totally separates all the commercial traffic which doesn't want to be bothered with slow local merging traffic. This plan provides a "beltway" around Idaho Falls and keeps a clean route for interstate traffic. A wide highway could be provided from the Roberts area to connect with US20 and then on through to US26 with minimal disruption to owners along the way.</p> <p>This Alternative E1 may be the best of the remaining alternatives but only solves less than one-third the problem - none of those to the north or south. We see it as somewhat less impactful in terms of change and new construction which would keep the cost lower but it will avoid congestion on North Holmes over that of E2.</p> <p>It does however affect the attractiveness and quiet of Freeman Park. It also will disrupt the nesting osprey which have been nesting there for years.</p>				<p>years.</p> <p>It would severely affect those living on Pevero. Four lanes of traffic at 70MPH would create a lot of noise. Concrete barriers 10 feet high would have to be installed to block the noise and that would greatly decrease the attractiveness of the neighborhood.</p> <p>On the south side of the highway, a park was planned with soccer fields that had been promoted by the city since before the Fairway Estates subdivision was started. It can't be used for other purposes because of the test wells that are required for monitoring of a disposal site. This proposed road would make access from the neighborhood much more difficult for children.</p>	<p>the least disruption to the growing IF community and totally separates all the commercial traffic which doesn't want to be bothered with slow local merging traffic. This plan provides a "beltway" around Idaho Falls and keeps a clean route for interstate traffic. A wide highway could be provided from the Roberts area to connect with US20 and then on through to US26 with minimal disruption to owners along the way.</p> <p>The Alternative I is the closest to the preferred option but it would have to be moved both further west (45th or 55th) and further north (81st) and closure of the current I15 from north of Exit 113 to near Roberts.</p>	<p>from the south and from the Roberts interchange when traveling from the north on I15. This causes the least disruption to the growing IF community and totally separates all the commercial traffic which doesn't want to be bothered with slow local merging traffic. This plan provides a "beltway" around Idaho Falls and keeps a clean route for interstate traffic. A wide highway could be provided from the Roberts area to connect with US20 and then on through to US26 with minimal disruption to owners along the way.</p>

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05/27/2019	Online Open House	Like	I like this alternative because it keeps everything in the same location as the existing roadways.	Like	I do like the Idea of having the current US 20 as a local street. This would not have an impact on me either way.	Like	Same as E1	Dislike	I do not approve of this route! I live on Pevero dr. With nesting bald eagles just across the street not only would this destroy my families peace but it would also destroy the Bald eagles habitat . It would also ruin our property values . We pay some of the highest taxes in Idaho Falls for our beautiful peace. This would disrupt so many peoples lives in so many ways. Thank you for letting me comment.	Yes! H should be Eliminated for all the reasons I mentioned above and it moves the on and off ramps too far away from town.	
05/27/2019	Online Open House	Like	It starts solving the solution at Broadway and it keeps the commercial district where it is instead of moving it. I really like the Higham connector option.	Like	I like this option too because once again it keeps the commercial district where it is.	Like	I like this option too because once again it keeps the commercial district where it is.	Dislike	This option reroutes the entire commercial district and takes down/causes force migration of endangered eagles. This is not a good option.		
05/27/2019	Online Open House	Neutral/No Response		Dislike	This option includes a lot of unnecessary roadway, duplicating a few miles of the current US-20 and increasing traffic on 33 N for access to the DOE facilities. This duplication is ugly, and creates one of those obnoxious situations where you can see where you want to be, but you can't get there from where you are. It also means more roadway to clear of snow in the winter.	Like	This is perhaps the best option, 1) it minimizes impact to other traffic that now is only incidentally in the corridor; 2) minimizes impact to Idaho Falls property tax base and hence minimizes disgruntlement of those property owners; 3) provides minimal disruption of the corridor traffic while greatly reducing the congestion on Grandview and the I-15/US-20 connection by removing the the Grandview traffic light from the equation. This could be modified slightly to provide access from the corridor to Lindsey Bl. near the Airport access.	Dislike	Most of the corridor traffic is from N bound I-15 to E bound US-20 and the opposite W US-20 to S I-15. Option H while removing the local traffic otherwise increases the travel time and miles. Option H increases roadway surface the most, with concomitant construction and maintenance costs. Further, it is perilously close to the American Bald Eagle nest at N 5th W and Pevero. While not requiring land from the Fairway Estates Development, locating US-20 along the South boundary will deleteriously impact property values and collection of property taxes.		

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05/28/2019	Online Open House	Like	This is my 3rd favorite. I like the single point interchanges at Broadway and Grandview, I feel it will handle lots of traffic over time as the area grows. I like the free-flowing express lanes to move north and south traffic from I15 to US 20 and vice versa. I like how central it is and how it is keeping everything local discouraging Urban Sprawl. However, I feel the Grandview interchange will become too busy too fast since it is at grade and traffic coming from the west going east will still be hitting back up issues.	Like	This is my 2nd Favorite. I like moving the I15 and US 20 interchange north because it spreads the east and west traffic out more giving people 3 options of travel vs only two with Alternative C. I don't like the Lewisville/Holmes Exit idea because it puts everything too north which I feel won't help relieve some traffic issues further south.	Like	<p>This is my 1st choice. I like the 3 intersections since it spreads traffic out and gives east and west traffic more options. I also like the on and off ramps on US 20 near science center because it's more central and will keep urban sprawl from happening. I also like this because the exit on US 20 East getting off at Fremont is great for those commuting from Rigby and Rexburg to the INL complex and is a more direct route on roads more capable for higher traffic vs Alternative E.1. The express way lanes are a great addition as well.</p> <p>However, this being my 1st choice there is a few things I would suggest for discussion.</p> <p>1. Instead of a frontage road with light signals from Broadway, to Grandview, to the new exit near the airport, (Split Diamond Interchange) I would recommend doing an alternative exit lane(s) to these 3 exits separated from I15 to discourage weaving with the main North and South Traffic. I recommend this because then traffic moves faster in a freeway type of setting vs sitting at traffic lights. Example: If I were traveling North on I15 and wanted to get off at the new exit by the airport and travel west to the airport. Instead of getting off and being on the frontage road and sitting at 3 lights like proposed. I would enter an alternative lane devoted to the next 3 exits divided by a median between these alternative lanes and the main I15 freeway. The sign to enter this alternative lane for example would be "Exits 118, 119A 119B" Something along those lines. Then after all these exits and on ramps this Alternative lane would reenter I15 north and south after these exits. You can see examples of this on I15 South in Salt Lake City at Exits 305 A-C and on I15 North and South in Saint George Utah between Bluff St/Riverside Dr and Dixie Dr/Crosby Way</p>	Dislike	4th Choice for consideration. Too far North and will encourage Urban Sprawl and also urban decay in central Idaho Falls since the main interchange won't be near the center of town where hotels and restaurants currently are. Feel it won't address current traffic patterns.	No, current alternatives are a step in the right direction.	<p>(E.2 comments continued)</p> <p>3. Make more lanes on I15 north and south for just the through traffic from Sunnyside Exit all the way past the new proposed exit by the airport and on US 20 from the Woodruff/ Saint Leon exit to the I15 Interchange. As the area grows more lanes will be needed. If more lanes can't be added now make room for future expansion of lanes as the area grows.</p> <p>4. Have street lights lighting the whole area from Sunnyside Exit all the way north past all exits on I15 past the airport and on US 20 from I15/US 20 Interchange past the Lewisville Exit.</p> <p>5. Make a ramp from the Broadway entrance/on ramp going north on the alternative lane I suggested to the proposed expressway from I15 to US20 so tourist traffic coming from the hotels on Broadway have a way to enter this express way vs having to get off at the new airport exit to go east further relieving traffic on the surface street level.</p> <p>6. Plan for a future expressway from US 20 to US 26 like proposed in Alternative H.</p> <p>7. Once Grandview becomes a local street with Fremont Ave, Keep bridge in place to help traffic move even slower and create a single point interchange below. Since the bridge is already there might as well keep using it.</p>

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							2. Make the 3 interchanges (Broadway, Grandview, & New Airport Exit) single point intersections. I believe these can handle the most amount of traffic over the long run. (SEE "Missed anything" for more)				

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05/29/2019	Online Open House	Like	I believe this is the best option. Keep it where it is currently located and make improvements. Seems to be less intrusive to several housing communities and businesses.	Neutral/No Response		Neutral/No Response		Dislike	Not a good option. Living in Fairway Estate, I believe this would have a very negative impact on our community. Increase noise pollution, loss of property value. A pair of Bald Eagles nest just across from Pevero Entrance. These birds have nested here for several years and have raised many chicks along the way. Moves traffic away from downtown and river/hotel region, loss of revenue. This is just a small list and reason why I believe that this alternative should be removed from consideration.	Option H due to reason already listed.	

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05/30/2019	Online Open House	Neutral/No Response		Like	Either this option or option E2 are by far the best option!	Like	Either this option or option E1 are by far the best option.	Dislike	<p>Out of all the options....this one is the WORST! This would negatively impact both businesses and homeowners the most! Traffic would bypass our downtown, hotels, restaurants, etc. Also, it is beyond me as to why you would want to destroy so many nice homes! Fairway Estates, Heritage Hills, and River Acres area are some of the nicest areas that are on the west side of the city! Putting this connector out there would have a huge impact on the value of the homes. I'm not sure how this is even an option to be honest! People work their whole lives and their home is their biggest investment in most cases. You would be destroying that for so many! The entire area would loose it's appeal....we are annexed by the city (and pay one of the highest tax rates, our home values would decrease, thus it would cost the City money because they would not be collecting so much in taxes), but love the rural feel....having a major connector running right next to the neighborhoods would ruin all of that.</p> <p>One of the other options make so much more sense, leaving the connector close to wear it already exists, not bypassing businesses, and not displacing so many homeowners and devaluing SO MANY NICE HOMES....not just a couple of homes, but lots and lots of homes! I ask you, ITD, would you like this running through your backyard and affecting your investment? Please make a better choice! Don't destroy so many people's homes!</p>	No question, Alternative H should be eliminated. It affects way too many homes and families rather than a few old buildings that would be affected by one of the other options.	

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05/31/2019	Online Open House	Like	I support it	Like	I support it	Like	I support it	Dislike	I greatly OPPOSE this option. I live in Fairway Estates near Pevero Drive and I am incredibly concerned about the potential traffic noise and pollution and decreased home values. I do not want my quiet peaceful neighborhood turned into "Freeway Estates". Not to mention how damaging a four lane highway would be to the local ecosystem. We have a large number of eagles in the area, living so close to the river. The reason we bought our home was because it was quiet and peaceful. The idea of running a four lane highway in our backyard is just devastating and horrific. Please consider any other option than this one.	Yes. Option H has the greatest negative impact on home values and quality of life. The other options keep the noise and traffic concentrated in their current locations. Why would ITD want to increase and compound the negative affects of traffic noise and pollution so that MORE people (more families) have to suffer? Just say no to option H!	
05/31/2019	Online Open House	Like	This appears to be the clearly superior alternative, without knowing the engineering or budgetary ramifications of each alternative. Alternative C keeps the major thoroughfares in their existing locations and would create the least disruption for traffic patterns and neighborhoods.	Like	The only seeming advantage to this alternative is it creates greater separation between the main Idaho Falls exit off of I-15 and the US 20 exit. There may be a modest advantage to bringing the exit nearer to the airport. but traffic at the airport doesn't appear to be a problem. It creates significant disruption.	Like	The comments for E1 apply to E2.	Dislike	This seems to be the worst alternative of the options for a number of reasons: 1. It creates the greatest disruption of neighborhoods. 2. It requires a significant re-routing of US 20. 3. It pushes traffic away from the Idaho Falls business district and into residential areas. 4. It would appear to be the most costly of the options. 5. It potentially impacts a federally protected bald eagle nest in the area. Option H should be eliminated from further consideration.		

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05/16/2019	Web comment	<p>My preference is your Telford Road interchange. Growth will continue. My reasoning is that the East Side of Idaho Falls is growing fast with a lot of congestion. It would be good for long range plans to make a East side connector. My suggestion is to widen Ammon Road from Telford Road South to 7 lanes. This would facilitate traffic from the East side of Idaho Falls traveling to US20 or I-15.</p> <p>Hitt road was widened to 5 lanes about 10 years ago and will soon be congested. The long range plan for Hitt road was 7 lanes. It should have been done that way.</p> <p>Thanks for all your work. I can see that a LOT of effort has been expended in your study</p>
05/17/2019	Web comment	<p>I'd like to suggest that the current interchanges at I-15 and US 20 essentially in place.</p> <p>My thought is to add another interchange north of exit 119 that provides a beltway type connector to the east to US20 and perhaps eventually to the west as the need is determined.</p> <p>I am sure there are shortcomings to this idea with one glaring item being how do you "force" the northbound (and southbound) Rexburg/Yellowstone traffic to use the new interchange and essentially change old habits.</p> <p>Thanks for your time.</p>
05/16/2019	Web comment	<p>I would hope that the I 15/US20 revamp would also include a plan that includes a future belt route around Idaho Falls. Current traffic congestion is terrible.</p> <p>I would hope any plan would NOT route future traffic to the east to benefit businesses that have built far off of I-15.</p>
05/18/2019	Web comment	<p>As a Citizen of Idaho Falls for nearly 10 years, I fully Support Alternative C for the new Transportation Project for the Proposed Modification Plan based my Viewing of the Four Remaining Recommendation's of the Planning Commission and the State of Idaho Department of Transportation Maps. It seems like it is the most economical and plausible based on future goals for the Growth of the City that the Planning Commission and the City Council have recently Approved for our Area.</p> <p>I do not take the paper so I missed the Local Hearings on this but I have seen the remaining four plans and again Support Alternative Plan C as what I see as the Best Alternative!</p>
05/18/2019	Web comment	<p>Is there a current map of proposed connector routes and the proposed high-capacity northwest bypass available on the internet?</p> <p>Thank you, [redacted]</p>
05/20/2019	Web comment	<p>We are very concerned about the Connector route option H. We own property in Fairway Estates and think this will negatively impact our property value and our quality of life.</p>

05/19/2019	Web comment	<p>First, i believe your primary focus is misplaced. You are missing this point. The travelers using these routes are visitors to our community. That said, in my opinion, you should focus first on the impact of the community and home owners first!</p> <p>I know that there is a proposal, one of many, that would place the connector on the south side of Pevero drive. I am sure when I say that I purchased where I did because of the country feel and the peaceful, quiet atmosphere of the golf course and proximity of major roads, that I, am not alone.</p> <p>The major contributor to the traffic congestion is the INL complex, commuters to and from Rigby and Rexburg. Idaho Falls is the major benefactor of this traffic.</p> <p>Therefore any proposal should be constructed as close as possible to those who benefit most from the project!</p> <p>There is very little to be gained by the residents of Fairway Estates and the other neighborhoods in the area by placing this project a mile and a half north of Idaho Falls and the INL complex.</p> <p>I for one will oppose any plan to construct this major highway on the south side of Pevero until the bitter end. I will also get involved and support any effort to do so.</p> <p>Thank you for the opportunity to voice my opinion. I do hope my observations will be considered from the point of of the home owners that are affected, as we are the ones that are affected by the decision you make!</p> <p>Thank you</p>
05/19/2019	Web comment	<p>As one who travels those roads I do not want to see Option H. Be done! mfeqmnToo much traffic and noise will destroy the property values and homes.</p>
05/21/2019	Web comment	<p>OPTION H:</p> <p>I am a resident of Fairway Estates and I am building another house on the north side of the subdivision. I believe that OPTION H would greatly impact our community in a negative way. The increased road noise alone would lower the value of our homes within our community, this is a Golfing Community, therefore we do enjoy our peace and quiet.</p> <p>A option that i have not seen yet on your website or on the map is to push your proposed plan for US-20 further south to Iona/35th street, this would allow you a straighter shot to I-15, would cut the cost of having to buy out people of their expensive homes, cut down on road noise, use a pre existing on/off ramp.</p> <p>another option would to use 65th on the north side of sage lakes golf course, this would allow the same opportunities as my previous plan. this would allow a straight shot to the freeway, with little to no impact at all on pre existing homes and the community that surrounds it.</p>
05/23/2019	Web comment	<p>Is the 81st North connector still an option on the table? I would like to be kept aware of the progress. Thanks.</p>

05/23/2019	Web comment	<p>Re: option h</p> <p>I am opposed to option H for the following reasons:</p> <ul style="list-style-type: none"> • Loss of property value. • Bald Eagles nest • Increased noise and traffic for local residents. • Safety concerns for bikes and pedestrians who will have no way to access the city. • Loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. "Option H" would dramatically change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city. • Structural concerns with building over the landfill. • Conflicting reports with recent FAA regulations and restrictions on building in this area. • Option H moves I-15 traffic further North before residents can exit. This section of the interstate is frequently closed due to visibility on high wind days. This will impede traffic regularly. • School District 91 already owns land in Fairway Estates to build a new elementary school, so other options that impact Templeview Elem. would not negatively impact local kids as the district is prepared to build a new school. • Eaglewood Road was left open to the South with the intent to connect to 33rd N and the park the City of IF promised to build on top of the landfill. This highway would destroy that access. <p>Honestly, it just seems silly to move the traffic further north. It seems like a huge waste of money.</p>
05/23/2019	Web comment	<p>Please get rid of Option H. It is very disruptive to all of the area north of Idaho Falls. Property values will plummet. The eagles nesting just off of Pevero will lose their habitat. People wanting to go to Freeman Park and the Greenbelt to work out will lose easy access. Commutes to the INL and other businesses on the West Side of IF will be disrupted. You'd be taking a beautiful and peaceful part of Idaho Falls and ruining it. Eliminate option H now!</p>
05/25/2019	Web comment	<p>Alternative C is the best option. While alternative C may cause near-term inconvenience, it will save a large amount of money over the short term and long-term, as it requires the smallest amount of new road construction. Alternatives E and H will require more funds in perpetuity to maintain all the new roadways.</p> <p>Alternative C will not impact Idaho Falls city revenue as alternative H would. Alternative H would create a significant drop in property values in the Fairway Estates development. An area with high-value homes that contribute extensive property taxes. Again, over the long-term, that would impact Idaho Falls city coffers.</p> <p>Alternative H will also move the interchange to a part of I-15 that is often closed as a result of high winds, and move traffic away from current business centers.</p> <p>Alternative C would not direct traffic away from existing businesses, forcing them to close and relocate or go out of business.</p>

05/25/2019	Web comment	<p>I respectfully ask you to remove option H of the I-15 US 20 connector project. I live in Fairway Estates, just north of Pevero and feel there are too many problems with option H.</p> <ol style="list-style-type: none"> 1. Home values in Pevero, Kings Island and Fairway Estates would be negatively impacted. These are beautiful homes in high value neighborhoods. Since property values would obviously decrease and decrease dramatically, so would the property taxes that would be collected from these properties. This would impact schools and many other things. 2. Every summer we host many guests in our home and one thing we always do is show them the bald eagles nest on 5th West just across the street from the Pevero entrance. With all the construction and then traffic, no doubt the eagles would leave. Please protect the bald eagles! 3. Noise. We already deal with the noise from the Idahoan Foods factory across the river and the traffic noise would increase dramatically. We live in a relatively quiet neighborhood and that is one of the appeals to our area. This will drive down property values as well and decrease tax revenues. <p>Option C has several advantages to option H:</p> <ol style="list-style-type: none"> 1. Option H would require more construction, more money, more time. Why build option H with at least 4 interchanges when plan C would only have 2? 2. This interchange would not be in a high wind area. If option H were built you risk the freeway being closed more often. 3. This impacts the fewest number of residential homes and would be fewer homes you would have to buy to build the road. <p>Again, I ask you to please remove option H from consideration! Thank you very much.</p>
05/26/2019	Web comment	<p>It is unfortunate that you have removed Alternatives I and K from future consideration because they could be part of a future belt route around the Idaho falls area. Someday a belt route will be needed and it would be easier to plan for it now than when the needed land has been subdivided and developed.</p>
05/26/2019	Web comment	<p>I understand about the congestion that is happening on US 20 however I think there needs to be a better way to deal with it other than ruining our neighborhood with what you are proposing. Why don't you go further north away from the housing district you are proposing. Have you considered this option. We do not want this to happen here. If you were going to do something like this it should have happened a long time ago in this area. We live on N 5th W and this would not be good for us. We don't want any part of this I-15/US 20 deal at all.</p>
05/25/2019	Web comment	<p>I live in Fairway Estates and DO NOT want the connector put by my neighborhood (option H). It would significantly decrease my property value. It would also ruin the peace and quiet that I love. It is definitely a safety concern also, many people use east river road as a biking location. We have a federally protected bald eagle nest that would be disturbed. It would take traffic away from historic downtown. This is not a viable option. I want this option removed from consideration please</p>

05/25/2019	Web comment	<p>This comment is in opposition to "Option H". As a member of the community largely effected by this option I am concerned for a number of reasons. Of course, I am concerned for obvious reasons such as noise and loss of property value. This would affect the city due to the loss of property tax revenue as Fairway Estates pays a higher tax rate. One of my main concerns is that this neighborhood would largely become isolated from the rest of Idaho Falls. Already, 5th West is a fairly quick road and as such it is difficult for my family to ride bikes/ walk to other places in town that we would normally be able to do. Having a large highway would make it nearly impossible for community members to leave the neighborhood without use of their car, the danger for our children would increase. If this option is considered there would need to be a large wall built, high trees so as not to affect the view for the residents, roads built to allow for pedestrians and bicyclists. The interchange considered directly near 5th west and Pevero would need to be moved farther south. Pevero is the busiest road in the neighborhood as it is the first entrance and one of the main roads that connects to the entire neighborhood. Other concerns include the structural difficulty of building over a landfill and the presence of federally protected bald eagles located across from the entrance to Pevero Dr.</p> <p>"Option H" includes a split diamond interchange in the downtown area to address the concerns present there. It seems to me that the other options also addresse this area. "Option H" addresses that area and then continues to build a new road away from the downtown area, which seems like it is simply adding extra expense by doing two things.</p> <p>I believe the other options help to keep the roads downtown. That is where we want people driving, by our businesses and through our city.</p>
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05/28/2019	Web comment	<p>We wish to express our strong opposition to Proposal “H” for the I15-US connector. We would be best served by utilizing plans using roadways of Exits 118 and 119 to achieve this connector.</p> <p>We made the decision to locate in the Fairway Estates area because it was in a somewhat rural, quiet setting. The construction of this connector would severely disrupt this environment resulting in a loss of property values resulting in a loss of property tax revenue to the City of Idaho Falls.</p> <p>For the past 10 years we have had a pair of endangered bald eagles nesting in the poplar trees on the west side of N 5th E and Pevero Dr. entrance. This construction project would severely disrupt their environment. Why would the State of Idaho even consider a project this close to their nesting area? Were any environmental studies conducted prior to consideration of this route?</p> <p>The City of Idaho Falls promised the landfill area would be made into a park.</p> <p>Why route tourist traffic almost 2 miles north of the Idaho Falls downtown/hotel area? The City has been working diligently to draw business into this area. Business in the existing Exit 118 & 119 were constructed in these locations because of the accessibility.</p> <p>The better option(s) will be to design traffic pattern using the existing road system to achieve the best flow of traffic as in plans E 1 & 2.</p> <p>[names redacted]</p>
05/28/2019	Web comment	<p>My concerns are:</p> <ul style="list-style-type: none"> ~Access of emergency personnel to the Osgood area. ~Any alternative closing off Lindsay Blvd. would isolate and add miles and time to the commute and drive to town from the Osgood area. Also would be bad to close off access for workers to the Idahoan plant. ~We want to keep tourists passing through Idaho Falls, not passing by. We want to encourage them to stay and shop in Idaho Falls. ~If the plan is to eventually expand Idaho Falls to the north then we need to have that conversation openly.
05/30/2019	Web comment	<p>I am in favor of Alternative H as the only option that could, in the future, shift traffic from Grandview Avenue to a route away from residential streets. Because of GPS information or local knowledge, drivers know the quickest connection from the Arco highway to Highway 20 heading north is using Bellin Road and Grandview Avenue. This has significantly increased truck traffic on these residential streets. This alternative also produces the least impact to homes, businesses and existing traffic during construction.</p>
05/30/2019	Web comment	<p>Just writing to let you know that I hope you do NOT put the I-15US20 corridor over the land fill by Fairway Estates. We are considering moving there and feel that it will lower land values and take away the from the reason we would like to move there: a quiet rural setting. Please find a different route and leave this area as it is. I also don't feel comfortable with a corridor being built over a sanitary land fill. Also I understand the people of Fairway Estates were told that the landfill was going to be turned into a park not a freeway. Thank you</p>

05/31/2019	Web comment	<p>I-15 / US-20 Connector</p> <p>I feel that Alternative H will be the most beneficial to both the County and City. I also feel that it is important that the existing US 20 be reduced to a smaller street section at a lower elevation so that the City does not have an expensive road to maintain with aging bridge and over passes.</p>
06/02/2019	Web comment	<p>I live on Pevero Drive and I'm very concerned about the possibility of a road going in my backyard for several reasons. I have lived with a free way beside my home in the past and the exhaust from the cars was very bad and Idaho doesn't have the regulations on the cars as the state I lived in. My husband and son have bad asthma and we moved to this location for cleaner air and quiet evenings. I'm also concerned about the Idaho Falls commerce if you don't keep the roads closer to the hotel's and restaurants so Idaho Falls doesn't lose the income to other locations. The value of our property will go down and we do pay the second highest rate in the city of IF. There are many other reasons for my concern and I will be at the meeting June 10 2019. Thank You for taking the time to listen to the very concerned people on Pevero!!!!!!</p>
06/01/2019	Web comment	<p>Alternative H is undesirable because:</p> <p>(1) This east-west route introduces major new limitations (complex intersections and greater congestion on the existing and planned N-S roads) to north-south traffic flow from the downtown area. In particular, it will tend to isolate the Fairway Estates and River Acres Estates subdivisions from their current close and easy access to downtown and the airport. This comment applies separately to drivers, bicyclists, and runners/pedestrians on 5th West and on Lewisville Highway.</p> <p>(2) Undeveloped land in this affected area therefore will be less attractive for incremental future development, reducing future property tax revenues for the city and county</p> <p>(3) Homes in Fairway Estates/River Acres Estates are desirable for the less-developed feel of those subdivisions. A major limited access highway in the region will radically alter this, hurting property values</p> <p>(4) The undeveloped land around these northern subdivisions represents the major opportunity for continued growth close to the amenities of the downtown area. It makes little sense to propose that uniquely located property be used for speeding Utahns on their way to Yellowstone NP rather than retaining that land for the benefit of city and county residents.</p>
05/31/2019	Web comment	<p>After attending the public meeting on May 16 and studying the alternatives, Alternative H appears to be the best option out of the final four.</p>

Comment Date	Comment Source	Comment
05/16/2019	Email comment	<p>I think it's a big mistake to have an interchange on E. River Rd. Right now there's too much traffic that the road cannot handle it. The interchange needs to be on Lewisville highway. Fifth W. will need a wider road if you try to put an interchange there, too many residents also to the north and south of that proposed interchange. If you keep H I think the on off ramps should be at Lewisville hwy and not east river road. it's best to have your roads and interchange closer to commercial areas not residential areas. If I lived on Pevero I wouldn't be happy Having cars racing past my backyard. Pevero homes Have very shallow backyards and the cars will be about 50 feet from peoples bedrooms. Noise barriers won't keep out the noise when you're that close. I think it's best to scratch Alternative H. The other alternatives have the least amount of impact on other people and gets rid of 40-50% of the congestion and keeps the new roads in commercial areas. Thanks</p>
05/17/2019	Email comment	<p>Dear Highway Engineers,</p> <p>With the congestion on the present location of the I-15-US 20 connection and the huge cost involved in replacing all the bridges and overpasses that presently exist plus the disruption of traffic over a period of years seems to be a nightmare in the making.</p> <p>It seems to me a better choice could be made by moving the I-15-US 20 connection 9 miles north to West 145 North to what is known as County Line Road. As you know, there is presently on interchange in place and a bridge over the snake river at this location. Changes could be made and improvements to this interchange and the one on US 20 that now exists. The road between the two interchanges could be widened to four lanes and designed to connect with US 20 at the intersection of County line road and the present US -20 interchange two mile north of Ucon.</p> <p>This new location would take the construction outside of the City of Idaho Falls and save millions of dollars in taxpayer money.</p> <p>The Projects now under consideration could then be planned for and updated as necessary without all the congestion and traffic control measures needed to protect the public during construction.</p> <p>I realize that it would be necessary to widen and enlarge the Snake river bridge and make some changes to the existing overpasses.</p> <p>The clutter that is now the I-15- US 20 connection in Idaho Falls could than be done at a slower pace and avoid much of the congestion that will happen if you proceed with our present plan of operations.</p> <p>A concerned citizen.</p>

05/20/2019	Email comment	<p>To Whom it May Concern:</p> <p>I am concerned about Option H (the back of Pevero Drive) near East River Road.</p> <p>Concerns:</p> <ol style="list-style-type: none"> 1. We purchased property in Fairway estates so that we could be farther away from traffic. Those near Templeview school purchased their homes with full knowledge that they were near a busy freeway. 2. Besides Stonebrook, we have the highest property taxes. This is how high tax payers are treated? By punishing them with a freeway in their backyard? 3. There is an eagles nest right at the end of Pevero Drive. Eagles are federally protected. This development will disrupt the eagles nest. 4. Templeview is an older school that is in need of renovations anyway. If the new freeway removes Templeview, then a new school can replace it. 5. Property values in Fairway will plummet. Property values near Templeview will remain unchanged. <p>Thank you for your consideration. Please don't put a freeway in our backyard! I love my home more than any place I have lived. I don't want to be forced to move, but I can't live next to a freeway.</p>
05/22/2019	Email comment	<p>I am expressing my concern over the proposed Alternative H for the I15-US20 connector. I have visited the website a few times and have tried to figure an answer to the traffic congestion. But until today I had not seen Alternative H.</p> <p>Not only am I a home owner on 5th W and would be tremendously affected by this alternative but I have two neighbors north of me that just recently became widows and they would also be severely affected. Losing their husbands and now the possibility of losing their homes is frightening. On a personal level we bought this property 25 years ago and have worked hard to make our property an investment for our retirement years. Putting this option in place takes away our nest egg.</p> <p>Along with my personal concerns the highway is so close to Fairway Estates that it would negatively affect a large majority of the high-end homes that were built there. This option could also affect the property values and residents of River Acre Estates.</p> <p>This option would have to also consider widening of N 5th W. The traffic on this road has already increased, the road would need to be widened and turning lanes would need to be installed because of the increased traffic this option would involve. With the INL buildings on MK Simpson Boulevard the employees would increase the traffic on N. 5th W. enormously.</p> <p>I heard that this is an appealing proposal because it would not disrupt the current traffic flow but, in the end, would it not cause more traffic issues. Large trucks will be using this road right next to a residential area and how long until this road will have to be widened or enlarged for the increased traffic?</p> <p>Praying Alternative H will not be considered.</p>
05/23/2019	Email comment	<p>Aboustly not building a highway behind my home these homes in this neighborhood are worth half a million or more you will not ruin our neighborhood. HWY 20 is fine where it and doesn't need to be move anywhere. Find something else for us to spend our tax money</p>

05/23/2019	Email comment	<p>My name is [redacted]. I have lived at [redacted] N 5th W in Idaho Falls for 13 years. When I first heard of option H for the I-15/20 corridor, I was literally sick to my stomach from worry. I live in one of the oldest homes right off of N 5th W, right down the road from Pevero. My house is a mere 10 ft from the main road of 5th W. I have 3 small children and the proximity to such a treacherous road is frightening to me and that is without a major highway being moved right down the street.</p> <p>We have many bicyclists and runners that are already risking themselves by using N 5th W. There are numerous accidents and deaths up and down N 5th W. To bring more traffic to an already burdened roadway system seems unnecessary and foolish to me.</p> <p>Our property is surrounded by fairway estates, but we are considered as part of the county, being grandfathered in by the age of our property. We have horses, goats, pigs and graze cattle in the summer and fall. I am also worried about the affects the increased traffic will have on our animals. We also have wild life to consider; we have Bald eagles that nest in the trees right over by Pevero.</p> <p>I am writing this email to plead to remove option H from your considerations. I truly believe there are other options that would pose less risk to our local business, community safety, livestock and wildlife.</p> <p>Thank you for taking the time to hear my concerns,</p>
05/23/2019	Email comment	<p>Option H is not a good option there are many reasons. I grow up in this area and it's perfect for being close enough to the city yet far enough away that we get the country in our back yard. Both my husband and I felt we needed to come back cause it feels like home if we use this option then our home will no longer feel this way. It will be loud with the traffic. We will no longer have the option of getting a park in our back yard like was planned. Our children will not feel as safe to play in the neighborhood. Please go with a different option. Thanks</p>
05/25/2019	Email comment	<p>Idaho Transportation Department held a public meeting to gather public input on a list of proposals to create traffic improvements on the I-15/HWY 20 Interchange (Exit 119). They have narrowed these proposals down to four options. One of the options ("Option H") would move HWY 20 directly parallel to Pevero Drive and create an overpass and interchange just South of the intersection of 5th West and Pevero Drive. Many of my neighbors on 5th West would lose their homes. All residents will be subject to years of construction, road noise, busy traffic, significant loss of property values, and our quiet country neighborhoods would become a hub for a major five lane highway.</p> <p>Here is a short list of some of the reasons why we believe that "Option H" should be removed from further consideration.</p> <ul style="list-style-type: none"> • Loss of property value for residents. • Federally protected Bald Eagles nest just across from the Pevero entrance. • This plan directs highway traffic away from Idaho Falls Downtown and the river/hotel regions. Moving the highway interchange will result in lost tourism revenue and negatively affect local businesses. • Increased noise and traffic for local residents. • Safety concerns for bikes and pedestrians who will have no way to access the city. • Loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. "Option H" would dramatically change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city. • Structural concerns with building over the landfill. • Conflicting reports with recent FAA regulations and restrictions on building in this area. • Option H moves I-15 traffic further North before residents can exit. This section of the interstate is frequently closed due to visibility on high wind days. This will impede traffic regularly. • School District 91 already owns land in Fairway Estates to build a new elementary school, so other options that impact the Elementary would not negatively impact local kids as the district is prepared to build a new school. • Eaglewood Road was left open to the South with the intent to connect to 33rd N and the park the City of IF promised to build on top of the landfill. This highway would destroy that access.

05/25/2019	Email comment	<p>I am appealing to you to please abandon the “Option H” scenario for the new I-15/US 20 Corridor. As a resident in Fairway Estates, I can’t imagine the devastating effect Option H would have on the neighborhood. As a result of this option, the distances between the new Highway 20 connector and our properties would then be measured in yards, not miles. The noise alone would destroy the neighborhood’s desirability, property values, and the quiet enjoyment of our homes. I am a senior citizen who spent a long time deciding on this neighborhood for my home. This is a neighborhood of larger homes on larger lots surrounded by the Sage Lakes Golf Course. All great reasons for making this a wonderful place to live. The Option H scenario you are now considering would literally “trash” the entire neighborhood. I don’t believe I or any of my neighbors would have considered living here had we known a freeway would become our new neighbor. On so many levels, this would be so wrong. It truly becomes a breach of faith and trust. There are many other options available, and certainly many of them do not destroy existing neighborhoods. I respectfully ask that you eliminate Option “H” from being considered as a path for the new connector.</p>
05/25/2019	Email comment	<p>Idaho Transportation Department held a public meeting to gather public input on a list of proposals to create traffic improvements on the I-15/HWY 20 Interchange (Exit 119). They have narrowed these proposals down to four options. One of the options (“Option H”) would move HWY 20 directly parallel to Pevero Drive and create an overpass and interchange just South of the intersection of 5th West and Pevero Drive. Many of my neighbors on 5th West would lose their homes. All residents will be subject to years of construction, road noise, busy traffic, significant loss of property values, and our quiet country neighborhoods would become a hub for a major five lane highway. Here is a short list of some of the reasons why we believe that “Option H” should be removed from further consideration.</p> <ul style="list-style-type: none"> • Loss of property value for residents. • Federally protected Bald Eagles nest just across from the Pevero entrance. • This plan directs highway traffic away from Idaho Falls Downtown and the river/hotel regions. Moving the highway interchange will result in lost tourism revenue and negatively affect local businesses. • Increased noise and traffic for local residents. • Safety concerns for bikes and pedestrians who will have no way to access the city. • Loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. “Option H” would dramatically change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city. • Structural concerns with building over the landfill. • Conflicting reports with recent FAA regulations and restrictions on building in this area. • Option H moves I-15 traffic further North before residents can exit. This section of the interstate is frequently closed due to visibility on high wind days. This will impede traffic regularly. • School District 91 already owns land in Fairway Estates to build a new elementary school, so other options that impact the Elementary would not negatively impact local kids as the district is prepared to build a new school. • Eaglewood Road was left open to the South with the intent to connect to 33rd N and the park the City of IF promised to build on top of the landfill. This highway would destroy that access.

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05/26/2019	Email comment	<p>Why would we want to move automobile traffic closer to the airport since the air traffic is concerned about safety in that corridor? I think option H is the worst choice of all options. It looks like the most expensive and least efficient of all options.</p>
05/26/2019	Email comment	<p>we live in fairway estates and ARE STRONGLY APPOSED against plan H.. We built out north to be away from the traffic.. this proposal would make out property values go down, more noise than we already have, FEDERALLY PROTECTED BALD EAGLES HAVE LIVED HERE FOR YEARS!!!! ,safety concerns a lot of people walk and ride there bikes down this road, why would you ever build over the land fill that has been there for over 30 years you could have major environmental problems if disturbed. FAA regulations on building that close to the airport major runway!!, commuting in and out of the neighborhood would be horrible, Dist 91 already owns land for a school. We don't need a big interchange by a school placing kids in danger!! SAFETY!!!!,and the city has promised a much needed park.. Don't you dare THOSE BALD EAGLES!!!!</p>

05/26/2019	Email comment	<p>We have owned my home on Pevero for 17 years. We bought our home in this area to enjoy a peaceful and quiet location for our retirement. Alternative H would significant noise, headlight, and traffic congestion problems during construction and future traffic on US20. Due to the prevailing southwest wind, dust during construction and litter blowing into our yard would also be a major problem. This selection would devalue our home as we would have to sell due to these problems.</p> <p>The NEPA Act (42 USCA 4331 et. seq.) statement: "Significantly impacting the quality of the human environment..." would apply to Alt. H. Since this alternative will require an EIS, other options must be considered. A "No Action" alternative must be considered under NEPA EIS. Alternatives C, E.1, and E.2 clearly would have significantly less environmental impacts as they are in or close to the existing US20 corridor. These impacts already exist along the existing corridor. Other options which could qualify for a Categorical Exclusion (CATEX) should be considered. Improvements to existing highways have qualified for CATEX (see improvements to I69 in Kentucky as one of many examples). These options should include slowing traffic further away from the interchange (i.e., reducing the 50 mph limit to 35 mph further north on US20), remove the stop light at the interchange with a dedicated exit ramp into the middle or left lane of US20, rerouting Grandview, etc. Alternative C could qualify for a CATEX with bridge improvements only.</p> <p>Other impacts from ALT. H include the bald eagles nesting at the end of Pevero (nesting has continued for the last 5+ years), the raptors in our area including goshawks and owls, and traffic on East River Rd. interfering with school bus pickups.</p> <p>Another major concern, would be rerouting US20 over the Hatch Pit. The pit is a NWSWLP Tier II landfill governed by Idaho Code 39.79. The pit has an approved operating and closure plan. The plan allows a 20 ft waste deck above grade which is already receiving waste. The closure plan requires soil overburden and stabilization. The present pit north sidewall is within about 10 ft of the homeowners property line and utility right-of-way. Consequently, a 4-lane US20 would have to go over the pit. The NWSWLP plan would require modification with public meetings and ID-DEQ approvals. Construction for US20 could be delayed years waiting for the pit operations to end. As a retired engineer, revising the closure design and structurely building US20 at elevation over waste pit with 20 ft of waste above grade would be difficult and costly. The environmental impacts of this would also have to be addressed in the EIS.</p> <p>Other considerations: 1) County and city rezoning with public hearings would be required.</p>
05/26/2019	Email comment	<p>Option H is a horrible option. The resulting highway noise,litter,traffic, would be a nuisance and of great concern to a family neighborhood. Enviornmentally,federally protected Bald eagles nest just across from the Pevero street entrance. Please do not use the option H choice.</p>

05/27/2019	Email comment	<p>Alternative Option H for the I-15 US 20 interchanges is a poor choice for a number of reasons that will be explained in further detail.</p> <p>Reason 1: Cost/Benefit analysis-it would cost the taxpayers a more substantial amount of money for Option H as the other alternatives (C, E1 and E2) due to instead of expanding current roadways already in place new roads and overpasses would need to be constructed from scratch.</p> <p>Reason 2: The negative impact Option H would have on existing housing communities near the proposed location. This includes Fairway Estates, Heritage Hills, and other individual property owners. The noise from traffic going beside these communities would decrease the quality of life of these residential areas and also decrease property values significantly.</p> <p>Reason 3: Option H will negatively impact local businesses as the traffic is moved away from downtown and local streets. Downtown Idaho Falls is finally rebuilding and expanding and the benefits from increased traffic would also benefit local businesses in a favorable way. With redirecting traffic from local streets you are killing downtown's economic possibility for positive growth.</p>
05/27/2019	Email comment	<p>We are strongly opposed to ANY project which causes disruptive activity in established neighborhoods and parks. The connection MUST be routed away from the city. If we wanted noise and traffic we would live in Los Angeles.</p>
05/27/2019	Email comment	<p>I see two possible environmental concerns with proposal "H", the nest of an endangered bald eagle and possible leachate from a landfill and wonder why the state of Idaho would even consider proposal "H. This proposition would impact more Idaho residents living in Fairway Estates and the surrounding areas than the other proposals. These people purchased property and built homes in an established subdivision with expectations of being in a quiet residential area. As the local residents begin to realize that instead of a community park that they planned on using they will be getting an interstate interchange located in their backyard, we will see more for sale signs going up. The impact of proposal of "H" on this subdivision and surrounding residents would be highly disruptive as it will create a noise pollution problem and congestion in this quiet residential area. It can impact current property values and may cause legal action by property owners. With" H", I believe that the cost of noise barriers should be included in your cost estimate along with the cost of an Environmental Impact Study on the affected endangered bald eagle nest and consideration of the cost of monitoring leachate caused by high speed trucks passing over the top of a landfill. These items can increase the cost of this proposal making it the least cost-effective and the most disruptive option. A more acceptable action would be to tie into the existing road system as efficiently as possible and the other three proposals seem to accomplish this.</p>

05/28/2019	Email comment	<p>On May 24, 2019, I mailed you the response form from the public meeting on the above referenced connector project. On the response form, I indicated that I supported alternative H. I am a resident of the Fairway Estates Subdivision, and since May 24, my neighbors in Fairway Estates have brought to my attention numerous concerns with alternative H. I share their concerns. I have attached a copy of their concerns with alternative H (see attached).</p> <p>I support the concept of a connector from U.S. Highway 26, and U.S. Highway 20 to Interstate Highway 15. I feel that a connector from highways 26, and 20 to Interstate 15 would relieve traffic congestion and weaving in the Exit 119, John's Hole Bridge area on U.S. Highway 20. I suggest that the connector from highways 26 and 20 to Interstate 15 be moved at least one mile north of the north boundary of the Fairway Estates Subdivision. The present north boundary of the Fairway Estates Subdivision is 65th North Road.</p> <p>I appreciate the efforts of the Idaho Transportation Department to relieve traffic congestion and weaving on Highway 20 in the John's Hole Bridge, Exit 119 area. If I can clarify any of my comments, and suggestions, please do not hesitate to contact me.</p>
05/28/2019	Email comment	<p>I would like to send this email to share my comments in opposition to Alternative H for the I-15/US-20 Connector. I will state the obvious, I am a homeowner in the Fairway Estates neighborhood. We bought this home approximately five years ago in an area that my wife and I selected because it was quiet and offered a "country feel". Prior to buying, we spent months searching in Idaho Falls for something with a similar environment that Fairway Estates offers. We feel that we paid extra for these features but also felt that it was worth the extra money.</p> <p>My primary points of opposition are as follows:</p> <ol style="list-style-type: none"> 1. Building a high speed / capacity highway in my backyard will increase neighborhood noise and cause a negative impact on the neighborhood "country environment." There aren't too many neighborhoods in Idaho Falls that are similar to Fairway Estates. 2. The loss in property value will have a large negative impact on my financial planning and future financial stability. My home is my largest investment and something that I have planned on increasing in value over time. I don't know how I can afford a large loss of value. 3. I believe that roadway expansions / improvement projects should make all efforts to utilize existing roadway corridors that are already developed and established. 4. According to the comment form, even with the implementation of Option H, safety and capacity improvements will have to be made to the existing intersection complex which will mean that construction activities will be conducted in the existing area already. 5. I believe that the implementation of a bridge to connect Higham to Lindsey, an overpass and bridge expansion, and a Northbound US-20 "no stop" merge lane would solve the majority of the problems with the Grandview and I-15 on ramp traffic issues. 6. I believe that ITD can come up with a creative solution to solve this problem within the existing connector corridor. <p>I would also like to request that ITD hold a meeting with members of Fairways Estates and other property owners that are within the potential impact area of the proposed Alternative H. Many of the people living in this area are older and may not have seen the Facebook posting for the public meeting. I know that several of my neighbors had not heard anything regarding Alternative H.</p> <p>Thank you for your time and consideration.</p>

05/28/2019	Email comment	<p>Thank you for taking comments from the community on this issue. I am a resident of Idaho Falls living in the Fairway Estates Subdivision.</p> <p>I would like to throw my support behind Option C. There are several reasons for this.</p> <p>*I am concerned that the commercial development option H would inevitably bring to the area around the new road would further threaten the Broadway corridor. This area is already struggling and I would hate to see it further threatened. This area already has key infrastructure such as hotels, grocery stores, restaurants, gas stations and small businesses. These business owners would be impacted by creating a new road in an undeveloped area. This may lead to urban blight in this area and that is bad for residents of Idaho Falls and the city as a whole.</p> <p>*The Broadway to Grandview area is already part of the interstate and highway system. Residents who live near these roads knew when they moved into this area that there were busy roads nearby and their property values are commensurate with this. The Fairway Estates area is separated from town by design and the idea of a busy highway so close to the homes in this neighborhood is not something anyone would have been able to reasonably predict when moving to this neighborhood. Additionally, the original design called for a park in the area where the highway would be built. This is an extreme departure from the original plan for this area and it should not be surprising that many of us are shocked at the idea of this roadway possibly being built.</p> <p>*Another concern I have is the bald eagle nest that is located very near Pevero and North 5th West. I am unsure of all the legalities of disrupting bald eagle nests, but it is not unreasonable to think that a highway that close would disrupt a pair of federally protected birds. This region of the country is one of the few remaining places where wildlife can be seen. What a shame to put a busy highway in a place that would break up the nest of a long standing breeding pair of bald eagles. Progress is inevitable, but I must object to progress at the expense of two majestic symbols of our nation.</p> <p>Again thank you for allowing the public a chance to give our input on this proposal. I hope the public comments will not fall on deaf ears and will actually have an impact on the decision making process.</p>
05/29/2019	Email comment	<p>My name is [redacted]. I live in fairway estates. I want to express my opinion why Option H is not the best option. It would be devastating to this area. The loss of property value to us as residents would be immense. We pay high taxes to live in this great and peaceful community.</p> <p>It would result in lost tourism revenue and negatively affect local businesses as it would direct traffic away from downtown Idaho falls.</p> <p>It would destroy access from Eaglewood dr connecting to 33rd which had been planned.</p> <p>A park has been promised to be built over the landfill in the near future.</p> <p>The bald eagles who nest every year across from the Pevero entrance would be negatively affected. They are federally protected and greatly loved by all the residents here.</p> <p>School district 91 already owns land in Fairway Estates to build a new elementary school.</p> <p>There are conflicting reports with recent FAA regulations and restrictions on building in this area.</p> <p>Please, please take into consideration the many factors that are very negative for this option H. I hope you can realize how bad this option is !!! Thank you!</p>

05/29/2019	Email comment	<p>My name is [redacted]. I live in Fairway Estates that will be deeply affect by your Opinion H. This is a beautiful subdivision with very nice homes and a golf course, Sage Lakes course. This could have a big loss of property value. We have beauty all around us including a nesting pair of America Bald Eagles that are Federally protected at the end of Pevero Dr., which the new highway goes right behind Pevero and would effect or destroy the Eagles. Project H. would dramatically change the appeal of the area. Eaglewood road was left open to the south with the intent to connect to 33rd N and the city of Idaho Falls had promised to build a park on top of the landfill. That would all be destroyed. I think your best bang for your buck would keep it closer to town for access to our scenic falls, hotels and businesses. I'm sure you will make a good common sense decision.</p>
05/29/2019	Email comment	<p>I live on pevero drive and have the folling suggestion. Once you cross over the river and Railroad from Interstate 15 why not go south along the river and turn East and pass just North of the inel offices and just south of 33 north and connect with 20 before you get to the Louisville Highway. That way you could still utilize the exit entrance off Lewisville Highway 2 Highway 20 and only have to cross 1 Road East River Road. This would appear to be the easiest and least destructive solution. Let me know if you have any questions thanks</p>
05/29/2019	Email comment	<p>My wife [redacted] and I just moved into [redacted] on the corner of Links Way and Pevero Drive in the Fairway Estates residential area. We were recently informed that one of the final options being considered for the new I-15/US20 connections creates a major traffic corridor that runs directly parallel to our newly purchased home only a few hundred feet away.</p> <p>My wife is disabled and I also take care of my two autistic children, both of whom have been known to wander. One of the appeals of Fairway Estates was its peaceful atmosphere but more importantly, it was safe for my children!</p> <p>Option "H" would destroy that environment, permanently polluting our neighborhood with traffic noise and unsafe conditions for the many children who play along Pevero Drive. Further, it would slash property values in an area with one of the highest property taxes in the county. With traffic diverted away from city center tourist attractions and considering reduced property tax revenues, the City would bear significant costs for many years.</p> <p>We were told a new park was promised to us by the City to cover up the landfill we already must endure just off of Pevero and Eaglewood Dr., an area that Option "H" would negate and replace with a major traffic corridor.</p> <p>According to some reports, FAA Regulations conflict with Option "H" as well and this alternative may limit expansion of the Idaho Falls Airport in the future as the City continues to grow. The proposed corridor also runs through a Federally protected Bald Eagle preserve.</p> <p>These concerns are not exhaustive but exclusive to Option "H".</p> <p>Option "C" and Option "E" avoid almost all of these issues allowing for intuitive flow of traffic along existing and well known corridors.</p> <p>I urge your Project Team to abandon Option "H" and adopt one of the far more sensible alternatives.</p> <p>Thank you for your time in this matter,</p>

05/30/2019	Email comment	<p>We are opposed to "Option H." Here are a few reasons:</p> <ol style="list-style-type: none">1. There would be an increase of noise and traffic - Pevero Estates has many children and retired people.2. Building on landfill not too wise, e.g. Freeman Park land not flat.3. Value of home devaluing - it happened to our home in Los Angeles CA.4. With construction work going on individuals that do not live here would be entering our neighborhood. Could cause criminal activity. <p>Please consider the well-being of our residents of Fairway Estates who have selected this safe area to live. We have lived here since 1998.</p>
05/30/2019	Email comment	<p>The only viable option is H. All of the other options will add dangerous congestion on Freemont avenue. It is already a problem in the morning and evening with all the traffic to University Place the CASES building EROB and other INL buildings.</p> <p>I live on Presto connecting to Freemont and feel you have not given this consideration with other options.</p> <p>I am on the Condo Board of 42 condos at the North Park Village and represent 42 owners.</p>

05/30/2019	Email comment	<p>ITD Officials,</p> <p>Idaho Falls School District 91 would like to take the opportunity to provide official comment on the four alternatives under consideration to improve the I-15 and US-20 connector in Idaho Falls. All the options have the potential to impact D91's Temple View Elementary School on Scorpus Drive, which has a current enrollment of 425 and serves families along Grandview, East River Road and Sage Lakes.</p> <p>Of the four being presented, Idaho Falls School District 91 prefers and supports Aternative H, which realigns US-20 to the north and provides a connector to US-26 at E. 49th N. The district supports this option because:</p> <ul style="list-style-type: none">> The proposed plan to create a split diamond interchange in Idaho Falls, and shirt that interchange to the east, would minimize impacts on Temple View Elementary School.> Shifting the connector north would actually make it easier and more efficient for D91's Transportation Department to serve families in Osgood, Sage Lakes and north and northwest of Idaho Falls. <p>District 91 has concerns about the other three alternatives - Alternative C, Alternative E.1, Alternative E.2 - because of the potential impacts on Temple View Elementary School. The district's specific concerns include:</p> <ul style="list-style-type: none">>Alternative C: The proposed multi-level connector with separate through lanes and frontage roads on the east and west of the I-15 could greatly impact operations at Temple View Elementary School. School busses currently load and unload students on N. Colorado Avenue, which runs parallel to I-15. There really aren't any other areas to load and unload students at Temple View because of constraints at the site. In addition, we are concerned to multi-level connector could create more traffic and congestion in close proximity to the school, which has the potential to impact student safety.>Alternative E.1 & E.2: Like Alternative H, these proposals include the separate through lanes and frontage roads that have the potential to impact bussing operations at Temple View Elementary School. <p>We hope you will consider our comments as you continue to research options for improving this important connector serving Idaho Falls and Bonneville County. I would also ask that you please provide Idaho Falls School District 91 with regular updates on this work as you refine and finalize options.</p> <p>Sincerely, Margaret Wimborne Director of Communications & Community Engagement Idaho Falls School District 91 Falls</p>
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05/30/2019	Email comment	<p>I'm writing in regards to the I-15 / US 20 Connector Study choices.</p> <p>I have many concerns and questions, because of the location of my home in Fairway Estates. Alternative H would highly impact my family and surrounding neighbors by way of investment of our homes, noise and traffic, impact nesting bald eagles, bikers who already struggle with the East River Road as it is, just to name a few. Fairway Estates is among the highest taxed areas in the city and yet this would lower our property values dramatically. It seems there are endless points of concern.</p> <p>Other concerns are that these plans - especially Alternative H -would indicate increasing / sealing the city's commitment to expanding the current airport location that could be a less than ideal long-term location for developing a larger airport.</p> <p>Is Alternative H being considered because of designs to expand the current airport? If so, it brings some questions listed below:</p> <p>Is our current airport location really the best site to commit to for the city and surrounding area? What about the homes next to / near the current airport and would those residents be in support of expanding the current airport to the degree these plans suggest?</p> <p>Is there a more suitable future airport location that would have less impact on current and future neighborhoods which comes with the growth, infrastructure, noise, traffic,.... that would come over the next 25+ years due to a busier airport? It seems that there has been conflicting reports with FAA regulations/ restrictions for this area as of late.</p> <p>What plans does Pocatello have with their airport? How would that affect our city airport plans in the future?</p> <p>(To my knowledge Pocatello's airport is out of the way from city development that ours struggles with currently. Would the FAA support and give funding to their location over ours in the future due to it's removed location from the city and housing? Even in Utah, where the population is much larger, they don't have multiple "big" airports in cities near each other. What location would best serve Eastern Idaho in the way of a future larger airport?)</p> <p>Cities that have "larger" airports usually vision them in outlying areas where industrial areas, warehouses and such bloom around it over the years. Not by squeezing growth on a small and limited airport, creating a</p>
05/30/2019	Email comment	<p>we live in fairway estates and ARE STRONGLY APPOSED against plan H.. We built out north to be away from the traffic.. this proposal would make out property values go down, more noise than we already have, FEDERALLY PROTECTED BALD EAGLES HAVE LIVED HERE FOR YEARS!!!! ,safety concerns a lot of people walk and ride there bikes down this road, why would you ever build over the land fill that has been there for over 30 years you could have major environmental problems if disturbed. FAA regulations on building that close to the airport major runway!!, commuting in and out of the neighborhood would be horrible, Dist 91 already owns land for a school. We don't need a big interchange by a school placing kids in danger!! SAFETY!!!!,and the city has promised a much needed park.. Don't you dare THOSE BALD EAGLES!!!!</p>

05/30/2019	Email comment	<p>I once chaired a Citizens Review Committee for the Public Works Department of the City of Idaho Falls, which included streets so I am sympathetic to the challenges you are facing.</p> <p>I concluded that highways and streets should serve the general good of the community and that new projects and modifications should take every reasonable measure to avoid doing harm.</p> <p>Large busy highways are a form of industry and will attract industry. A transportation corridor already exists with Highway 20. The least harm would be to expand the existing corridor, not into areas where people have invested so much of their lives and money in homes where they expect to have a peaceful environment.</p> <p>Alternative C, E. and E.2 would expand an existing transportation corridor and have the least impact on new neighborhoods. Traffic would not be drawn away from the existing tourist-dependent businesses such as the motels along Lindsay. Existing business such as the motels would not be harmed and they are important to Idaho Falls.</p> <p>Alternative H would attract businesses and traffic that the existing roads are not built to handle. The present condition of roadside business along highway 20 is a discouraging example of what we can expect a short distance to the south from Alternative H.</p> <p>When I first heard about Alternative H, I remembered visiting cities throughout the US and seeing first-hand how highway projects have destroyed neighborhoods and ruined once-nice areas to live. They provide a frightening example of what would happen to us.</p> <p>Our neighborhood is quiet and peaceful, an ideal spot to live. There is a bald eagle nest in one of the large cottonwoods at the west end of Pevero. They have returned for several years and are thrilling to watch. I doubt that they would stay if Alternative H was built.</p> <p>Alternative H would expose my neighborhood and my wife and me to the substantial, never-ending traffic noise. We can already hear the truck tires and unmuffled motorcycles on highway 20 in the distance, especially in the morning when the wind from the east blows the noise towards us.</p> <p>The prevailing winds from the southwest would blow traffic noise towards us day and night, making it difficult to sleep with our windows open. Locating a busy highway to within a half mile of us would be a disaster.</p>
05/30/2019	Email comment	<p>We have been away, just returned and were confronted with your Alternative H. We are devastated.</p> <p>As a retired couple, we purchased our home on Pero Drive for two reasons. One, it suited our life style and two, the view from our back deck is spectacular. We can sit on our deck in the afternoon and watch the horses and cattle in the pastures behind us, and look across the valley at the foot hills which change appearance with each season. Your Alternative H will destroy all of that.</p> <p>In addition, the purchase price of the home included an implied premium for that view. Your Alternative H will destroy the value of our home, reducing it's value by numbers in the six figures. As we age and possibly find it necessary to sell and move into a retirement community, you will have contributed to our inability to finish our time in comfort.</p> <p>It is inconceivable that you would consider destroying the lives of an entire neighborhood.</p> <p>I don't know what your engineers looked at, but it would seem if you are bound and determined to destroy this part of our world, you could move the roadway south, closer to Iona Road, (W33rd N), and have a straight tie in to the already existing intersection of Rt. 20 and N 5th E.</p>

05/31/2019	Email comment	<p>I live on Pevero Drive in Fairway estates and have concerns about Alternative "H" based on location or placement of a freeway exchange which would be directly next to an existing housing development. Traffic ,noise and light pollution are but a few of the problems connected with this alternative.</p> <p>Based on the potential alternatives; ALTERNATIVE "C" would be a much more suitable location with far less impact to the community.</p> <p>Our desire would be to have Alternative "H" removed from consideration as a potential alternative.</p>
05/31/2019	Email comment	<p>I was in attendance at the meeting you held in the Shiloh inn a few days ago. Of the three proposals you have it narrowed down to, the only option that makes sense is 'H'.</p> <p>Idaho Falls is growing rapidly, and will require more bridges across the river as it expands. Already the 4 existing bridges are receiving heavy traffic. In addition, as the cities north of us (Rigby, Rexburg, St. Anthony & Ashton) grow, by the time anything gets built, the traffic will have increased more than ever. And the connection to US26 in this plan makes perfect sense. As it is, no trucks can go to Jackson or Casper without going through the middle of the city, or by taking side roads to get to Beeches corner. Speaking of which, you will need to pay special attention to that intersection. With the mash-up of roads converging there, it is already a very dangerous area, and has been the site of many bad collisions. Hopefully you would streamline that area rather than add to the confusion there.</p> <p>The other two options would work, but it appears they would have a larger impact on businesses and individuals both. Also, you show an exit from the interstate onto Olympia drive. I'm sure you'll look at the numbers, but to me, dropping freeway traffic off there is not a good idea. This puts heavier traffic right into a residential area, and also the only road to our airport, and only a block away from the entrance to said airport. Are you really sure you want to put one there?</p> <p>In addition, when the shift changes at the call centers down near the airport, the traffic is fairly heavy. The cars come out of there at such even spacing that is makes it tough for making a left turn off of Olympia (going south onto Skyline). I already foresee traffic backing up all the way to the interstate during certain times.</p> <p>I hope you will give weight to my words here. I live on US43(Yellowstone Highway) very near 81st North, and I work on the corner of Skyline Dr. and Olympia St., so I've been using both ends of the piece of real estate in question every single day for over 30 years now.</p> <p>I'm happy to see the changes being made to upgrade these junctions. I hope it ends out well.</p>

05/31/2019	Email comment	<p>I'm writing in regard to the proposed plans for the I 15 connector from Hwy 20. Our family home is in direct line of the proposed option H, and as such, we are at risk of losing our home and property in order to connect the highway to the interstate. Aside from the loss of our home, our equine facility and the properties surrounding us, there are numerous issues that are of great concern.</p> <p>The loss of property value in the surrounding area for local residents will be astronomical. We will no doubt suffer from increased traffic and noise. We will also see a loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. Option H will change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city.</p> <p>We were also informed by the City of Idaho Falls that building over the landfill was not an option and at most, a park/rec area would be the most that could be done to fill in the hatch pit there. Eaglewood Road was left open to the South with the intent to connect to 33rd N and the proposed park. This highway would destroy that access.</p> <p>There are numerous safety concerns for cyclists, pedestrians and school children who will be impacted by option H.</p> <p>Option H will drive highway traffic away from the downtown area, resulting in loss of local revenue for local businesses.</p> <p>One of the most important things that will be destroyed by option H will be the nesting and breeding grounds on E. River Rd across from the Pevero Rd entrance at Fairway Estatea. For many years, Bald Eagles have been breeding and nesting here. They are a federally protected species and to see their refuge possibly annihilated in the name of growth, when there are other more viable options available, is an utter travesty.</p> <p>The plans by John Hole's Bridge - option C - would keep the highway where it already is but expand the highway where needed. Thus, giving easy access to hotels, restaurants and businesses; and allowing our neighborhoods to thrive without freeway traffic. It would further protect the Eagles and their home, and also protect our homes and livelihoods from destruction.</p> <p>I trust that these comments will be taken into consideration when looking at proposed plans to grow the city and connect the highway. There are alternate, viable options available to us and we need to look at those more closely.</p>
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06/01/2019	Email comment	<p>Thank you for working to improve the traffic congestion problem and accepting input on the various alternatives.</p> <p>ALTERNATIVE C: The BENEFITS would be in maintaining the general corridor that currently exists and separating town traffic from freeway traffic. It will have minimal impact on homes and businesses. The additional bridge at Higham Street would be beneficial to the local traffic flow. CONS: This plan would necessitate several bridges and would be very disruptive to traffic flow during construction.</p> <p>ALTERNATIVE E-1: BENEFITS: This would separate town traffic from freeway traffic and improve access to the airport. It would have minimal impact on existing homes and businesses. This plan would also have little impact on the existing traffic flow during construction. It would have less bridges than Alternative C, and a much shorter distance to connect with US 20 than Alternative H. The separation of highway and local traffic is extended further than in E-2, thus eliminating congestion in the future.</p> <p>ALTERNATIVE H: CONS: This alternative imposes a greater impact to prime farm ground and premium subdivisions like Sage Lakes than the other alternatives. There would be an issue with routing this road through the Hatch Pit. This alternative adds several miles to construction and travel. The connection from US-20 to US-26 could be added to Alternative C or E-1.</p> <p>I think the best plan to improve the current and future congestion would be Alternative E-1.</p>
06/01/2019	Email comment	<p>Thank you for working to improve the traffic congestion problem and accepting input on the various alternatives.</p> <p>ALTERNATIVE C: The BENEFITS would be in maintaining the general corridor that currently exists and separating town traffic from freeway traffic. It will have minimal impact on homes and businesses. The additional bridge at Higham Street would be beneficial to the local traffic flow. CONS: This plan would necessitate several bridges and would be very disruptive to traffic flow during construction.</p> <p>ALTERNATIVE E-1: BENEFITS: This would separate town traffic from freeway traffic and improve access to the airport. It would have minimal impact on existing homes and businesses. This plan would also have little impact on the existing traffic flow during construction. It would have less bridges than Alternative C, and a much shorter distance to connect with US 20 than Alternative H. The separation of highway and local traffic is extended further than in E-2, thus eliminating congestion in the future.</p> <p>ALTERNATIVE H: CONS: This alternative imposes a greater impact to prime farm ground and premium subdivisions like Sage Lakes than the other alternatives. There would be an issue with routing this road through the Hatch Pit. This alternative adds several miles to construction and travel. The connection from US-20 to US-26 could be added to Alternative C or E-1.</p> <p>I think the best plan to improve the current and future congestion would be Alternative E-1.</p>

Comment Date	Comment Source	Comment
05/28/2019	Phone Call	{Calls to Kelly Hoopes (on 5/28/19 and 5/30/19 respectively) regarding Alternative "E".} [Redacted] and [redacted] are on the North Park Village Condo Board, they were concerned about the possible impacts to their community. I explained this is a planning study and an alternative has not been selected, also if one of the four alternatives were selected a project would not happen until 2026 if funding was available. I offered to meet with the board and explain the alternatives in person. [Redacted] did not feel an in-person meeting was necessary at this time and would wait for the next public meeting to attend.
05/30/2019	Phone Call	<p>{call with Kelly Hoopes 5/30/2019}</p> <p>Called with a few concerns:</p> <ul style="list-style-type: none"> •Commissioner Reed recommended that he call and visit with me to get more technical insight. (No more technical insight was provided than what we presented to all at the Public Meeting.) •He has met with Jason Minzghor. Jason explained the vertical concerns with a road near 33rd. {Caller} asked for further explanation. I explained that having an IC, Railroad Overpass and Bridge over the Snake River all in the same place was very congested and vertically could interfere with the takeoff and landing concerns with the runway. He thanked me for the explanation and now understands. •Concerns: <ul style="list-style-type: none"> oNoise, disruption, quality of life for the sage lakes community oCost effectiveness of the alternative H oOpinion of actual implementation <p>I explained only what was in the talking points of the presentation for the public meeting. I explained the overall process from the PEL to NEPA to Design and then to construction.</p> <ul style="list-style-type: none"> •I invited him to go to the website to and to document his concerns and to get onto the mailing list. •He was a witness to a lot of the materials going in to the landfill. He specifically mentioned electric transformers, animal carcasses, pesticides and chemicals •He knows of a monitoring well that has been covered up Lamoine Hyde of that area would have more details. •He asked how soon it might occur. I explained the timeline as presented at the public meeting. <p>He does want to be notified of any future meetings.</p>



Appendix F Website Visit & Online Meeting Stats

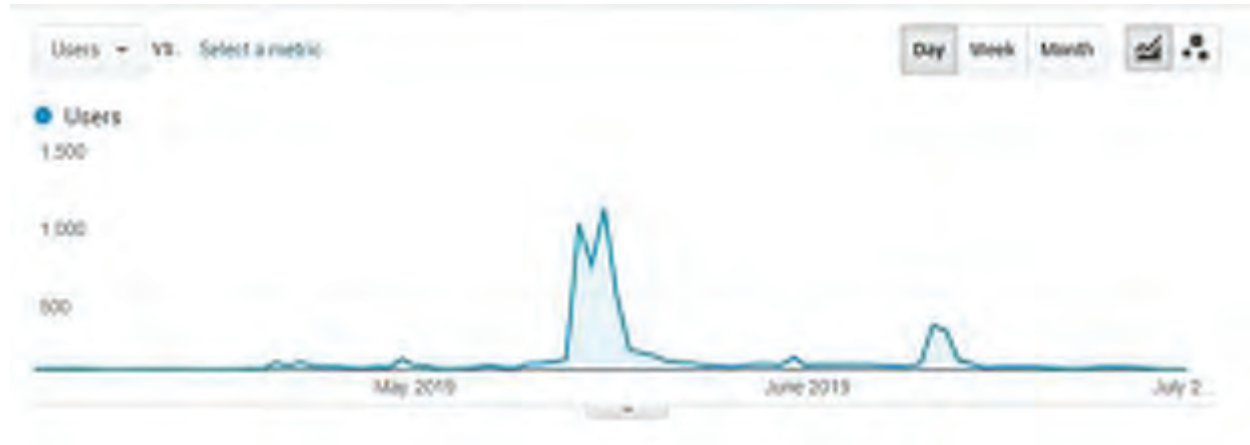
Website Visits

April 1 – July 1:

Total Users: 5,082

Total Sessions (Visits): 6,123

Average Time on Site: 4:36 min.



Sessions by device:



Mobile

3,641



Desktop

1,818



Tablet

688

Sessions by city:

Idaho Falls: 2,142

Salt Lake City: 904

Boise: 758

Meridian: 240

Rexburg: 233

Sessions by acquisition (How did users get to the site?):

Direct: 3,581

Social Media: 1,771

- Facebook: 1,769

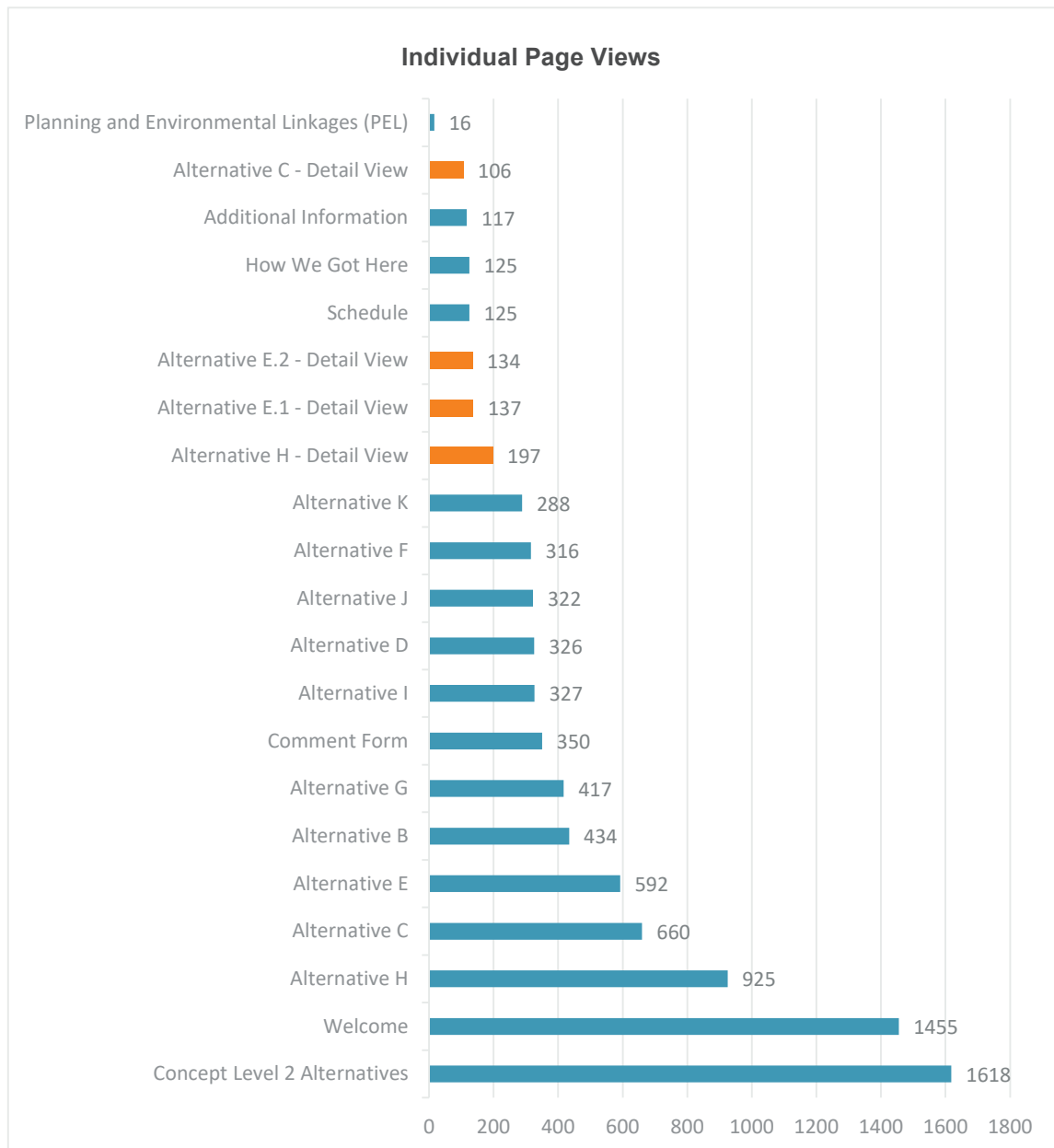
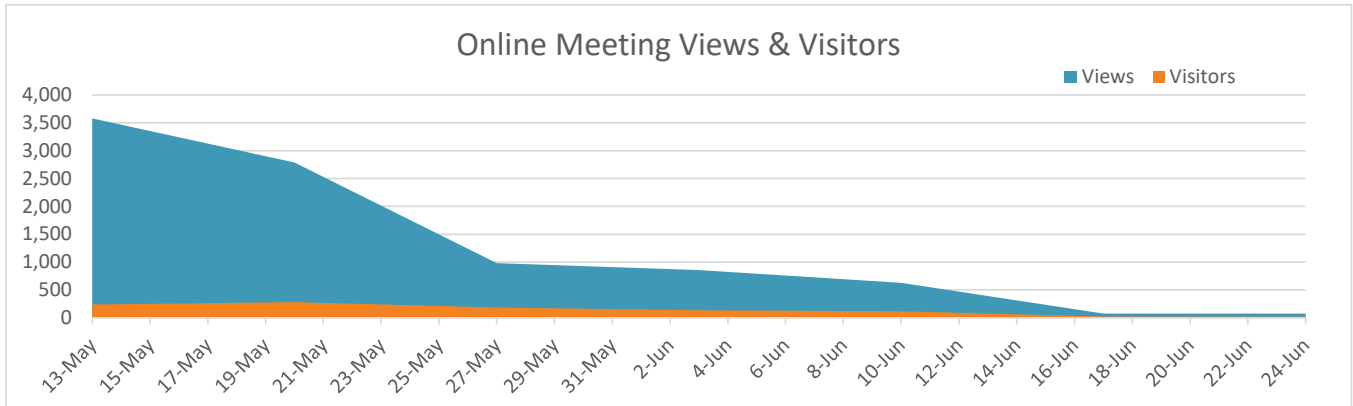
- Instagram Stories: 2

Organic Search: 720

Referral: 74



Online Meeting





Appendix G E 49th N Neighborhood Meeting

Executive Summary

After Public Meeting #3, ITD heard from concerned neighbors from the areas effected by Alternative H. They wanted an opportunity to learn more about the Level 2 Alternatives and how Alternative H would impact their homes and businesses. ITD held a meeting for neighborhoods located adjacent to Alternative H to view Level 2 alternatives moving forward and discuss next steps in the Planning and Environmental Linkages (PEL) Study with members from the project team. Guided tours of the Level 2 alternatives from Public Meeting #3 were given on the afternoon of June 10 in the ITD District 6 Office. Participants were given comment forms to provide feedback. One hundred sixteen people attended.

The notification flier, comment form, sign-in sheets, and submitted comments are included in the following pages.

Meeting Format & Layout

Six guided tours of the project alternatives were provided in the ITD District 6 Office.

- **Sign-in.** Once participants signed in, participants were given a comment form and a project handout that included an overview of the meeting format and illustrations of potential interchange types. One hundred sixteen people signed in.
 - Board: *Welcome*
- **Guided tours through boards.** Project team members led groups through guided tours of the boards.
 - Boards: *Schedule*
 - *How We Got Here: Alternatives Screening*
 - *Area Map*
 - *Concept Level 2 Alternate Boards:*
 - *Alternative C: Detail View (Level 2 Screening Result Alternative)*
 - *Alternative E.1: Detail View (Level 2 Screening Result Alternative)*
 - *Alternative E.2: Detail View (Level 2 Screening Result Alternative)*
 - *Alternative H: Detail View (Level 2 Screening Result Alternative)*

Boards are included in Appendix D.

Notification Process

- ITD developed a meeting flier and 500 were distributed to participants by neighborhood volunteers.

Comments

A total of 159 comments were received from June 1, 2019, until June 24, 2019, the comment submittal deadline.

Comments were received through these modes:

- 55 written comments submitted at the open house or mailed
- 37 comments submitted via the online open house
- 30 comments submitted via the project website
- 37 comments sent via the project email address



E 49th N Neighborhood Meeting

June 10, 2019

4 p.m. – 7 p.m.

ITD, District 6 Office

206 N. Yellowstone Highway

Rigby, ID

Project Team

Karen Hiatt, ITD
Mark Layton, ITD
Drew Meppen, ITD
Jason Minzghor, ITD
Megan Stark, ITD
Tracy Ellwein, HDR
Ben Burke, Horrocks
Kelly Hoopes, Horrocks



Comment Themes

The comments included a variety of ideas and themes, presented here at a very high-level. The comments received are included in the following pages—names and addresses have been removed to protect commenters' privacy. Original spelling, grammar and typography is as submitted by the commenter.

Comments were read and analyzed for recurring themes mentioned more than three times and additional themes mentioned more than once.

Alternative C:

Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction; complicated design; short-term solution; congestion

Additional Themes: needs to add connection to HWY-20; needs to add connection to HWY-26; noise; traffic; pedestrian overpass needed; sound walls needed; better if you shift this option east; inconvenience during construction; would change the character of downtown; separate recreational travelers from locals; don't understand the need for the Higham extension; extend Grandview to connect with US 20—would route traffic away from the neighborhood on Belin Road; put off-ramps on east side of interstate.

Alternative E.1:

Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction

Additional Themes: noise; pollution; don't like converting US-20 to local street; short-term solution; pedestrian overpass needed; disrupts valuable riverfront spaces; inconvenient during construction; too complex; need to separate recreational traffic from commuters; doesn't provide link to US-26; Freeman Park; airport exit popular; congestion; put off ramps on east side of interstate; too much traffic in the city.

Alternative E.2:

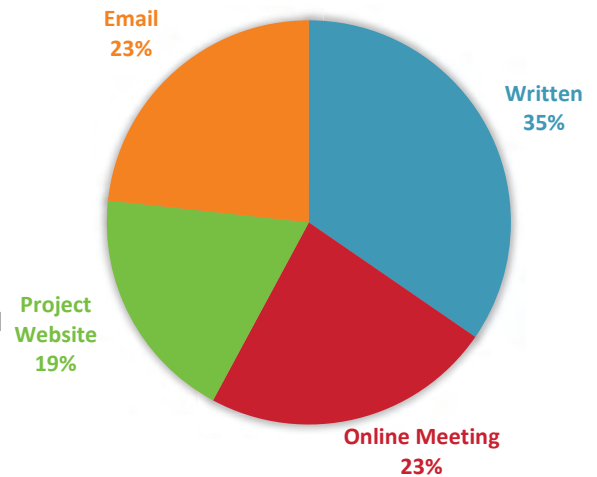
Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction

Additional Themes: noise; pollution; short-term solution; pedestrian overpass/underpass needed; inconvenient during construction; congestion; put off ramps on east side of interstate; add ramps for Science Center Drive; too many exits; airport exit popular; too complex; does not provide link to US-26; traffic; too much traffic in the city

Alternative H:

Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction; noise; traffic; seasonal bald eagle nest at 5th and Pevero; loss of property value; pedestrian and bicyclist safety; viability of constructing over current landfill/hatch pit; FAA rules might not allow this design; frequent road closures due to wind/drifted dust; takes traffic away from downtown

Additional Themes: too far away from main transportation needs; needs to provide exit to East River Road; needs to address the needs of INL workers; needs airport access; like if combined with E.2; no consideration of southeast side; move this alternative to south side of Iona Road; provide an exit to Osgood; short-term fix; traffic from site workers; elimination of Broadway Exit 118.



Representative Quotes

What do you think of Alternative C?

"I think this alternative is the best one of all. It uses a lot of existing roads and structures. I also think this one would be the most cost efficient. It also does not displace existing homeowners like some of the others. I also think this is the best direct route of the others."

What do you think of Alternative E.1?

"E.1 would be my preferred option requiring the least amount of infrastructure and driver decisions to be made. It would also take out the blighted areas near the new bridge as an added benefit."



Alternative Preferences

On the comment form provided to meeting attendees, respondents were asked for feedback on the four alternatives from the Level 2 screening results. These same questions were also used for the online meeting comment form. Those commenting via email, phone, or the website did not follow a specific form.

All comments received were read and categorized as *like*, *dislike*, or *neutral/no response*. The following is a summary of these responses.

Alternative C:

- **Like:** 64
- **Dislike:** 29
- **Neutral/No Response:** 66

Alternative E.1:

- **Like:** 49
- **Dislike:** 32
- **Neutral/No Response:** 78

Alternative E.2:

- **Like:** 44
- **Dislike:** 32
- **Neutral/No Response:** 83

Alternative H:

- **Like:** 12
- **Dislike:** 131
- **Neutral/No Response:** 16

What do you think of Alternative E.2?

"This one looks like it also uses a lot of the existing roadways. Moving the exit 119 would be beneficial. They [E.1 & E.2] both also seem to be more direct to tie into US 20."

What do you think of Alternative H?

"Too close to homes on Pevero Drive. Creates too much traffic - disturbs neighborhood. Increased noise and pollution."





You're Invited!
Alternative H Neighborhood Meeting
Monday, June 10, 2019 | 4 p.m. – 7 p.m.
ITD, District 6 Office 206 N.
Yellowstone Highway Rigby, ID

The meeting will feature the same materials and videos from the Public Meeting held on May 16, 2019 at the Shilo Inn. This meeting is an opportunity for neighborhoods located adjacent to Alternative H to view all the alternatives and discuss next steps in the Planning and Environmental Linkages Study (PEL) with members from the project team.

Project Alternative Guided Tours

The meeting will feature guided tours of the project alternatives. Tours will last approximately 1/2 hour and are scheduled for:



4 p.m.



4:30 p.m.



5 p.m.



5:30 p.m.



6 p.m.



6:30 p.m.

SIGN UP FOR A TOUR



Please sign up for a session by emailing Stephanie Borders at stephanie.borders@hdrinc.com.

The maximum number for each tour is 20 people. If a large crowd arrives at 4 p.m., some participants will have to wait. Those who sign up for a tour will be given first preference.

FOR MORE INFORMATION



Ryan Day, Project Manager
ryan.day@itd.idaho.gov
208 -745-5659

Contact the Project Team

For more information about the I-15/US-20 Connector Study, to ask a question or to submit a comment, please contact our project team.



I-15US20Corridor@itd.idaho.gov



15us20connector.com



Your Safety • Your Mobility
Your Economic Opportunity





Alternative H Public Meeting

Monday, June 10, 2019 | 4 p.m. – 7 p.m.
ITD District 6 Office 206 N. Yellowstone Hwy., Rigby, ID

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

What is your primary reason for using the corridor (check all that apply):

☐ Commute ☐ Errands ☐ Recreation ☐ Own/manage a business in the corridor ☐ Other _____

What do you think of each Level 3 Alternative?

Alternative C



Alternative C includes adding lanes to separate the through-traffic from the local traffic between the I-15 Interchange Exit 118 (W Broadway St) and US-20 Interchange Exit 308 (City Center/Riverside Drive). Requires new retaining walls and bridges.

Alternative is near or in the same location as the existing I-15/US-20 roadways. US-20, Exit 308 (Riverside Drive) will be replaced.

Alternative E.1



Alternative E (E.1 & E.2) relocates the existing I-15 Interchange Exit 119 to a new location closer to the airport. The alternative requires the addition of separated through lanes and frontage roads as well as the conversion of the existing US-20/Grandview roadway to a local street.

Alternative E.2



Alternative H



Alternative H realigns US-20 to the north and provides a connection to US-26 at E 49th N (Telford Rd). Existing US-20 between Johns Hole and E 49th N would require changes to convert it to a local street.

I-15, Exits 118 and 119 would include safety and capacity improvements.

Continued on the next side

Should any of the eliminated alternatives be reconsidered? Why?

Have we missed anything? If so, please tell us:

fold #1

Name:

Address:

City, State, Zip:

Email:

Phone:

Please leave comments, mail, or email (i15us20connector@itd.idaho.gov) by **JUNE 21, 2019**.

fold #2

place tape here

place tape here

PLACE
STAMP
HERE

ITD DISTRICT 6
ATTN: MEGAN STARK
206 NORTH YELLOWSTONE HIGHWAY
PO BOX 97
RIGBY, ID 83442-0097

fold #3



Alternative H Public Meeting
Monday, June 10, 2019 | 4 p.m. – 7 p.m.
ITD District 6 Office 206 N. Yellowstone Hwy., Rigby, ID

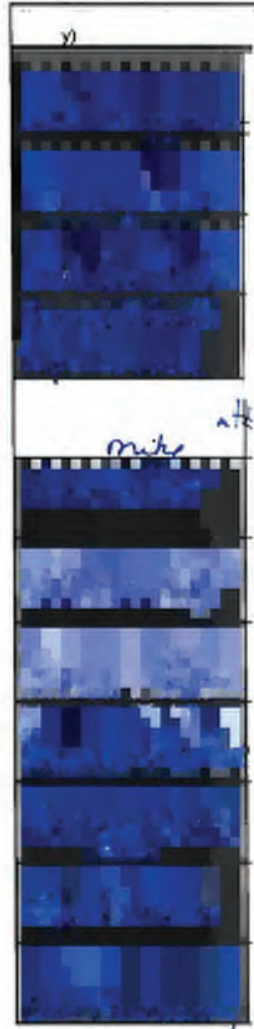




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Alternative H Meeting
4 p.m. – 7 p.m.
June 10, 2019
ITD District 6 Offices
Rigby, ID



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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).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Tommy Jean Larson				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jared & Michelle Nadawid				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Eric Romrell				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
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				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



Alternative H Meeting
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ITD District 6 Offices
Rigby, ID



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Alan + Chantel McMurtry				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Laron Pack				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Lynn & Herb Rockwood				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Amy Romnell				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
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				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



Alternative H Meeting
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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
John Parkison				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MELANIE STEWART				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Judy Sahr				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jane Sahr				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Becky Page				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Joyce Brown				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Michael Brown				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Chris Stone				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kris Wright				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Crista Gossweiler				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jamie Parker				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Angela Hammer				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

Comment Date	Comment Source	Alt C - for/ against	What do you think of Alternative C?	Alt E.1 - for/ against	What do you think of Alternative E.1?	Alt E.2 - for/ against	What do you think of Alternative E.2?	Alt H - for/ against	What do you think of Alternative H?	Should any of the eliminated alternatives be reconsidered?	Have we missed anything?
06/10/2019	Public meeting comment	Like	This may be the second best choice of the four. Less change.	Like	Best of the remaining alternatives. Reroute . . . (see attached) the quiet and attractiveness of Freeman Park. Disrupts the nesting osprey.	Dislike	This will add to congestion on North Idaho . . . (see attached)	Dislike	Least attractive! Access to the proposed park	"I" needs to be the preferred option. But it needs to be directed to the West . . . (see attached) provide a direct connection to US-20 and US-26	Please see attachment for detailed info.
06/10/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	Alternative "H" should be eliminated because . . . The Diamond interchange will not be enough for traffic, combining 2 exits into one seems like it won't be enough for traffic. As far as behind Pevero I hear there are test wells behind in the dump area to manage contamination. This probably can't be drilled into?? You would think.		
06/10/2019	Public meeting comment	Neutral/No Response		Like	BEST ALTERNATIVE!! Alternative E.1 or E.2 with possible elevated roads, loops as in larger cities makes the most sense location wise and convenience wise. It's using less land and disturbing fewer people.	Like		Dislike	Bad alternative - too much new land, Eagle's nest across Pevero. Lower home values in Fairway Estates, more traffic congestion on 5th W, especially as a New Heritage Hills comes in.		
06/10/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	Consider rerouting and separating through and local traffic south of town and coming together north. Avoid residential.		
06/10/2019	Public meeting comment	Like	I prefer this alternative because it keeps the interchange where it is now. Hotels and businesses will have access.	Neutral/No Response		Neutral/No Response		Dislike	Bad alternative. Would ruin our neighborhood at Fairway Estates. Destroy property values.	[Eliminate] H	

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06/10/2019	Public meeting comment	Neutral/No Response		Like	Use this one. Least impact on existing homes.	Neutral/No Response		Dislike	No. [crossed out: Make spaghetti loops - this affects less people's lands (layers)]		
06/10/2019	Public meeting comment	Neutral/No Response		Like	Would be least costly and would not disturb the least amount of people.	Neutral/No Response		Dislike	This would be the worst option. The dump would be a real problem. You would disturb more people and be the most costly!!		
06/10/2019	Public meeting comment	Dislike	I don't see how this alternative or alternatives E.1 and E.2 solve the congestion problem. They all still concentrate the US-20 traffic in the same area where it is now causing a problem.	Dislike	Same	Dislike	Same	Dislike	This alternative goes through a fast growing area of the city, drastically impacts the Fairway Estates subdivision and, I believe, would have a problem getting approval from the FAA due to the protected areas around the airport.	Alternative K was the only one that would have actually moved the congestion far enough away from Exits 118 and 119	Consider using the Osgood exit and going east along county line road.
06/10/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	Too close to homes on Pevero Drive. Creates too much traffic - disturbs neighborhood. Increased noise and pollution.		
06/10/2019	Public meeting comment	Like	I like this option because it keeps traffic and roads in the same area. It won't impact the people as much as long as environmental aspects.	Like	This option keeps it closer in town.	Like	Same as E.1.	Dislike	This one is bad because it affects people in the country and the noise will be bad. There are 5 eagles right by the 5th W interchange. They fly in the fields and get their prey there - right where the highway. I think the fix needs to stay in town.	Eliminate option H because its too far away. It affects way too many people. We moved out here for the country aspect and don't want noise. There is supposed to be a future park near the highway too. 5th W is already way busy, bringing an exit near 5th will ruin 5th W. We don't want to lose our eagles too. Also, I don't think this option helps traffic on Grandview with site people or school kids going to Templeview School.	

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06/10/2019	Public meeting comment	Like	This option makes the most sense. H keeps traffic where traffic currently is, allows for thru paths for Hwy 20 traffic, and has minimal impact on residents and businesses. The school needs to be rebuilt in D91 is planning to replace the school. My #1 preference. Build it vertical!	Dislike	E.1 seems like it would spread traffic further out which is desirable from a traffic standpoint, but not if you travel this road daily.	Like	E.2 seems more logical to me as traffic will not have to backtrack to the Lewisville Hwy to get back into town on downtown areas. This would relive commuter traffic on the current US-20/Grandview interchange.	Dislike	Should not continue in consideration. This moves traffic into residential areas. Devaluing nice neighborhoods = loss of property tax value. Nesting eagles @ 5th W and Pevero, instability building over landfill, 3 test wells exist behind Pevero Dr. to monitor known water contamination - disturbing to aquifer near the landfill will risk contaminating IF's water source. This plan also bypasses the downtown region and people will not backtrack to visit.	Option I? I think that moved traffic to the west around Exit 113. This would facilitate traffic for the thru traffic and ease congestion anticipated with the event center.	The public needs more frequent updates. Waiting 3-4 years does not help us plan if Alternative H is approved and I need to sell my house before values tank. :(Please don't ruin the quiet country feel of our golf course neighborhood.
06/10/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	This option has a pair of Bald Eagles that would be less than 300 yards from offramps on 5 W. Also I-15 is closed from . . . north of Exit 119 frequently.		
06/10/2019	Public meeting comment	Like	This seems the most logical and keeps traffic moving more efficiently also protects walkways.	Neutral/No Response		Neutral/No Response		Dislike	I worry about the migratory habitat (eagles, hawks, owls). This runs through buried water tables that have proved to be contaminated. I vote NO!		
06/10/2019	Public meeting comment	Like	Keeps traffic in existing corridor where property values reflect location. Businesses want to be by the traffic. City has been developing around this plan for years and need.	Like	Feasible to keep near existing corridor without routing traffic around too far near major residential development. Still allows local traffic to keep same paths around town yet efficiently routes pass-thru traffic.	Like	Good airport access. Creates efficient pass-thru traffic yet doesn't jeopardize downtown Idaho Falls business traffic that has been managed for 30 year.	Dislike	Major detriment to business traffic if routing around existing corridor. Eagles nest @ 5th W and Pevero: are protected by 2 Federal laws. Relieving on/off ramp traffic in existing corridor but create new problems @ 5th W interchange. Millions in lost property values in Fairway Estates.	K should be considered in conjunction with the ITD belt route project.	Alternative H provides going over the dump which has 3 wells and at one time was known to go down to the contaminated aquifer. Residents along 5th W has to abandon their wells and get hooked up to Idaho Falls city water.
06/10/2019	Public meeting comment	Like	This one keeps traffic visiting our businesses.	Like	These 2 are the best based on impact cost ease of use.	Like	These 2 are the best based on impact cost ease of use.	Dislike	This route is the most costly and most disruptive.	H needs removed.	We need to have a representative from Fairway Estates to be on the future committees.
06/10/2019	Public meeting comment	Like	This makes the most sense to allow access to downtown and airport but allow thru traffic to not backup.	Neutral/No Response		Neutral/No Response		Dislike	Not this one, too much impact to existing residential area and future growth already city approved.		

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06/10/2019	Public meeting comment	Like	I think this makes the most sense. It will make the traffic flow smooth.	Neutral/No Response		Neutral/No Response		Dislike	No, I do not feel this is safe. Too much impact on this with the approved growth.		
06/10/2019	Public meeting comment	Like	This seems to have a similar footprint and less impact on residential and wildlife. I like the equidistant exit length.	Neutral/No Response	This seems to have way more impact in a large footprint instead of keeping it similar.	Neutral/No Response	Confused about roundabout. Exits seem a little close still?	Dislike	Impact is very high of residential. Federally protected birds?? Bike trail is already needed on N 5th widening roads to help offset impact will then push into peoples homes like mine that live right off of N 5th W.	[Eliminate] H . It feels like it would be too high of an impact on residential, wildlife, and livestock.	I worry about federal influence due to INL. I also worry about lane width of N 5th W. It is already so treacherous. If it frequently used for bikes and joggers. My children get picked up and dropped off from the bus on N 5th and cars ALREADY illegally pass the bus.
06/10/2019	Public meeting comment	Like	I love how this uses existing road areas and improves them. Seems like this would affect fewer people. Appreciate the bridge added for community access.	Like	I love how the existing road becomes a local road, that's really helpful to those living here. The school involved in this area is very old. My children attend this school and I feel the school district should be prepared to replace their school.	Like	Same as above.	Dislike	I'm concerned about noise and traffic for the community. Prices on homes will drop. Bald eagles live on East River Rd and Pevero. Also seems to affect the airport. The connection to US-26 seems that it could be added on to any option. I'm really concerned with pedestrians and cyclists moving from the neighborhood down to East River Road. Pevero is currently the only side we can access the neighborhood. There is no entrance to neighborhood from the Lewisville Hwy.		
06/10/2019	Public meeting comment	Neutral/No Response	Avoids landfill	Neutral/No Response	Avoids landfill	Neutral/No Response	Avoids landfill	Dislike	Runs over landfill. Runs right by an active Eagles nest. Lots of new highway and new right of way.		
06/10/2019	Public meeting comment	Like	Love this option! The added bridge at Higher gives more access north, least impact. Best access for INL site. Walkers avoids train backup on Science Center. Keeps the flow similar but raises it. Even people who don't plan to stop in IF may be enticed to by keeping them near the river. Please extend bike path north with this project.	Like	Decent, but don't like the access taken away at current ramps - higher commute for site.	Neutral/No Response		Dislike	Makes no sense. Requires additional work at 118 even with this extra pass-thru. Severely impacts homes Fairway and W River Road. Wind closures a problem. Moves so much traffic north away from hotels and businesses - traffic blight.		

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06/10/2019	Public meeting comment	Like	This one is ok or no build	Like	This is ok or no build	Like	This is ok or no build	Dislike	NO. This will impact hundreds of people that live in this area. It will increase noise and traffic and create a dangerous environment for pedestrians. It will cut off/limit access for wildlife and damage their habitat and create additional noise that will scare them away.	[Alternative H] needs to be removed from consideration.	The 20 to 26 connector is outside the project purpose and scope.
06/10/2019	Public meeting comment	Like	This looks like it would impact the least amount of homeowners and businesses. The people that use this route should be the people impacted by the construction, even if it takes longer for that construction.	Neutral/No Response		Neutral/No Response		Dislike	This alternative looks the most disruptive.		
06/10/2019	Public meeting comment	Like	This alternative might provide a way to have bike paths from Higham South along the river with no need to cross busy traffic.	Neutral/No Response		Neutral/No Response		Dislike	One concern I have with the new interchange on I-15 is that when the weather is windy, the section of freeway between Grandview and Roberts is frequently closed.		I did not receive a postcard or flyer in the mail about this proposed project.
06/10/2019	Public meeting comment	Like	Pros: better bicycle & pedestrian traffic safer for those commuting on bike/foot	Like	pros: impacts fewer residents	Neutral/No Response		Dislike	Pros: easy access to 20/26 Cons: impacts many high value homes, will impact (lower) property values = fewer tax revenues. Safety issues for bicyclists/joggers living N. of Pevero going to INL, noise! Bald eagle nest, we will continue to fight this :-)	Get rid of H. The impact on those neighborhoods will be massive.	No build option = don't need to spend 100s of millions! No neighborhood or business impact! win-win
06/10/2019	Public meeting comment	Like	Best. Higham St. for local traffic and bikes huge improvement. Safer than the Lindsay existing merge.	Like	3rd Best	Like	2nd Best. Concerns check railroads stopping traffic on Science Center. Site (INL) access points	Dislike	Worst. Terrible! Noise for fairway estates. Save the eagles! Will impact Templeview anyway. Increased traffic on Fremont.		
06/10/2019	Public meeting comment	Like	Really like the local bridge over the river. Suggest including the connection to Hwy 26 same as Alt H.	Like	Like the improved east river road and road past Bish's RV. Consider longer curves as shown on drawing. Suggest including connection to HWY 26 same as Alt H	Like	Suggest including connection to Hwy 26 same as Alt H	Dislike	The interchange on east river road creates a problem for neighborhood across to Fairway Estates. Please remove the interchange or more significantly sooth and improve east river road to handle traffic while keeping pedestrian traffic safe. Need to move Hwy further away from neighborhood.		

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06/10/2019	Public meeting comment	Neutral/No Response	Best to maintain business flow/traffic. Can work with city to create Higham bike path; Temple View may be closed anyway.	Dislike	Too busy & convoluted way to get anywhere	Dislike	Too busy & convoluted way to get anywhere	Dislike	Eagle Nest disruption Doesn't answer Grandview flow issue No possible bike path		
06/10/2019	Public meeting comment	Like	Option C is by far the best option. It causes the least amount of disruption to neighborhoods & will help with downtown traffic. C is the only option that makes any sense to me.	Dislike	This option looks complicated & like it won't really help with local traffic. It doesn't look like an option that will help with long term growth.	Dislike	Same feelings as I have about E1...doesn't make sense.	Dislike	This option is by far the most asinine of all the options. It will not help with downtown traffic and will be incredibly disruptive to homes, farms, wildlife, and the peace and quiet of Idaho Falls.	No...Option C is excellent...no need to move backwards	There are another 184 lots in Fairway Estates that were approved last week. So by the time this freeway is built it will negatively affect almost another 200 families.
06/10/2019	Public meeting comment	Like	This is the best option, keeps the businesses booming. Buses can still travel to the falls and get onto the highway again. Roadways can be planned with limited impacts.	Neutral/No Response		Neutral/No Response		Dislike	Dump is there, would like to see report and disposal paths. Ruins property values for the people effect. I fore see lawsuits.	Go back to more concepts.....	Yes, think about building a highway in your back yard.
06/10/2019	Public meeting comment	Like	I like how streamlined this option is it seems that this has the least environmental impact and will actually solve the problems at hand.	Neutral/No Response		Neutral/No Response		Dislike	Would having a split H interchange drastically increase commute times for the 60% of people that won't stay in town? Also environmental concerns regarding the dump, farmland and wildlife.		Alternative H seems to just delay to problem rather than fix it. Removing traffic from congested areas will alleviate the issue for now, but does not actually fix traffic crossing paths with pedestrians, etc. I think the issue should be fixed rather than temporarily band-aided.
06/10/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Like	This option seems to have the least impact with most benefit. Those impacted have already chosen to live near the freeway, so change to quality of life would be minimal.	Dislike	Least costly but would dramatically shift the quality of life for one of the top 3 tax bases in the city. Numerous environmental challenges (nesting eagles, owls, hatch pit, water contamination.) BLOWING DUST frequently closes this section of interstate.		
06/10/2019	Public meeting comment	Like	This keeps the buissness district where it it which would support the buissness community. The option allows for the traffic to remain where the traffic is.	Neutral/No Response		Neutral/No Response		Dislike	The neighborhood affected only has entrances on to East River which would be under ramps. Safty concerns need to be addressed as well as the Hatch pit issues. There are several environmental and safety concerns.		

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06/10/2019	Public meeting comment	Like	I feel that we are not getting the whole picture of future plans and if long term the plan is to connect Alternative H to the future Beltway Plan.	Like	I like C or E.1 or E.2 because it keeps the current traffic flow and patterns in the current area and solves the traffic congestion.	Like		Dislike	I have concerns about building over the Hatch Pit and the possible future impact of the waste and decomposition of that waste on the new highway.		
06/10/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	There are nesting eagles at 49 N & N 5 W. There are Redtail Hawks west of Lewisville Highway, Great horned owls, peregrine falcon, kestrels in areas hunting in fields. Alt H does not really address congestion at Broadway or Grandview.	K move thru traffic from town to much safer interchange	
06/10/2019	Public meeting comment	Dislike	Close proximity of all interchanges appear to maintain the congestion the proposal should improve. Very disappointed option K was removed from consideration!	Dislike	We have a business located at 3117 N. Holmes Ave. This alternative, as drawn, would require our business to totally relocate. Don't understand need for frontage roads?? Would also seem to keep congestion in downtown area. This option necessitates moving several businesses from current locations!!	Dislike	Once again, Alternative C, E.1 and E.2, all appear to concentrate traffic in a limited area. Perhaps not a long term solution?	Dislike	I live in Fairway Estates and understandably the neighborhood has a lot of concern about this proposal. Would seem to create least disturbance during construction and help downtown congestion. Appears there will be a lot of reluctance from residential owners in proximity.	Alternative K would seem to move congestion away from downtown and allow for north & northwest development. Construction process would also seem easier.	
06/06/2019	Public meeting comment	Like	Limits business impact - seems viable	Like	Limits business impact - seems viable	Like	Limits business impact - seems viable	Dislike	This proposal has a negative impact on all businesses who rely on current US-20 Frontage for Retail. Urge the panel to think of economic hardships incurred by all businesses on US-20 corridor would be affected.	Need to gravitate to maintaining current US-20 roadways so established, long term businesses are not forced to relocate or have their property valued decreased dramatically.	Appears to be a very comprehensive study. However, I don't think enough empathy and economic impact study has been completed pertaining to "Alternative H." This alternative should be removed from consideration!
06/18/2019	Public meeting comment	Like	this one reasonable	Neutral/No Response		Neutral/No Response		Dislike	Not best option! Lots of traffic from site workers. Suggest going south of landfill (land will settle). No access from Pevero to Lewisville Highway. Why so close to Fairway Estates. This plan cannot bypass landfill. Devalue of property.		

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06/18/2019	Public meeting comment	Dislike	Not a good alternative. Too complex and significant impact on residential areas.	Like	Acceptable but E.2 is a better alternative	Like	I believe this to be the best option. Minimum new roadway & impact to residential properties is minimal.	Dislike	I believe this to be the worst option. A devastating effect on Sage Lakes area values and significant amt of new roadway. A tremendous "blow" to some of Idaho Falls largest tax payers.		The notification process must be altered. Too much reliance on "Facebook" (will not use) and "Newspaper" (do not subscribe). Direct mail is the only option for something as impactful as this project. It has major and permanent effects on my home!!!
06/18/2019	Public meeting comment	Neutral/No Response		Like	Preferred option	Neutral/No Response		Dislike	<ul style="list-style-type: none"> > The cost of remediating an old landfill site > safety concerns for pedestrians & bikes > increased noise & traffic for local residents > Pevero entrance has breeding pair of Bald Eagles > Loss of property for a significant number of residents on Fairway Estates. 		
06/18/2019	Public meeting comment	Neutral/No Response		Like	E-1 preferred greater benefit of keeping traffic near town	Neutral/No Response		Dislike	Cost and environmental impacts of disturbing and old landfill site		
06/18/2019	Public meeting comment	Dislike	Alt C has a lot of potential to address traffic issues. Unfortunately it has a lot of infrastructure need and could be quite confusing with all the potential roads, turns and driving decisions. Also will require some high value commercial property.	Like	E.1 would be my preferred option requiring the least amount of infrastructure and driver decisions to be made. It would also take out the blighted areas near the new bridge as an added benefit.	Neutral/No Response	The few additions for E.2 don't appear to add much value to the traffic flow	Dislike	The worst option since it fails to utilize existing infrastructure. It also will force addition development into the northern area which would probably be commercial. Backtrack of traffic to get to the main part of Idaho Falls well be exacerbated creating more issues.	no	Good job focusing on alternatives

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06/18/2019	Public meeting comment	Like	I totally understand the need to address this problem and fix it. Of all the alternatives, I believe this is the best one. Use the same path, but make it bigger and safer.	Neutral/No Response		Neutral/No Response		Dislike	I am strongly against this alternative. The only think worse would be doing nothing at all.		All of these alternatives will have impact. Alternative H will have the largest impact. My husband and I have lived on Lewisville Hwy for over 40 years. In Feb. 2019 we decided to downsize and sold our home and acreage. We purchased a twin home in Heritage Homes development on E. River Rd. We are retired and on a fixed income. This alternative H is within 1/4 mile. It could even go over us. It would be devastating.
06/18/2019	Public meeting comment	Neutral/No Response		Like	E.2 looks to be the best but this is acceptable	Like	This appears to be the best option. There are less residential homes in the area and is close to areas you want	Dislike	Worst option as it impacts too many homeowner and the value of Sage Lakes which we pay high taxes. There will be freeway noise and exhaust fumes. High density area for homes.	We were not notified of the other meetings, so I have no input. I do not take the newspaper as I listen to our news on tv. Since this has a huge impact on property values a mail out should have been done. I am sure if it were your home you would expect nothing less.	

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06/18/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	I think Alternative H should be eliminated. Because the Split Diamond Interchange eliminates the Broadway exit 118. They are telling people that exit is not eliminated but just diverted. But if you cannot get off at Broadway, but have to use a side street to get to it, it IS eliminated - by telling people it is not, is not telling the truth. It will directly affect the downtown area. The people in the downtown area deserve to know this. It will directly affect our business. I feel you are being deceitful in this matter. You would have alot more opposition if people understood this.		
06/18/2019	Public meeting comment	Neutral/No Response	Worth a close look in the area impacted are the ones with the current problems. Minimum impact to a few businesses but not to residential areas. Would it work??	Like	Either of the E Alternatives MAY work this keeps the traffic closer to the existing flow areas. A small residential area & schoolpark may be impacts. Temple View School is quite outdated already so this could be a benefit in disguise.	Like		Dislike	This would require construction of all new roadways, bridge, etc...too costly not to mention loss of ever diminishing farm land and financial impact to a upper end residential area...not a good alternative.	H should be eliminated too many negatives to even be considered.	Dollars talk...without cost estimates its hard to make any decisions.
06/18/2019	Public meeting comment	Dislike	poor makes an already congested area more congested	Dislike	again keeps all the existing and future traffic in the same area "in" the city - not a good long term solution	Dislike	See E.1 above	Like	#1 Choice. Pushes the interchange away from Idaho Falls allowing City growth. Separates city traffic on US-20 from northbound "express" traffic. Good connection for I-15 to US-26 & US-20. Allows for connection to a future Idaho Falls belt route.	no	thanks
06/18/2019	Public meeting comment	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	This looks best - easy access from I-15 to 20 & 26 - leaving Grandview a residential street		

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06/18/2019	Public meeting comment	Like	Preferred alternative. It meets the DOT criteria with the least adverse effect to established neighborhoods, businesses and wildlife. Plus, potentially seems the most cost effective.	Like	Alternative E.1 & E.2 meet DOT's criteria, however, there would be some disruption to existing businesses. These alternatives are okay, if C is not selected.	Like		Dislike	Alternative H should not be considered. It is the most disruptive to established and growing neighborhoods, businesses and established Bald Eagle and Osprey nests. Alternative H appears to be the most costly!	Alternative I - do not understand why it was eliminated?	Thank you for holding the meeting in Rigby on June 10.
06/18/2019	Public meeting comment	Like	I think this alternative is the best one of all. It uses a lot of existing roads and structures. I also think this one would be the most cost efficient. It also does not displace existing homeowners like some of the others. I also think this is the best direct route of the others.	Like	This one looks like it also uses a lot of the existing roadways. Moving the exit 119 would be beneficial. They both also seem to be more direct to tie into US 20.	Like	This one looks like it also uses a lot of the existing roadways. Moving the exit 119 would be beneficial. They both also seem to be more direct to tie into US 20.	Dislike	<p>We strongly disapprove of this option. We live at East River Road. When we bought our property in 1994, we were out of the city limits. Our property backs up to the existing Hatch Pit landfill. We were told that once the landfill was closed that this would be a city park. It they went with this option, they would have to build this connector over the landfill. How can this ground be stable enough to build upon?</p> <p>The housing division of Fairway Estates is an exclusive type of housing division. The people that bought and built homes there will be greatly affected by the drastic drop in housing valuations. A lot of homeowners are nearing retirement and may be counting on the value of their homes to help out in their later years.</p> <p>We are also within a couple of years until we retire. We are also counting on the value of our home to sustain us in our retirement. If this option is</p>		

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									<p>chosen our three neighbors would be bought out at "fair market value?" for the location of this roadway. Our property would be next to it. I can only imagine the noise factor that we would have to put up with.</p> <p>Also North 5th West is a two lane road. We can hardly get out of our driveways now. The added burden of extra traffic on this road would be devastating. The road now is in rough shape. When we add truck traffic and other cars, how can we maintain the roadway. I do not believe there is room to make it a four lane road. If they did, traffic would move even faster that now. The speed limit is 50 MPH. I observe quite often traffic moving a lot faster than that (70 MPH). How can you insure the safety of our grandchildren, walkers, bikers, and pets.</p> <p>There is also an existing eagle nest across from Pevero Drive on 5th West that has been there for years and is supposed to be federally protected.</p> <p>I urge you to take these concerns into consideration and choose the most direct route for the connector, option C or E.</p>		

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06/18/2019	Public meeting comment	Like	I think this would be the best alternative, keeping the interchange where it has historically been. Nearby neighborhoods are generally rentals & shorter-term residences, "starter homes".	Like	Either of these two options are acceptable.	Like	Either of these two options are acceptable.	Dislike	I don't like this option. Homes affected are mostly "empty-nesters," where people have settled more permanently for the latter years of their lives. Most don't intend to move until going to Assisted Living. If the east-west portion could be moved south and a "green" buffer provided between road and homes, it might work.		
06/21/2019	Public meeting comment	Dislike	Would send traffic into downtown instead of around downtown	Neutral/No Response	Closer to airport for traffic	Neutral/No Response	Closer to airport for traffic	Dislike	--No-- Nesting Eagles Congestion Noise - traffic increase near our quiet subdivision devalue our property		

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06/03/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Like	This alternative seems like the best long-term solution with more direct connection between I-15 and both highways 20 and 26. I also like that the largest areas of impact are in more rural areas. The minimization of disruption to normal traffic flow during construction is also another big benefit as construction will likely be lengthy.		
06/03/2019	Online Open House	Like	This alternative is workable only IF a concrete noise barrier is put in place to protect the surrounding residential neighborhoods	Like	This alternative is workable only IF a concrete noise barrier is put in place to protect the surrounding residential neighborhoods	Like	I like this one better because it impacts my neighborhood the least. This alternative is workable only IF a concrete noise barrier is put in place to protect the surrounding residential neighborhoods	Like	I like this one the best because it impacts my neighborhood the least.		Just the need for sound barriers to protect the surrounding residential areas.
06/05/2019	Online Open House	Like	Like	Like	Preferred seems least disruptive and cost effective	Like	I also like	Dislike	Least prefer. Seems expensive and would be very disruptive as it comes very close to an established residential subdivision Fairway Estates also must cross dump and could result in Environmental issues also could impact a endangered species, bald eagle nest on East River Road where Pevero joins East River Road . could result in legal action by property owners as interstate in essentially their backyard and devaluation of current property values. Another cost item to this proposal might be a noise abatement barrier alone Pevero drive.		

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06/05/2019	Online Open House	Dislike		Dislike		Dislike		Dislike			As homeowners on Antares Drive we feel any of these options would have a huge impact on ours and our neighbors home values and livelihood. Whether our home is bought out by the state and/or the federal government or not, our home values would be greatly impacted. We would like to know when a decision will be made and how long will we have to vacate our homes. We know a fix is needed, but would like to get more information and possibly have a neighborhood meeting with someone on the committee present. Thank you.

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06/05/2019	Online Open House	Like	Yes!!!!	Like	Not bad	Like	Could work	Dislike	No no no		
06/05/2019	Online Open House	Dislike	I live in Westwood park Village. Looking at the plans, all three run a freeway lane or on/off ramp right through our property. So, I do not like any of the plans. NO one wants their home taken from them against their will. I would hope and expect that if you take part of Westwood park, that you take ALL of it. We do NOT want to live across the street from the freeway. For those lucky enough to not have their homes taken from then, how do you intend to compensate those home owners from completely destroying their property value? I would also hope that incentive payments would be offered to lessen the devastating blow of having ones home taken from them against their will. For those left behind having to live with a freeway in their front or backyard, PLEASE put up CONCRETE sound barriers and replace the trees. A chain link fence is NOT sufficient. Please consider replacing Antares Park somehow so there is still a park in the neighborhood.	Dislike	I live in Westwood park Village. Looking at the plans, all three run a freeway lane or on/off ramp right through our property. So, I do not like any of the plans. NO one wants their home taken from them against their will. I would hope and expect that if you take part of Westwood park, that you take ALL of it. We do NOT want to live across the street from the freeway. For those lucky enough to not have their homes taken from then, how do you intend to compensate those home owners from completely destroying their property value? I would also hope that incentive payments would be offered to lessen the devastating blow of having ones home taken from them against their will. For those left behind having to live with a freeway in their front or backyard, PLEASE put up CONCRETE sound barriers and replace the trees. A chain link fence is NOT sufficient. Please consider replacing Antares Park somehow so there is still a park in the neighborhood.	Dislike	I live in Westwood park Village. Looking at the plans, all three run a freeway lane or on/off ramp right through our property. So, I do not like any of the plans. NO one wants their home taken from them against their will. I would hope and expect that if you take part of Westwood park, that you take ALL of it. We do NOT want to live across the street from the freeway. For those lucky enough to not have their homes taken from then, how do you intend to compensate those home owners from completely destroying their property value? I would also hope that incentive payments would be offered to lessen the devastating blow of having ones home taken from them against their will. For those left behind having to live with a freeway in their front or backyard, PLEASE put up CONCRETE sound barriers and replace the trees. A chain link fence is NOT sufficient. Please consider replacing Antares Park somehow so there is still a park in the neighborhood.	Dislike	It is NOT clear how this plan would affect Westwood Park village, so I cannot offer an opinion. I live in Westwood park Village. Looking at the plans, all three run a freeway lane or on/off ramp right through our property. So, I do not like any of the plans. NO one wants their home taken from them against their will. I would hope and expect that if you take part of Westwood park, that you take ALL of it. We do NOT want to live across the street from the freeway. For those lucky enough to not have their homes taken from then, how do you intend to compensate those home owners from completely destroying their property value? I would also hope that incentive payments would be offered to lessen the devastating blow of having ones home taken from them against their will. For those left behind having to live with a freeway in their front or backyard, PLEASE put up CONCRETE sound barriers and replace the trees. A chain link fence is NOT sufficient. Please consider replacing Antares Park somehow so there is still a park in the neighborhood.		If you are going to Take part of Westwood park village, you need to take ALL of it. We do NOT want to live across the street from the freeway. Incentive Payments would be REALLY nice for those people who homes are being taken against their will. This is a traumatic and devastating loss. I would hope that you would be required to compensate those staying in the neighbor closest to the project for completely destroying their property value. Please put up CONCRETE sound barriers and replace the mature trees you destroy that help buffer. Please find another location to put a park in you take our park as well.

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06/06/2019	Online Open House	Dislike	This seems very confusing. And it does not provide a good link to 26.	Dislike	This seems like it is not a good long term solution, more immediate fix, not looking at long term. And no help to 26.	Dislike	Same comments as E.2	Like	I see this as the best option. Gets further out of downtown, to provide for more long term growth. And it does have a good connection to 26!		
06/06/2019	Online Open House	Like	Second preferred.	Like	Third preference	Like	This is my preferred alternative.	Dislike	Don't like this one.	H. Doesn't make sense. Lots of new construction.	Lots of wildlife would be impacted with H. Could effect bald eagle habitat.
06/06/2019	Online Open House	Like	This is a pretty good option and will be my second choice.	Like	First choice and a great alternative to keep business local and not disturb habitat.	Like	third choice	Dislike	WAY to much construction. Lot's of issues here. Too much cost and area impact to complete. Pulls business away from town. disturbs many bald eagle habitat which is to my knowledge illegal to disturb anyway. Impacts many residential areas which devalues the assets. Get rid of this option.		Get rid of H.
06/06/2019	Online Open House	Neutral/No Response		Neutral/No Response		Like	This is the option I like best.	Neutral/No Response			
06/06/2019	Online Open House	Dislike	I don't like this alternative. It requires a lot of construction and the addition of through lanes would be confusing for drivers unfamiliar with the area. Also, the through lanes would create traffic bottle necks.	Like	I prefer this option. Another exit would provide better, faster access to the airport, and provide a convenient option for through-traffic.	Like	This is my second choice, but I think the addition of a ramp on Fremont Drive might be overkill so I prefer E. 1.	Dislike	My least favorite alternative. It's too far north and drivers would be tempted to take the perceived shortcut through Idaho Falls.	Eliminate H. It's too far out of the way so drivers would take a shortcut through Idaho Falls and defeat the purpose of the project.	
06/06/2019	Online Open House	Like	Its ok as an option.	Like	My second option. Like less construction.	Like	Like this option. Construction minimal gives us another east west road.	Dislike	Do not like this option at all. Over a nice residential area- Fairway Estates and Reiverview acres. Eagles breed in this area, this is where Idaho falls started as eagle rock. Near a landfill, do not disturb this- expensive. Airport traffic in this vicinity and would impact FAA rules. Dust storms north often close of Freeway.	Yes Broadway option Exit 118 to bring in more business revenue. Closer to hotels.	
06/06/2019	Online Open House	Dislike	Not a fan. Too much disruption to school and park.	Like	Direct access to airport is good.	Like	This one is best. Better access to airport is great and reducing congestion at the US20 interchange is great.	Dislike	Do not like this option! Too much construction, over a landfill, kills eagles, in a nice residential area, expensive, blowing winds would back up exchange.		

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06/06/2019	Online Open House	Like	I vote yes on Alternative C. Alternative C appears to solve the needs of moving commuter traffic with the least impact to the community.	Dislike	This Alternative E.1 has the cost and burden of an additional bridge in close proximity to our current Broadway and John's Hole bridges. I don't see this as a viable alternative.	Dislike	Too large an impact on the community, too costly.	Dislike	Although I like the I15 exit and bridge placed out of the city, the connector is placed too close to homes along Pevero Drive. In addition, Alternative H makes no use of the current on/off ramps at N15E and Highway 20, and adds complexity to getting off I15 and accessing the downtown area with the Split Diamond Interchange.		
06/06/2019	Online Open House	Like	There are parts of this option that I really like. I like that it generally maintains the current footprint of the roads and keeps traffic where there is already traffic. I don't know why it has to be so complicated, though, and think a simplified version of this alternative would be best.	Like	This alternative would probably work fine. I like the improved access to the airport. I like alternative E.2 better.	Like	This is a better alternative than E.1. It seems like a lot of additional infrastructure, though, and maybe more than is necessary.	Dislike	I like the split diamond interchange, but think it is a bit too complicated for addressing the current problem in the most direct and simple way possible. This option appears to be the most expensive option. I don't think it is necessary to keep cars going above 60 mph between I-15 and Highway 20. If they have to slow down to 35 mph on the curve, I think it will still be a big improvement and sufficient to meet the need.	I don't know if it is an eliminated option, but I have my personal opinion about the most simple and direct way to address the issues as cost-effectively as possible. I recommend four steps for improving the situation: 1) Create a bridge across the Snake River on Higham St. to Lindsay St. 2) Close the Lindsay Blvd. exits/on-ramps to/from Highway 20. 3) Create elevated ramps directly connecting the I-15 and Highway 20 traffic from between current exits 118/119 to the current Lindsay Blvd. exit location. I wouldn't think the ramps would need to be as long as they are shown in Alternative C. 4) Perhaps simultaneously with step (3), close the I-15 on-ramp from Broadway St. to I-15 north and the exit 119 ramp to Highway 20 and instead route traffic onto an improved Mercury Ave. Thus, traffic heading north on I-15 to, say, the airport, would take exit 118 then come north on Mercury Ave. to the Highway 20 traffic signal and turn onto Highway 20 west. The rest of the I-15 ramps would stay just like they are now. No need to fix what isn't broken.	You probably haven't missed anything, and I'm sure you have considered this much, much more than I have. I think any of the options will be sufficient. You can't please everyone. Some people will be mad no matter what is done. I think the most simple answer (described in my answer to the previous question) is the best, but any of the other options would work. The right approach at this point is probably to get a reasonable cost estimate for all four options so they can truly be compared against each other. Sure, Alternative H might be nice (except for the people currently living on Povero Road), but if it costs twice as much (which I suspect it might to exercise all that eminent domain to buy up the property and build that much more additional road and ramps), it probably isn't the best option.

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06/07/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	I am opposed to this alternative. I live on Pevero Dr and think this would have a very negative impact on our neighborhood. This would turn a nice neighborhood into a freeway mess for us. There are not sufficient exits out of our neighborhood already and this would further limit future options.		
06/08/2019	Online Open House	Like	Of the alternatives, this is the only one that makes sense.	Like	This seems to be the next logical alternative on the list.	Dislike	Not as effective.	Dislike	Absolutely not. The impact to residential and potential residential growth is high and negative. The garbage dump remediation is enough to stop this alternative.	Yes, the one where 81st street is in the options makes more sense than any of the others.	It is expected that this will impact people, but the selection should minimize the impact to the area, and moving the bypass much further north makes more sense than any of the alternatives being considered.
06/09/2019	Online Open House	Like	This seems like the best solution	Neutral/No Response		Neutral/No Response		Dislike	This one seems too far out and would require the acquisition of too much land		
06/09/2019	Online Open House	Like	This is a great alternative as it seeks to smooth the transition of I15 traffic onto 20, and keeps it routed largely through the existing downtown areas. Minimal impact to housing, and continued business/tourist traffic into Idaho Falls proper.	Neutral/No Response	Seems to do a fairly good job of smoothing I15 to 20 traffic, however it pulls travelers away from the Idaho Falls downtown business and tourism areas.	Dislike	Seems to do a fairly good job of smoothing I15 to 20 traffic, however it pulls travelers away from the Idaho Falls downtown business and tourism areas. Additionally, this one doesn't address the increased traffic on 20 (due to optimizing the I15 to 20 intersection), as well as E1.	Dislike	This alternative should be stricken from consideration. It completely moves profitable business and tourism traffic from the Idaho Falls town area, greatly impacts high value Idaho Falls neighborhoods, and doesn't address the increased traffic to 20 due to potentially optimizing the I15 to 20 intersection. Additionally, you would potentially replace the pedestrian safety hazards of the current intersection with the even greater safety hazards of migrating even faster moving traffic (because of the optimizations) closer to neighborhoods.		
06/09/2019	Online Open House	Like	This option keeps traffic/business in the area and eases congestion. There is minimal impact on area homes.	Like	Appears to ease congestion, but pulls traffic/business from the area. Does not impact many homes.	Dislike	Seems to ease congestion, but does not ease congestion that would be experienced in hwy 20. It also pulls traffic/business from the area.	Dislike	This option takes traffic/business from the area in addition to impacting a huge number of homes.		
06/10/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	This option should be eliminated. It causes too high of loss of property value. It causes loss of property tax revenue.		

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06/10/2019	Online Open House	Like	If I had to pick an existing alternative that has not been ruled out, I would pick this one.	Dislike	This would impact the volume of traffic on roads that currently do not have high traffic volumes.	Dislike	This would impact the volume of traffic on roads that currently do not have high traffic volumes.	Dislike	<p>This is very close to a subdivision that has one of the highest property tax rates in the City. We built a house here years ago because it would be a nice quiet neighborhood. A highway parallel to Pevero Drive would change all of that. I would sell my house, downsize, and pay less property taxes to the City.</p> <p>There are potential wildlife impacts as well due to eagle nest along this proposed route.</p>	<p>I think there should be a new alternative as follows. My family and I left Idaho Falls for 5 years in the 1980s to move to San Antonio. San Antonio has an inner loop and an outer loop around the City. ITD should consider a loop around Idaho Falls to route the traffic from highways I15, US-20 and US-26. Many U.S. cities employ this type of design to mitigate traffic problems.</p>	<p>The proposed alternatives create problems for existing subdivisions. A loop, or partial loop, around the City should also be considered as an alternative.</p> <p>I was told at the ITD meeting that these alternatives would all cost about the same. I don't know how the ITD could make that statement at this point in time.</p>
06/11/2019	Online Open House	Like	Seems simple enough, but I don't understand the need for the Higham extension.	Dislike	Seems like this would really take traffic away from the hotels and make a sort of complicated system.	Like	This one makes a lot of sense I think.	Dislike	<p>This seems like it would make a "smooth" transition from one freeway to the next, but the impact on rural areas would be substantial.</p>		<p>Why isn't the "Split Diamond" an idea by itself? This is from your info on option H,, " would also include possibly converting I-15 Exits 118 and 119 to a split diamond interchange to remove weaving and backup issues on I-15". Doesn't the Split Diamond accomplish what you need in this project?</p>
06/12/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Neutral/No Response			<p>Please choose a solution that allows for large long-term growth. We don't want to pay for this again and again.</p>

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06/12/2019	Online Open House	Dislike	It seems that this alternative makes a mess out of current roads. It looks like this is one that would cause the most damage to current businesses and a fair amount of damage to neighborhoods. In addition, I think this would be confusing to anyone traveling from out of state. It seems that it has the potential to cause more headaches and accidents than other options.	Dislike	Less confusing than previous alternative. One of my main concerns for this is the damage and removal to current housing. I know much talk has been given to alternative H, about taking farm land and some housing. But this one does damage to some of the most affordable housing in all of Idaho Falls. Our condo complex alone would suffer over 48 families being either displaced or having to live with a freeway literally in their front yard. If this is the style of alternative that is to be done, a cement sound barrier wall would need to be constructed. The current model of a fence with slats in it is not acceptable in any case.	Dislike	About the same as the previous alternative. congestion and confusion near the heart of downtown.	Like	I honestly think this is the most sensible of all the alternatives. Moving the interchange north would allow for growth, both around the new interchange and in the current interchange area. It also allows for a west side corridor to divert all the traffic coming from the INL to bypass city streets and highly populated areas. I really think this is the only viable choice, looking forward 10+ years. We all know traffic is only going to increase, why not build something that will last for many years to come, something we will not have to revisit in 20 years. I know many people along this corridor are upset, but wouldn't it be better to disrupt a lot of farm land and a neighborhood to have a long term solution vs disrupting hundreds of families and businesses only to have to revisit the problem in 20 years? This IS the option.	I don't think so.	Make sure that wherever the interchange is, money is budgeted to place cement sound walls along areas that interface with residential neighborhoods. This is a requirement, not really an option in my opinion.
06/12/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	There is no logical reason to put the new interchange that close to an established housing area like Fairway Estates. I moved out there so that I could be out in the country and enjoy that atmosphere, and yet still enjoy city utilities. It will ruin our area and ruin the subdivision. I know that there are better alternatives, including moving further north into agricultural land where there are fewer established housing areas. Even going as far north as Osgood or Roberts would be a better alternative and disturb fewer homes. This alternative (H) forces a lot of people out of their homes in this corridor, and those who are not removed from homes will see their property ruined and their property values drop.		

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06/12/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	We moved out here to be away from traffic. What will happen to the eagles who nest across from Pevero?		
06/13/2019	Online Open House	Like	I think that option C would do a lot to fix the current problem with the i-15/hwy-20 interchange. But, it decrease access to many businesses in the area and the traffic would be unbearable during the construction phase.	Dislike	I think E would do a lot to solve the interchange problem. But it is unnecessarily complex and would cause a lot of confusion on the road. It also involves changes to the area that would effect the INL and Freeman Park. It seems like there would be a better option that would allow for fewer major roadways through an already busy area of town.	Dislike	This option would be better than E 1 as there isn't a frontage road unnecessarily cutting through businesses and INL buildings, but it is still confusing and complex around exits 118 and 119. I have seen exits like this around the country and they seem to work ok, but in this situation, with the limited space and the number of different interchanges in the area, it seems like it would be better and safer to keep things simple by not adding to the complexity of the interchange.	Like	Option H would be great to solve the problem at exits 118 and 119 with the Split Diamond Interchange. By moving the I-15/hwy-20 interchange to the north, it decreases the confusion and complexity of the other designs while maintaining access to downtown Idaho Falls and expanding the economic corridor. This option has very clear benefits such as: expanded business areas, a connection to hwy-26, creates a much needed east/west route north of Idaho Falls, solves the I-15/hwy-20 interchange problem, has a simple traffic pattern that will be safer than other alternatives, and the construction will be less disruptive to an already congested interchange.	I don't believe that any options should be reconsidered.	
06/13/2019	Online Open House	Dislike	This will utterly destroy an entire neighborhood between Broadway and Grandview, eliminating 50+ long-term homes, blitzing a park, paving over a local elementary school, and destroying the entire character of the neighborhood. I think it's a travesty, and whoever came up with it needs remedial help.	Dislike	This also ruins half of our neighborhood, destroys a park, compromises an elementary school, and removes 50+ stable homes.	Dislike	No better than E-1. Needlessly destructive and complex.	Dislike	The split-diamond issue is still problematic. It is far easier for industrial businesses to relocate into the undeveloped land on the east side of the highway, and shift the entire project over by 3000 feet. The disruption of farmland is not awesome, but fewer homes will be eliminated if the connections shift North and the 118-119 project shifts East. IF the Grandview-Broadway neighborhood can be protected by a shift of the highway toward the river, this would be my preferred option.	Probably not. They're all pretty disastrous.	You've missed considering the 150 or so families that live in the neighborhood between 118 and 119, and how this project will destroy our lives.

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06/13/2019	Online Open House	Dislike	Destroys our neighborhood, park, school... people do live here.	Dislike	Same destruction, plus destruction of Freeman Park.	Dislike	Destructive and ridiculous.	Neutral/No Response	Shift the 118-119 interchange to the east, where UPS and such now sit. Pay those businesses enough to build new sites in the undeveloped commercial land right next to them. Leave the neighborhood between Broadway and Grandview alone. Shift commercial traffic to the North and make safer crossings and entrance/exit points for the new highway.	No	You've missed thinking about all the homes you'll eliminate if the 118-119 interchange intrudes on the long-established neighborhood between Broadway and Grandview.
06/13/2019	Online Open House	Dislike	This does not seem like a long term solution. Why make it complicated and put a huge interchange right in the middle of Idaho Falls? Option H makes more sense in the long run.	Dislike	This does not seem like a long term solution. Why make it complicated and put a huge interchange right in the middle of Idaho Falls? Option H makes more sense in the long run.	Dislike	This does not seem like a long term solution. Why make it complicated and put a huge interchange right in the middle of Idaho Falls? Option H makes more sense in the long run.	Like	This option seems like a more viable long term solution. It would avoid a complicated eye soar right in the middle of town and hopefully take less homes and possibly a school, a church, a park, and a neighborhood with 100 year old trees. I know the people in Osgood are pitching a fit, but we dont want out homes taken and neighborhood destroyed either!		Whatever you do, we need CONCRETE noise reducing RETAINING walls around the entire neighborhood along I 15 between broadway and grandview, and along grandview where it connects to I-15.
06/16/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Neutral/No Response			A simple and cost effective fix would be to close Grandview eastbound just after the Saturn intersection. Traffic could still enter 15 south bound and traffic wouldn't have to stop from 15 to 20 northbound (it could modified to be a gradual turn). All local traffic could enter north bound 15 from the Broadway entrance and use the same for access to 20.
06/15/2019	Online Open House	Dislike	This one could very well impact growth of businesses	Like	this one does seem most viable from the perspective of growth further in the future and less need of updates later on	Neutral/No Response	n/a	Dislike	This one I think will take the connection too far out of town and not see as much reduced flow	n/a	Any changes to the hiways and interstates should also have concrete barriers to put up to decrease noise from traffic
06/14/2019	Online Open House	Like	I like this option! It solves the problems where they are. People can quickly get through IF while still being tempted by businesses to bring money into our town.	Like	This is fine but doesn't seem as direct as option C.	Like	Same as E.1	Dislike	This option does hardly anything to solve a majority of the pedestrian and bike traffic issues. It only fixes one ramp. Also, why would you want people driving through to Yellowstone, etc to not stop in IF for food/lodging/gas? Completely eliminating that option negatively impacts local business.		

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06/14/2019	Online Open House	Dislike	Possible short term fix, but the congestion will build again in the future. Construction will be a nightmare to do it all at the same time. The Riverside interchange looks horrible. And it wipes out a lot of homes. I don't recommend it.	Dislike	There are good points and bad points to this alternative. Construction will be a nightmare because it will all be done at the same time. I like the extra exit for the airport and US20 bypass. But E.2 provides a better alternative for Science Center Drive.	Like	See note to E.1.	Like	I like this option the best. Getting the US 20 bypass done first is the most important. Construction in stages seems the best alternative. It would add about a mile extra traveling distance going from I-15 to US20, but what's another 60 seconds time worth? If you could build the river bridge just a little bit south of where you have it now and then angle up to 49th, that might be better. But then you'll be impacting the river and runway, so maybe not. Darn the luck. But if the thought can be thunk, then it can be done. Somehow. Maybe only the NB I-15 to US20 and the SB US20 to I-15. But then, you're impacting farm land. growl.		I provided a hand drawn map about a year ago with some ideas, but Alternative H seems to be the best.

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06/21/2019	Online Open House	Neutral/No Response		Neutral/No Response		Neutral/No Response		Dislike	<p>Alternative H should be eliminated as it negatively impacts Fairway Estates and surrounding residential areas. Residents purchased their homes to be away from the city congestion and traffic. We were told there would be a park constructed behind Pevero Dr. when Hatch Pit closed, not a major highway. In fact, Hatch Pit was closed when many of the older homes in Fairway Estates were constructed. It was subsequently reopened. We want our promised park.</p> <p>Alternative H should be removed for the following reasons: * negative quality of life impact (noise, pollution, etc.) to the existing neighborhoods * reduced property values * Fairway Estates needs a park * Subsidence issues resulting from constructing a highway over a landfill * Would cause disturbance to a nesting pair of bald eagles living near Pevero and River Road</p> <p>Please fix the problem where it currently exists, i.e., at the I-15 / US 20 interchange. Don't move the problem to our neighborhood.</p> <p>Residents are already putting their homes up for sale due to Alternative H.</p> <p>to constructing a major highway</p>		

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06/21/2019	Online Open House	Like	I think options "C", E-1, and E-2 are in the right direction for resolution. I think the combination of various parts of each could lead to the best resolution.	Like	See "C".	Like	See "C".	Dislike	I see it as the odd man out. The other 3 options use the existing travel corridor and offer ample options for resolution.	I haven't seen all of the original concepts. I'll try to find them and see what I missed.	<p>I drive the area each and every day and have been doing so since 2003. It is busy in the morning from about 7:00 to 8:30 and afternoons for a little bit when school gets out and mostly between 4:30 and 6:00 or so. A bit earlier in the afternoon on Fridays. Weekends no back up at all.</p> <p>As discussed with Ryan on Monday June 10, the transition area seems to be pressed during the rush hour times. I've watched it go from a single lane exit off of I-15 with a stop sign to what we have now.</p> <p>I would like to see what happens if we could merge one lane off of I-15 into the existing right lane and continue the Grandview traffic into the existing left lane without stopping it on either direction. The light should be kept to allow exiting I-15 traffic to turn left toward the airport when necessary. This would allow minimal stoppage to the</p>

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											<p>East bound Grandview traffic during the peak rush hours. Merging the right lane of Grandview into the left lane after Saturn would clear the right lane for I-15 exiting traffic. The turn from I-15 into US20 is a little tight, I'm guessing about 76-80 degrees or so. If temporary barriers were placed, we could see how it works. This could be a great way to see what the flow results are without great expense and time. If it works, a possible fix could be two lanes off of I-15 and one or two continuous for Grabdview East bound. This would require adding to or even replacing the US 20 bridge over the tracks and Lindsay but, they are quite old as they stand. Construction to replace and/or add to those bridges would affect the Auto Electrical business and Outback restaurant. I know Outback is already planning a move as there building has been well used. The Auto Electrical business is quite old and could be relocated. I know any displacements are uncomfortable and the fewer necessary the better.</p> <p>I appreciate all of the effort your crew at ITD is putting not only into this issue but all others that are necessary in our area and State wide.</p> <p>Thank You</p>

Comment Date	Comment Source	Comment
06/01/2019	Web comment	<p>Alternative H is undesirable because:</p> <p>(1) This east-west route introduces major new limitations (complex intersections and greater congestion on the existing and planned N-S roads) to north-south traffic flow from the downtown area. In particular, it will tend to isolate the Fairway Estates and River Acres Estates subdivisions from their current close and easy access to downtown and the airport. This comment applies separately to drivers, bicyclists, and runners/pedestrians on 5th West and on Lewisville Highway.</p> <p>(2) Undeveloped land in this affected area therefore will be less attractive for incremental future development, reducing future property tax revenues for the city and county</p> <p>(3) Homes in Fairway Estates/River Acres Estates are desirable for the less-developed feel of those subdivisions. A major limited access highway in the region will radically alter this, hurting property values</p> <p>(4) The undeveloped land around these northern subdivisions represents the major opportunity for continued growth close to the amenities of the downtown area. It makes little sense to propose that uniquely located property be used for speeding Utahns on their way to Yellowstone NP rather than retaining that land for the benefit of city and county residents.</p>
06/02/2019	Web comment	<p>I live on Pevero Drive and I'm very concerned about the possibility of a road going in my backyard for several reasons. I have lived with a free way beside my home in the past and the exhaust from the cars was very bad and Idaho doesn't have the regulations on the cars as the state I lived in. My husband and son have bad asthma and we moved to this location for cleaner air and quiet evenings. I'm also concerned about the Idaho Falls commerce if you don't keep the roads closer to the hotel's and restaurants so Idaho Falls doesn't lose the income to other locations. The value of our property will go down and we do pay the second highest rate in the city of IF. There are many other reasons for my concern and I will be at the meeting June 10 2019. Thank You for taking the time to listen to the very concerned people on Pevero!!!!!!</p>
06/04/2019	Web comment	<p>I am a homeowner in the Sage lakes subdivision and I strongly oppose Alternative H as it creates a significant impact on a large number of homeowners in the areas of traffic flow, property values and the route continues North into an area of I-15 that is closed regularly due to weather conditions before "connecting" to i20. Lastly, are you really serious in considering constructing structural support freeway systems over a landfill? I personally failed at this as an owners representative in the construction of the Snake River Animal shelter in Idaho Falls, ultimately we had to move the facility. It is like building on gelatin and the cost to mitigate this issue would be very excessive. I do support Alternative E as the best option.</p>

06/04/2019	Web comment	<p>Alternative H will have detrimental impacts on environment (there are active Bald Eagles that breed every year along that route), along with Golden Eagles that routinely inhabit the trees; therefore, under the Bald and Golden Eagle Protection Act (BGEPA) these impacts need to be addressed via the NEPA-related processes (even if a state measure), the added noise of vehicles will directly disturb wildlife seeking refuge away from the city center locations, housing values of Fair Estates and adjacent communities will decrease significantly resulting in a potential nuisance case (common environmental law) as those that live in that area and attracted to the area is due to the removal of the downtown noise, increased road noise in areas to where people have located to be "away" from the city, and does nothing for the congestion that will still be inevitably transferred to downtown. Alternative H also does nothing to advance the growth of downtown tourism nor walkability of Idaho Falls.</p> <p>Both Alt. C and E. increase walkability, foster the growth of downtown accessibility, economic development, foster connectivity to US-20 and I-15, and foster tourism. Additionally, the impacts are short-term with both Alt. C and E. where as impacts with Alt. H are permanent.</p>
06/04/2019	Web comment	<p>The routes that were not removed from consideration during the spring 2019 meeting include 'Alternative E' which would route road and traffic directly where our existing commercial building is located at 1425 Higham Dr. As the land and building owner, is does not appear any consideration has been given to our property.</p>
06/06/2019	Web comment	<p>House assessments will plummet. Added traffic in area. Noise from highway. Eagles nest needs protecting.</p>
06/06/2019	Web comment	<p>I recommend four steps for improving the I-15/Highway 20 congestion:</p> <ol style="list-style-type: none">1) Create a bridge across the Snake River on Higham St. to Lindsay St.2) Close the Lindsay Blvd. exits/on-ramps to/from Highway 20.3) Create elevated ramps directly connecting the I-15 and Highway 20 traffic from between current exits 118/119 to the current Lindsay Blvd. exit location.4) Close the I-15 on-ramp from Broadway St. to I-15 north and the exit 119 ramp to Highway 20 and instead route traffic onto an improved Mercury Ave. Thus, traffic heading north on I-15 to, say, the airport, would take exit 118 then come north on Mercury Ave. to the Highway 20 traffic signal and turn onto Highway 20 west.

06/07/2019	Web comment	<p>I live in the King's Island subdivision of Fairway Estates and understand Alternative H is being considered for the new connector. As someone that utilizes the current connector during "rush hour" I understand the need to fix the situation.</p> <p>Rumors I hear is that Alternative H is the preferred option at this point. Is this correct? As much as I wish the ITD would listen to the public's comments, I'm not naive enough to understand that you will do what is in your best interests when considering money, schedules, ease of construction, etc. If I'm wrong in this assumption, then great.</p> <p>If I'm correct however, and this current public input period is merely to check a box then I would ask for a few concessions for the Fairway Estates neighborhood.</p> <ol style="list-style-type: none"> 1) A large wall (minimum 10 ft) should be erected to provide a barrier between the neighborhood and highway. 2) The East River Road needs to be completely re-constructed with walking/biking paths 3) This neighborhood, and in particular King's Island, is one of if not the highest taxed in Bonneville county. Taxes must go down significantly as it would appear our property values will decrease. <p>If these 3 items can be met then I will support Alternative H. If not, I will do everything within my considerable power to eliminate this option, including having a discussion with a certain U.S. Congressman who happens to live in this neighborhood.</p>
06/08/2019	Web comment	<p>As a homeowner in River Acre Estates who has young children attending Temple View Elementary school, I am perplexed how any of the options, specifically the option to create a connector behind Fairway estates will help deal with the panhandle growth north of Idaho Falls. This will hurt connectivity for those of us who had hoped for better access to bike paths, and parks for our kids. Additionally it would further congest the commute to our nearest elementary school. I also expect better coordination between ITD, the school district, the city and county to make a more cohesive plan for the future. This seems haphazard and doesn't truly reflect the will or plans for the future of the community. Additionally, I question the make up of the stakeholder committee and the process taken in coming to the final 4 options.</p>
06/08/2019	Web comment	<p>All plans are not very thought out and are a huge cost to the county and tax payer and are not viable option for resolving the issues. The impact to bypassing a lot of the businesses on the North end and tourist impact would be extremely long lasting and would cause many to go out of business or move to other parts of the city to avoid the financial impact caused by putting the north River bypass. First the traffic light needs to go away on the exit to I 15 and US 20 and modify the exit to have the traffic merge into US 20. This may need to eliminate the entrance/ exit for Lindsay boulevard. I am not sure why everybody thinks Reeds Dairy needs to go away because the mile east of it is residential and it should just be more important to have west bound US 20 traffic exit and use the south bound lane of I 15 and exit on Broadway like it was intended.</p>

06/10/2019	Web comment	<p>Dear Sirs/Madams,</p> <p>I am owner and resident of the property located within the Fairway Estates at 5110 Rock Hill Circle Idaho Falls, ID 83401. Recently I was informed that there a proposition "Option H" for a freeway parallel to Pevero Drive that will have an overpass by our house. I would like to express my strong opposition to this "Option H" for the following reasons:</p> <p>1)School District 91 already owns land in Fairway Estates to build a new elementary school, so other options that impact Templeview Elementary would not negatively impact local kids as the district is prepared to build a new school.</p> <p>2)Federally protected Bald Eagles nest just across from the Pevero entrance.</p> <p>3)Loss of property value for residence.</p> <p>4)Safety concerns for bikes and pedestrians who will have no way to access the city.</p> <p>5)This plan directs highway traffic away from Idaho Falls Downtown and the river/hotel regions. Moving the highway interchange will result in lost tourism revenue and negatively affect local businesses.</p> <p>6)Structural concerns with building over the landfill.</p> <p>7)"Option H" moves I-15 traffic further north before residents can exit. This section of the interstate is frequently closed due to visibility on high wind days. This will impede traffic regularly.</p> <p>8)Increased noise and traffic for local residents.</p> <p>9)Eaglewood Road was left open to the south with the intent to connect to 33rd N and the park the City of Idaho Falls promised to build on top of the landfill. This highway would destroy that access.</p> <p>10)Conflicting reports with recent FAA regulations and restrictions on building in this area.</p> <p>11)Loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one the highest tax rates of all city neighborhoods. "Option H" would dramatically change the appeal of the area and limit options for the city residents who want nicer homes that are annexed into the city.</p>
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06/11/2019	Web comment	<p>I am against Option H. I live in Fairway Estates. We do not have high traffic and do not want it. To put a 4 lane highway south of Pevero would put a major road in where no road currently exists. This is a major change.</p> <p>Option C would expand existing routes but would not put in any routes that don't currently exist I don't see that changing the general characteristics of any neighborhood as it would to Fairway Estates with the addition of a route south of Pevero.</p> <p>Any option will result of some homes and business having to move and/or have their traffic flow and access affected. I think consideration should be given to how neighborhoods in general would be affected. I think adding a route where none exists will result in a much more substantial change that would expanding what is already there---see Option C</p>
06/11/2019	Web comment	<p>I feel option H would be the best route for the congestion on John Holes bridge. Gives more room for people traveling to hwy 20 to get away from all the congestion and from the Broadway interchange. Spread out the roads. There's not that many people affected farther out... a lot of farm ground. Maybe putting up traffic lights at the intersections (Lewisville, etc.) would make those roads safer also. Idaho Falls is growing and the town needs to spread out the traffic. Option H would be more of a long term fix compared to the other options.</p>
06/11/2019	Web comment	<p>While in the process of deciding the new route, may I suggest to close only the exit 118 NB on ramp. Make cars go up to the Lindsey on ramp and WB on US-20 to get back on. That would totally eliminate weaving in the 118-119 area NB and there would be no on ramps but exit right lane only. Reducing any weaving. Sure it make be less convenient for some at Olive Garden to get back on NB, but would be safer. It would cause them right hand turns to Lindsey and then up Lindsey to the WB US 20 on ramp which is not far. And then it would allow them to be on US-20 and can go straight which is where most of them are going, or right hand turn to the 119 I-15 on ramp to head NB. The idea is to reduce weaving for safety concerns. With the removal of one on ramp this can be done. There are already enough on ramps in the area that this close from Broadway would not effect people too much as they can learn to take Lindsey which is maybe 1 mike out of their way in the way they are headed NE. Seems like a win win to me, just a thought. Thank you!!</p>
06/12/2019	Web comment	<p>The option to make an interchange on the south side of Pavero Avenue continuing on East River Road will impact families who bought property there knowing their back yards were wide open. Also, East River Road is already bumper to bumper traffic in the mornings and evenings.</p>
06/14/2019	Web comment	<p>I live in Sage Lakes and work at a business on Burgess so the interchange position affects me my work and my family. I like the E options because it keeps the traffic close to where it currently is. This area is used to traffic so it should be more adaptable to E options. If option H is used we will push the traffic into primarily a residential area. Businesses will follow the traffic which is not good for the people who live in this area.</p>

06/14/2019	Web comment	<p>I just saw another accident between Exit 118 and 119 as we returned to Idaho Falls this past Wednesday. Thank you for seeing the need to fix this dangerous section of road.</p> <p>As I have reviewed the alternatives, (I wish you would have color coded the roads for more clarity), I have some considerations for Alternatives C & E (1 & 2) and H:</p> <p>Alternatives C & E1 & 2:</p> <p>BUILD HIGH for through traffic and STAY at or near the current location (alternatives C & E1 & E2).</p> <p>WHY:</p> <p>1.GPS systems will navigate drivers on the shortest distance to destinations and drivers will exit early rather than further down the road.</p> <p>2.The I-15 Interstate often closes from Exit 119 north due to high winds with dust and snow visibility issues. Traffic will be impeded with an interchange beyond Exit 119.</p> <p>3.The hotel and river regions maintain the tourism revenue near the interchange.</p> <p>4.The interchange happens before the airport and FAA regulations do not come into play.</p> <p>5.Residential properties and businesses owners initially bought near busy roadways would expect future impact.</p> <p>Side note: We moved to Idaho Falls twenty years ago, after living in Dallas, Texas. As an example of a possible fix to Idaho Fall's problem, we saw TDOT fix a similar issue. The Texas Department of Transportation fixed the Lindon B. Johnson (I-635 Freeway) and the Dallas Central Expressway (US 75) interchange by building higher roads. You can google Dallas I-635/US 75 Interchange. It is strange and a beautiful engineering feat, but it worked and nearby properties and businesses were minimally impacted because the roads were built as high as twelve stories! I am sure ITD Engineers can create roads equal to or better than TDOT did, and the view of IF and the river is beautiful at that location.</p> <p>Alternative H: Our home backs up to Pevero, and we do not want this option:</p> <p>1.We specifically chose our retirement home twenty years ago away from traffic, near work, on a quiet golf course so we could stay there until</p>
06/14/2019	Web comment	<p>My husband, Mike and myself are strongly against Alternative H. There are federally protected Bald Eagles nesting near the proposed highway. Ruining their habitat is unacceptable. Fairway Estates currently is a quiet peaceful neighborhood. The additional traffic and noise would be unbearable for the families living near Pevero. Please do not consider Alternative H.</p>

06/14/2019	Web comment	<p>I believe Option C provides the best and solution to the traffic delay issues experienced at the I-15 and Hwy. 20 interchange when factoring business and neighborhood impacts. The area around the existing interchange and corridor are already developed to support high traffic flow. It just needs improvements to address the increased traffic flow heading to Jackson and the upper valley. The benefits include keeping the traffic in the areas properly configured to support it as well as supply the businesses which depend upon the traffic flow. These businesses are important to the Idaho Falls tax base. Although there will be a short term impact to travelers and residences in the area, the long term benefits of Option C are significant.</p> <p>If Option C is found to be unworkable, Either Option E would also provide significant options. The alignment of the traffic flow to the airport as well as putting distance between Broadway and the new off ramp should significantly decrease traffic problems. There would be some impact to additional residential areas, but these areas already see significant traffic in their immediate neighborhoods. I believe either Option E would provide significant long term benefits to Idaho Falls area.</p> <p>Option H looks attractive at first glance, but it would encourage sprawl in areas that are current quiet residential areas. This would have a negative impact to the quality of life for residences in these areas (lowering the tax base) and dilute growth away from the west side of Idaho Falls which could use and needs the development. The "green spaces" (farms river/side growth) and wildlife found in Option H would have notable negative impacts.</p> <p>Please proceed with Option C (primary) or Option E (negative) to resolve the I-15 / US 20 traffic problems.</p>
06/14/2019	Web comment	<p>As I have look over the options, I would support Option C. This keeps the traffic near the areas where local businesses can still be supported. The problem is near this option and should stay there as Option H is a residential neighborhood with wildlife (eagles) and quiet.</p> <p>Option C would alleviate the traffic congestion that travels from the south up to the Upper Valley, Jackson, and Island Park.</p>
06/14/2019	Web comment	<p>The proposed option H looks like a decent option from first glance as it covers primarily farm ground. However, at closer look there are several issues with the route. It would cross the dump which is structurally not possible to build a road over and isn't an approved use for such lands post closing of the dump. Secondly the use on E. River road is already above capacity and another interchange would cause even more use on the county road and the busy intersection with Pevero Rd that drains much of the Fairway Estates neighborhood. This would make an already dangerous intersection and road even more so. Also at this intersection is a Bald Eagle nest which would likely be lost due to the new road. The eagles have nested there for 20 years or more and it is a Threatened Species. This would also take traffic further away from the businesses in Idaho Falls taking valuable dollars from the local economy.</p> <p>The best option would be to restructure the current interchange to keep the traffic where it already is. If a new interchange north of town is proposed, why not utilize the existing exit at Osgood and expand county line road. This would have far less impact to rerouting major traffic flow at a much lower cost and would lighten the use of the current system.</p>

06/16/2019	Web comment	Alternative H does not give access to the west side of I15. A very big problem. Alternative H is too expensive. Does not use existing interchanges. All alternatives do not solve the problems at the I15/US20 interchange. Take the effort and expense to construct a functional interchange.
06/19/2019	Web comment	i am writing due to concerns regarding the proposed I-15/US-20 proposed connectors. (specifically alt H) i am a resident in fairview estates. the impact of alt h on our development is monumental. we all paid a premium to live in a quiet, golf course community. the proposed highway in the backyard of the pervero residents would have a detrimental impact on home values and the dream of living in a quiet place. why does the highway have to be so close to the development. there is alot of open land between pervero and the church which would have a more minimal impact on this development and the community at large. Also i am shocked that no one from the fairview estate subdivision was invited on the board to discuss these proposals. why wouldn't you want the input of those who stand to be impacted the most? we are finally allowed to give our opinions when the alternatives are already selected and we are down to just 3 proposals. that is not right

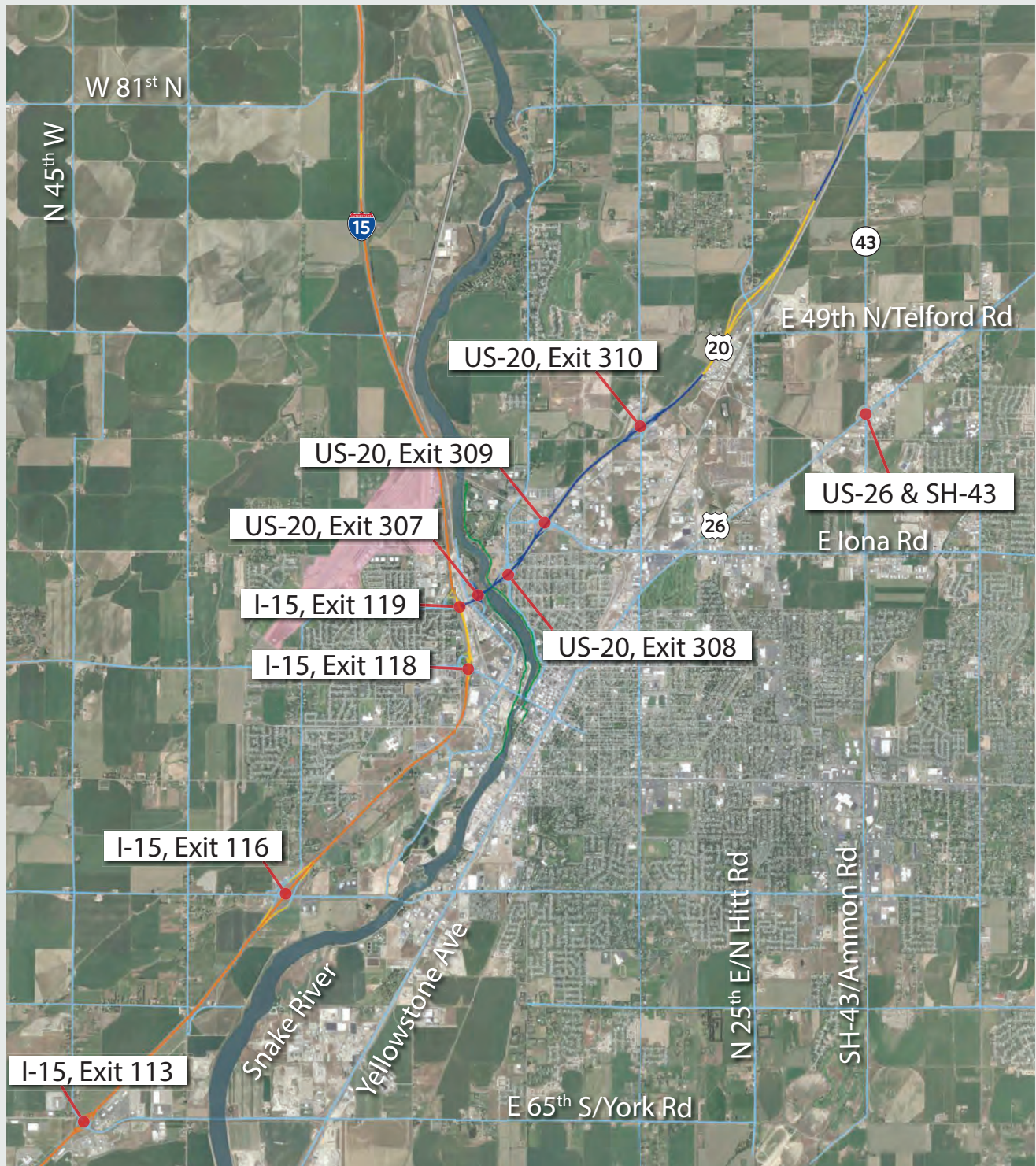
06/21/2019	Web comment	<p>Of the 3 options remaining, Option C is the best for many reasons. Followed by option E. Option C keeps the traffic in the existing corridor where it's residents and business are accustomed to the traffic. Business like Bish's RV, KJ's, and all of the hotel owners depend on that traffic to flow through the existing corridor. If diverted, it will be more difficult for travelers to access these businesses and they will just keep going to the next exits outside of Idaho Falls such as Rigby and Rexburg to the north and Blackfoot and Pocatello to the south. As for the residents, they are used to the traffic and were aware of the traffic when they bought their homes. The value they paid reflected the location. This option should also include neighborhood enhancements with the widening of the transition ramps to include a tall concrete sound wall. This will keep accidents that might occur at high speeds from crashing into the homes as well. There are many folks that spend the last 30 years trying to bring in business to the downtown area. Not selecting C would undo 30 years of work!</p> <p>I don't see many benefits to choosing option H except Construction without interrupting current traffic is nice except that you will now be irritating residents with many years of construction noise!</p> <ul style="list-style-type: none"> • There is a Bald Eagles nest with at least 5 eagles at the intersection of 5th West and Pevero Drive. Though of the endangered species list, these eagles are still protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Construction would certainly disturb the eagles based on the definitions in the act: 'Disturb' means to cause: 1) injury to an eagle, 2) a decrease in its productivity, or 3) nest abandonment. "'Disturb' also covers impacts that result from human-induced alterations ...around a nest site even when the eagles are not present, if, upon the eagle's return, such alterations interfere with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment." Don't move our eagles!! • This plan directs highway traffic away from Idaho Falls Downtown and the river/hotel regions. Moving the highway interchange will result in lost tourism revenue and negatively affect local businesses. • Increased noise and traffic for local residents. • Safety concerns for bikes and pedestrians who will have no way to access the city. • Loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. If the values go down the residents will certainly work to get the taxes down by getting the assessed properties re-evaluated. • "Option H" would dramatically change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city. Nobody is going to pay \$500,000 to \$1,000,000 (current values for many homes adjacent to alternative H proposal) for a home near the highway. The golf course and the homes around there were strategically built far enough from the existing highway to avoid the traffic noise! Many millions of property value loss for the residents that live here, Even if they did sell their homes it would be for tens of thousands less and take 2-10 times longer to sell. • Loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. • Structural concerns with building over the landfill. The landfill was not only trees and construction debris as it is today. It started
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Comment Date	Comment Source	Comment
06/01/2019	Email comment	<p>Thank you for working to improve the traffic congestion problem and accepting input on the various alternatives.</p> <p>ALTERNATIVE C: The BENEFITS would be in maintaining the general corridor that currently exists and separating town traffic from freeway traffic. It will have minimal impact on homes and businesses. The additional bridge at Higham Street would be beneficial to the local traffic flow. CONS: This plan would necessitate several bridges and would be very disruptive to traffic flow during construction.</p> <p>ALTERNATIVE E-1: BENEFITS: This would separate town traffic from freeway traffic and improve access to the airport. It would have minimal impact on existing homes and businesses. This plan would also have little impact on the existing traffic flow during construction. It would have less bridges than Alternative C, and a much shorter distance to connect with US 20 than Alternative H. The separation of highway and local traffic is extended further than in E-2, thus eliminating congestion in the future.</p> <p>ALTERNATIVE H: CONS: This alternative imposes a greater impact to prime farm ground and premium subdivisions like Sage Lakes than the other alternatives. There would be an issue with routing this road through the Hatch Pit. This alternative adds several miles to construction and travel. The connection from US-20 to US-26 could be added to Alternative C or E-1.</p> <p>I think the best plan to improve the current and future congestion would be Alternative E-1.</p>

06/01/2019	Email comment (duplicate comment from different email address)	<p>Thank you for working to improve the traffic congestion problem and accepting input on the various alternatives.</p> <p>ALTERNATIVE C: The BENEFITS would be in maintaining the general corridor that currently exists and separating town traffic from freeway traffic. It will have minimal impact on homes and businesses. The additional bridge at Higham Street would be beneficial to the local traffic flow. CONS: This plan would necessitate several bridges and would be very disruptive to traffic flow during construction.</p> <p>ALTERNATIVE E-1: BENEFITS: This would separate town traffic from freeway traffic and improve access to the airport. It would have minimal impact on existing homes and businesses. This plan would also have little impact on the existing traffic flow during construction. It would have less bridges than Alternative C, and a much shorter distance to connect with US 20 than Alternative H. The separation of highway and local traffic is extended further than in E-2, thus eliminating congestion in the future.</p> <p>ALTERNATIVE H: CONS: This alternative imposes a greater impact to prime farm ground and premium subdivisions like Sage Lakes than the other alternatives. There would be an issue with routing this road through the Hatch Pit. This alternative adds several miles to construction and travel. The connection from US-20 to US-26 could be added to Alternative C or E-1.</p> <p>I think the best plan to improve the current and future congestion would be Alternative E-1.</p>
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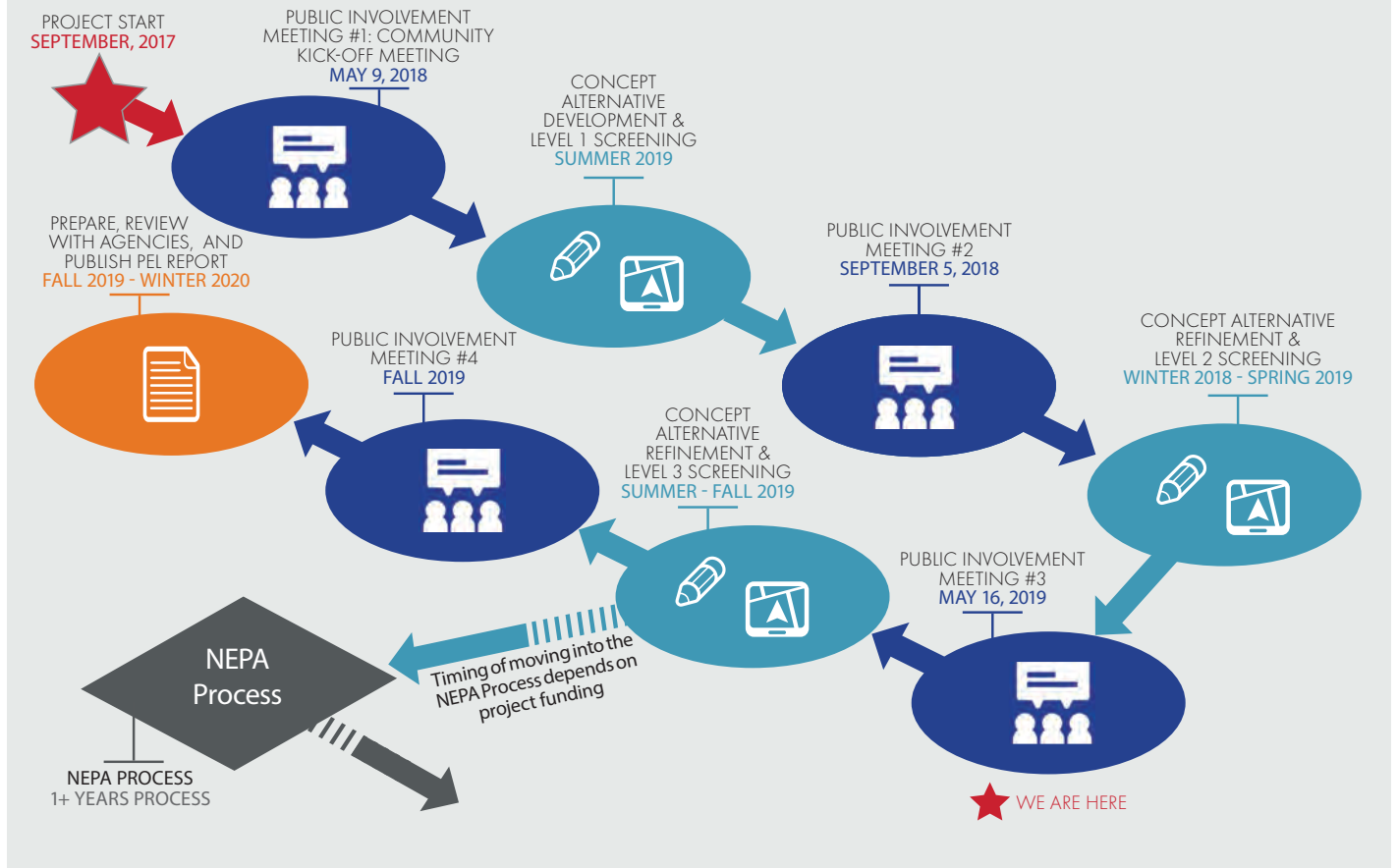


Area Map





How We Got Here: Alternatives Screening



How were the alternatives developed?

The project team developed and refined concept-level alternatives based on study criteria and public input. Each alternative is analyzed and screened to determine if it:



Alternatives shown at this meeting may be screened and presented at a fourth public meeting before the PEL report is completed, or the remaining alternatives may move into the National Environmental Policy Act (NEPA) process.



Community Working Group

The Community Working Group is made up of representatives of the city, county, large employers, and residents.

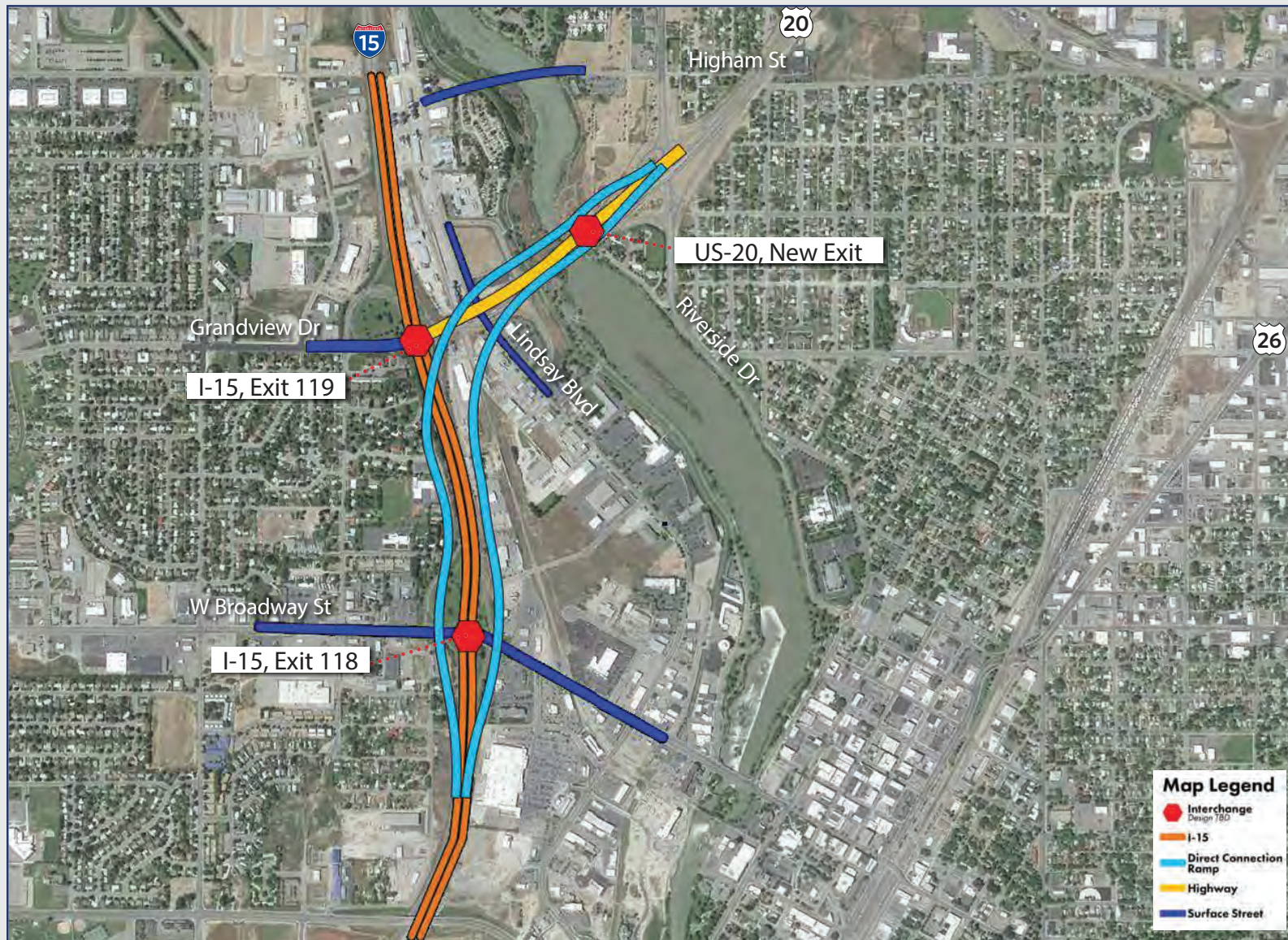
The I-15/US-20 Connector Community Working Group's role is to:

- Be briefed at major project milestones and give input to the study team on behalf of the entities they represent.
- Keep their respective workplaces, neighborhoods, organizations, and community groups informed of study progress.
- Serve as ambassadors for the study and its outcomes in the community.

Community Working Group

Name	Representing
Jason Andrus	Andrus Trucking
Jon Andrus	Andrus Trucking
David Bascom	Citizen
Lance Bates	Assistant Public Works Director Bonneville County, ID
Doyle L. Batt	81 st St. Neighborhood
Kerry Beutler	City of Idaho Falls
Stephanie Borders	HDR/Consultant Facilitator
Nick Contos	Citizen
Ryan Day	ITD Project Manager
Tracy Ellwein	HDR/Consultant Project Manager
Amanda Ely	TRPTA
Chris Fredericksen	City of Idaho Falls
Dave Hanneman	Idaho Falls Fire Department
Karen Hiatt	ITD Engineering Manager
Kelly Hoopes	Horrocks/Consultant Deputy Project Manager
Bryce Johnson	Idaho Falls Fire Dept.
DaNiel Jose	BMPO Bike and Pedestrian concerns
Angie Roach	Osgood area
Megan Stark	ITD Public Information Specialist
Deborah Tate	Idaho National Laboratory
Van Briggs	Idaho National Laboratory
Chris Weadick	Idaho State Police
James West	Hilton Company/Hampton Inn
Darrell West	BMPO
Paul J. Wilde	Bonneville County Sheriff
Syd Withers	Citizen

Alternative B



Features & Benefits

- Reduces weaving concerns between I-15, Exits 118 and 119, by providing direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new river crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20

Challenges

- Eliminates the US-20, Exit 307, at Lindsay Boulevard, which will impact direct access from US-20 to area hotels
- Elevated structures and new bridges are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood
- Could impact traffic during construction as it reconstructs much of the existing roadways

Alternative C



Features & Benefits

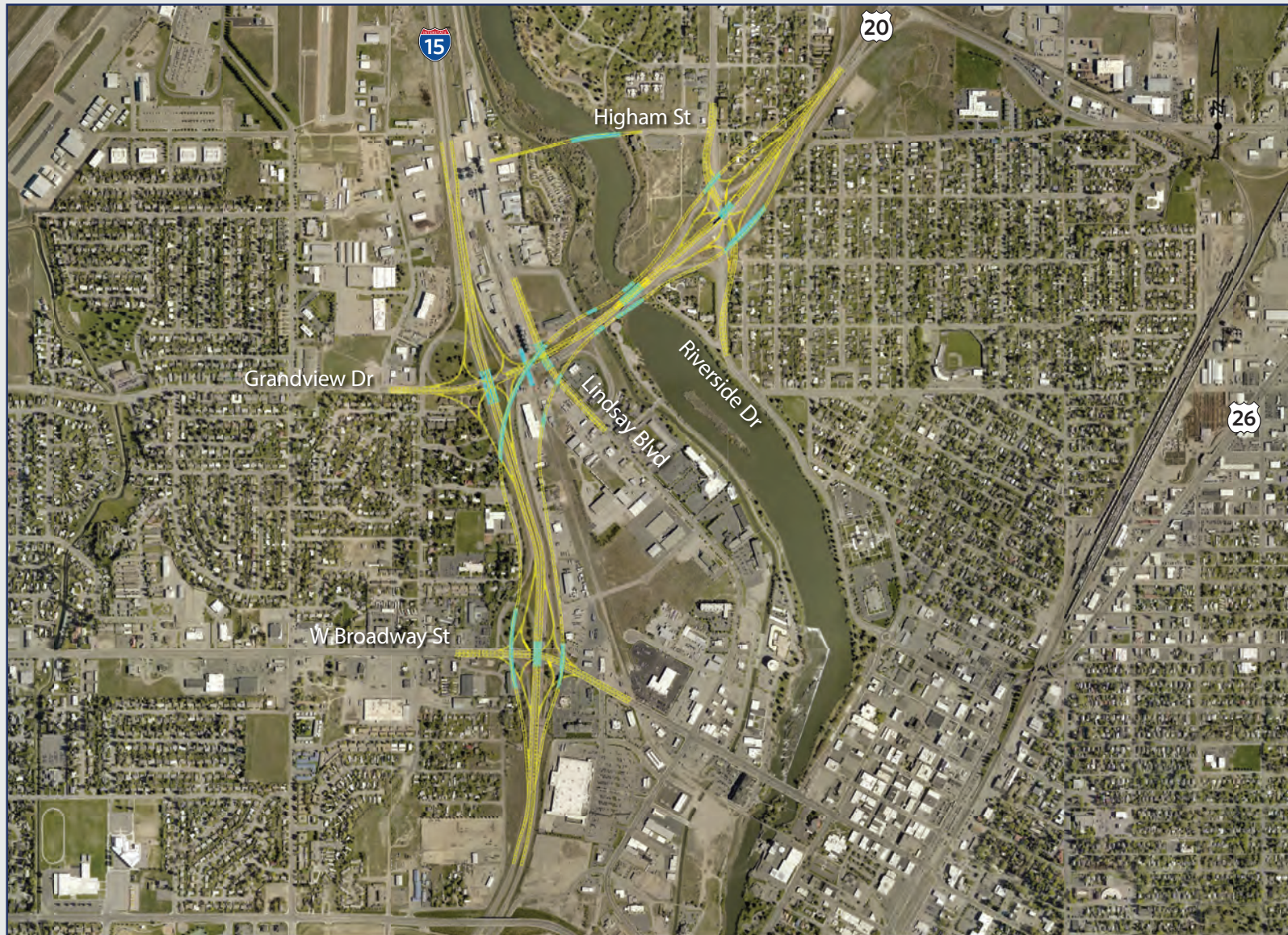
- Reduces weaving concerns between I-15, Exits 118 and 119 by providing direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new river crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20
- Separates the local and through traffic between Exit 118 through the City Center/Riverside (Exit 308)

Challenges

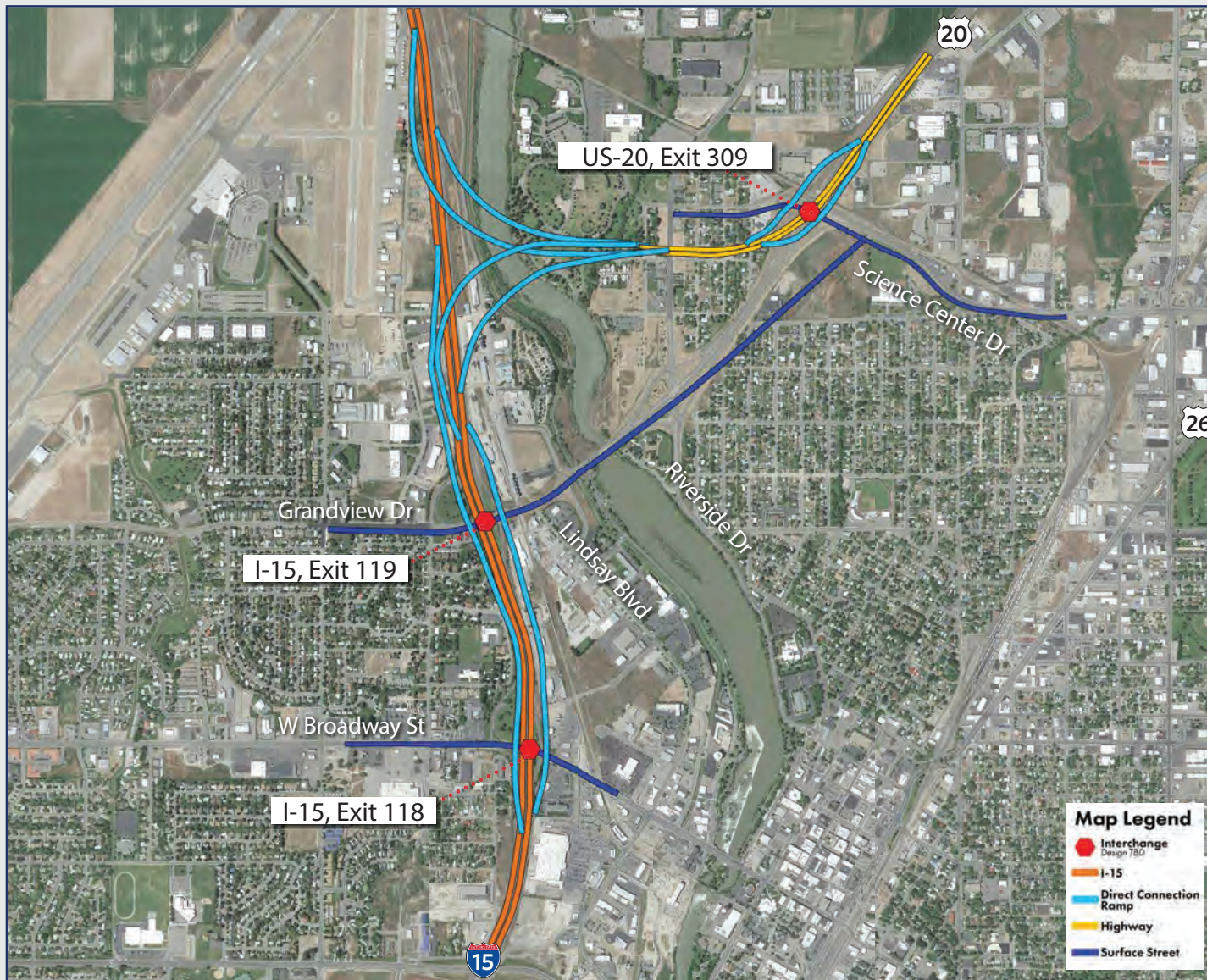
- Eliminates US-20, Exit 307, at Lindsay Boulevard, which will impact direct access from US-20 to area hotels
- Elevated structures and new bridges are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of Snake River
- Could impact traffic during construction as it reconstructs much of the existing roadways
- Weave with the merge of the direct ramps near Science Center will be a challenge



Alternative C - Detail View



Alternative D



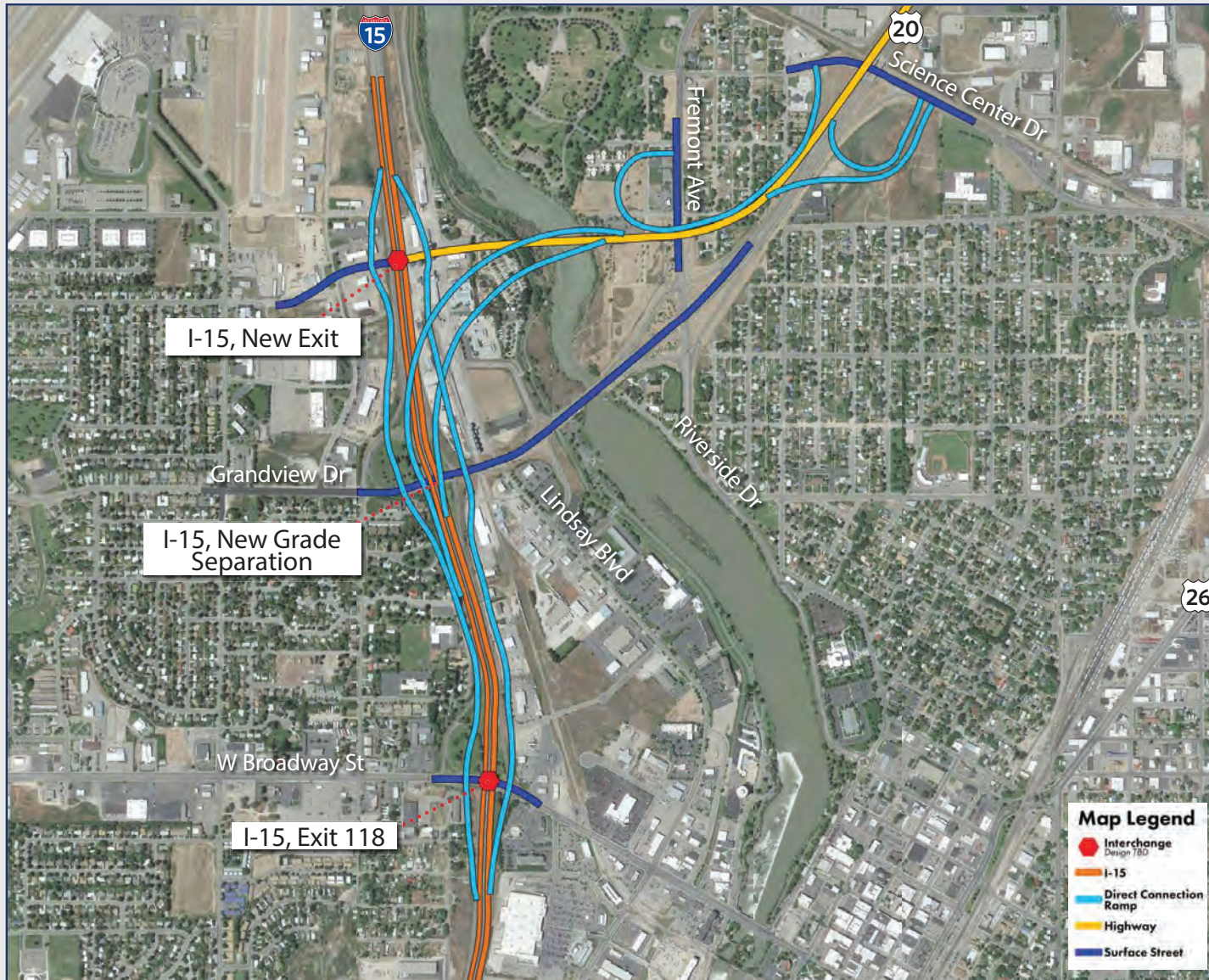
Features & Benefits

- Removes weaving concerns between I-15, Exits 118 and 119, by connecting them with direct access ramps, realigning US-20 to the north
- Provides a direct connection to US-20 through access ramps rather than interchanges, moving regional traffic from I-15 through ramps that lead to/from US-20
- Converts current US-20 to a local street from Grandview Drive to Science Center Drive

Challenges

- There are impacts to businesses, residential areas, Freeman Park, and a church
- Could impact traffic during construction as it reconstructs much of the existing roadways on alignment
- Significant weave/merge challenges between the US-20 merge and the exit 119 traffic north of exit 119
- Conflicts with the railroad and local connectivity challenges for the City Center traffic are challenges.

Alternative E



Features & Benefits

- Removes weaving concerns between I-15, Exits 118 and 119, by connecting them with direct access ramps and realigning US-20 to the north
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20
- Provides direct access from I-15 via a new interchange near the Idaho Falls Airport

Challenges

- There are impacts to industrial areas near the airport, residential areas, Freeman Park, and a church
- May not resolve the congestion issues on I-15 due to the proximity to Exit 119 at Grandview Drive from the new airport interchange



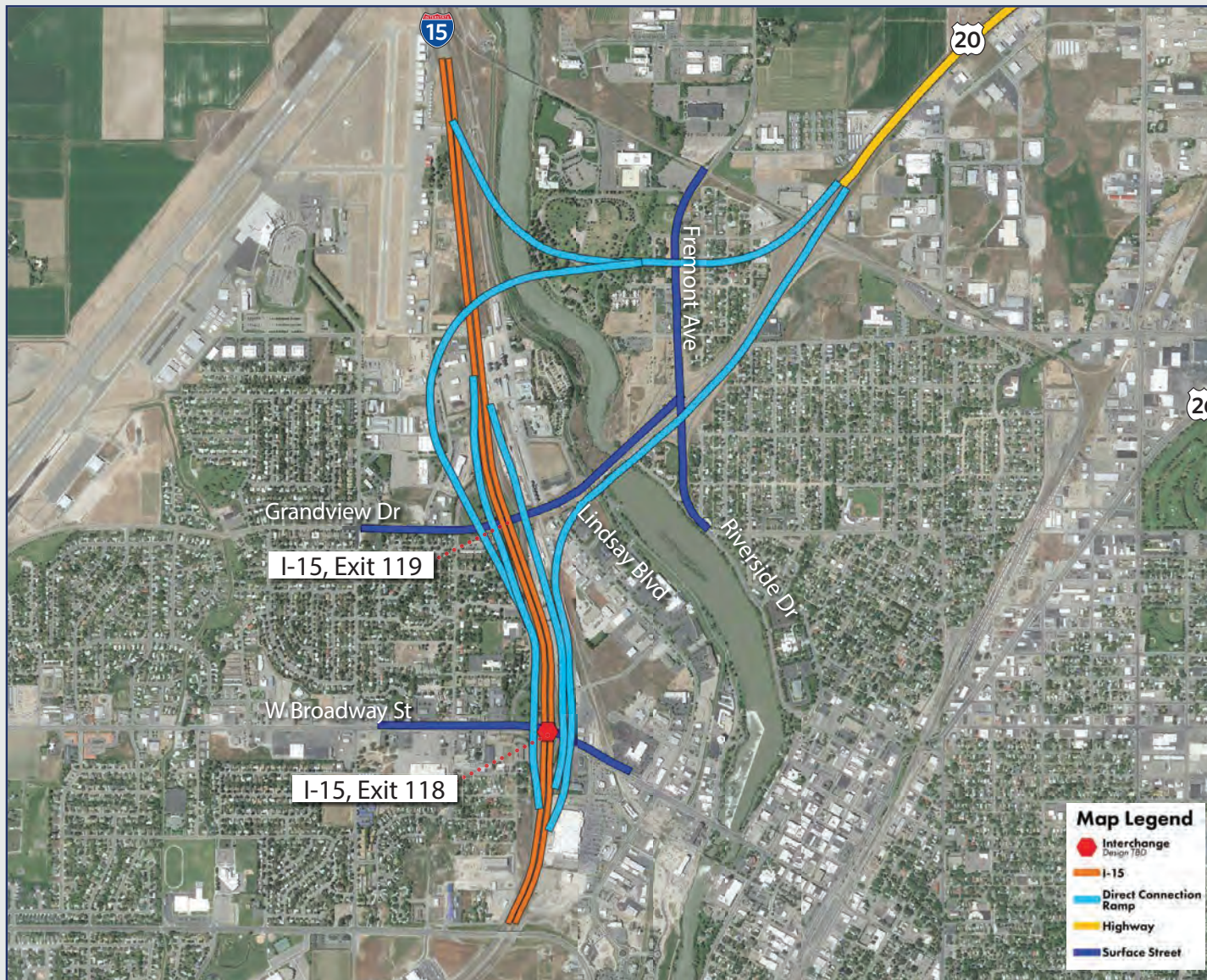
Alternative E.1 -Detail View



Alternative E.2 -Detail View



Alternative F



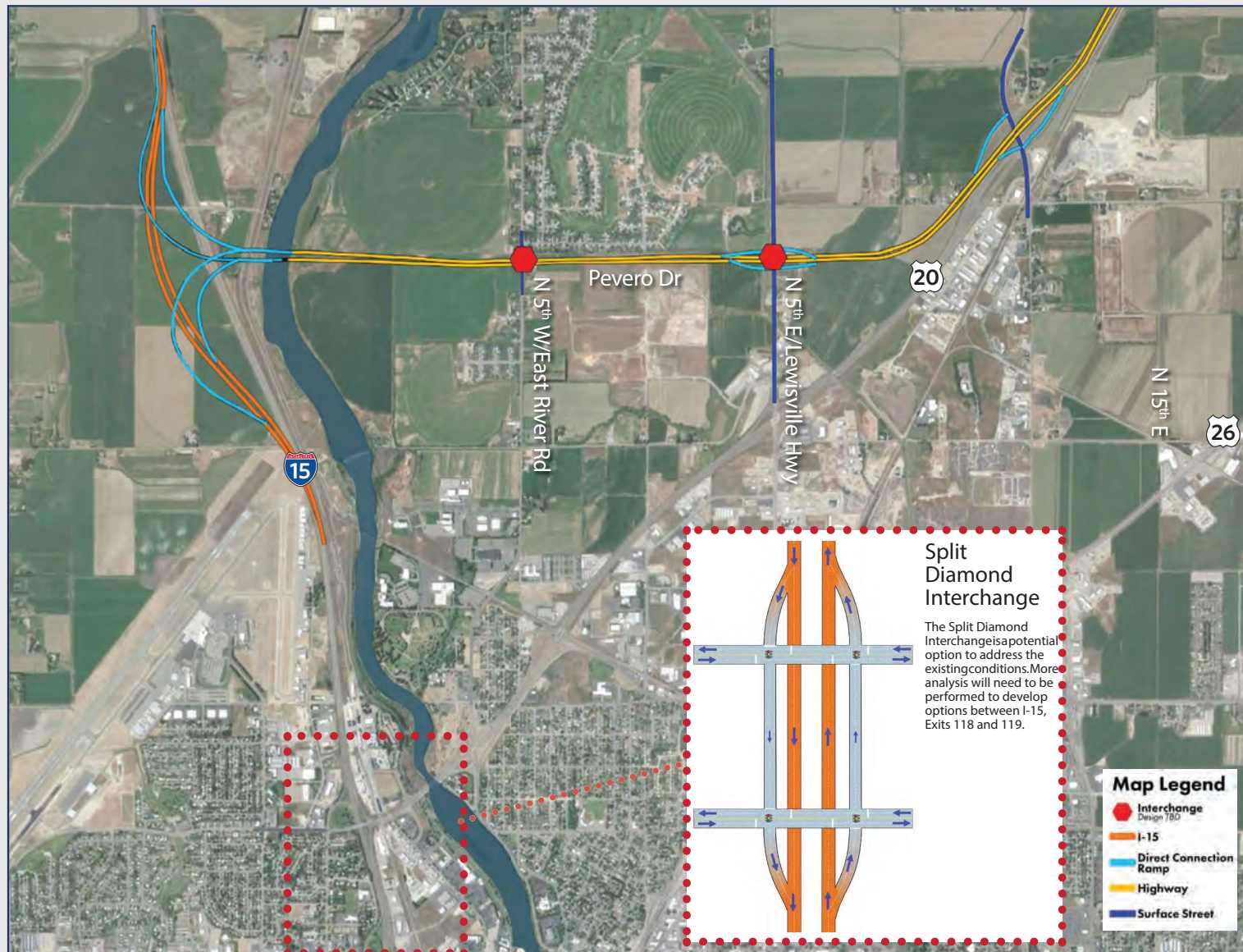
Features & Benefits

- Removes weaving concerns between I-15, Exits 118 and 119, with direct access ramps
- Splits traffic on US-20 on separate alignments and reduces congestion by separating local and regional traffic
- Converts current US-20 to a local street, which would make it less of a neighborhood barrier with more pedestrian and bicycle connections

Challenges

- Potential impacts to Freeman and Antares Parks, industrial areas, schools, and neighborhoods
- Elevated structures and new bridges are required
- Connectivity for the local traffic to I-15/US-20 very limited

Alternative G



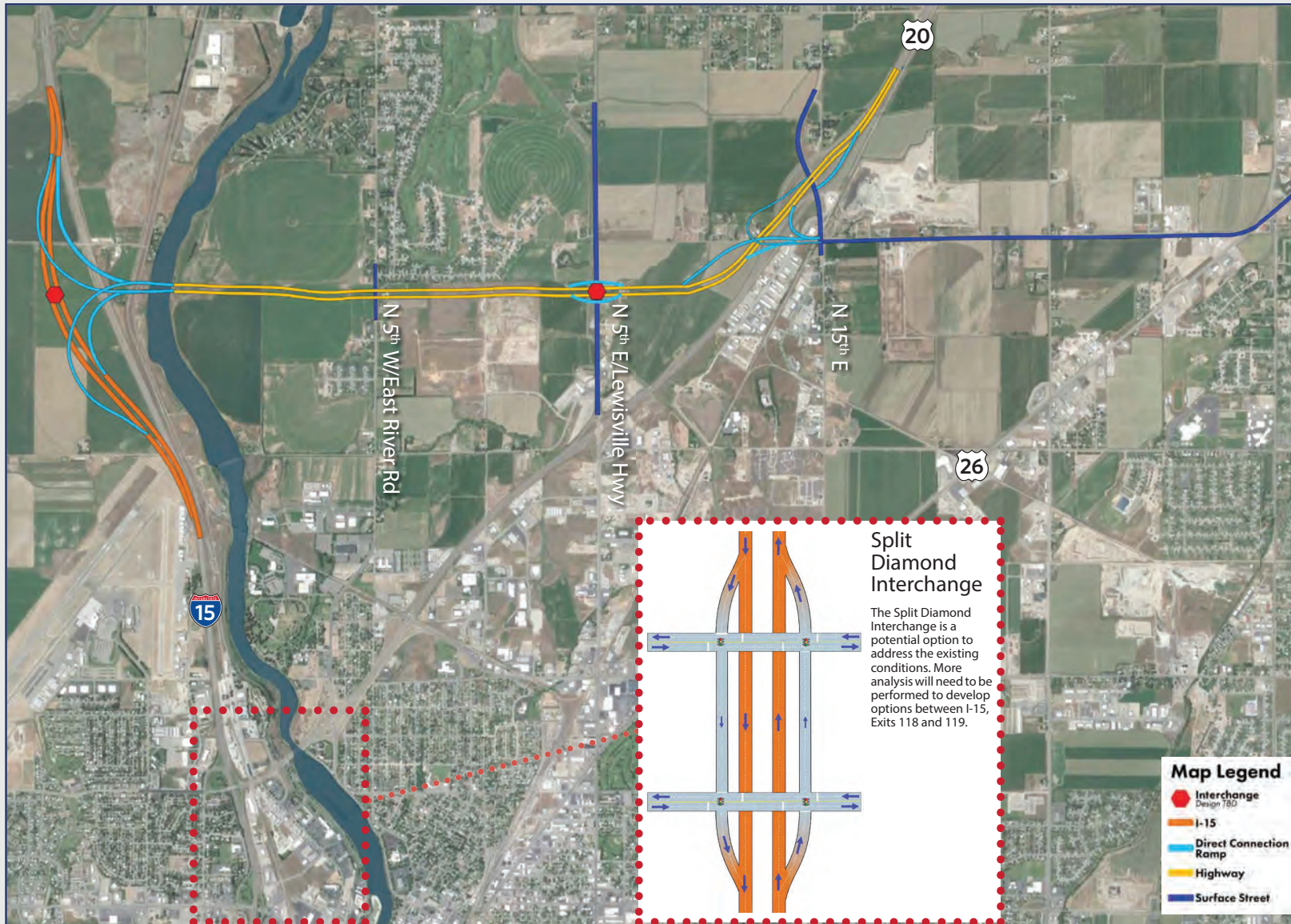
Features & Benefits

- Realigns US-20 to the north of Idaho Falls to provide a direct connection from US-20 to I-15 where there is more room for high speed ramps
- Includes new connections to local roads north of Idaho Falls
- Improves interchanges “in town,” including converting I-15, Exits 118 and 119, to a split diamond interchange to reduce weaving and backup on I-15
- Converts current US-20 to a local street
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods
- Does not provide future connections to US-26

Alternative H



Features & Benefits

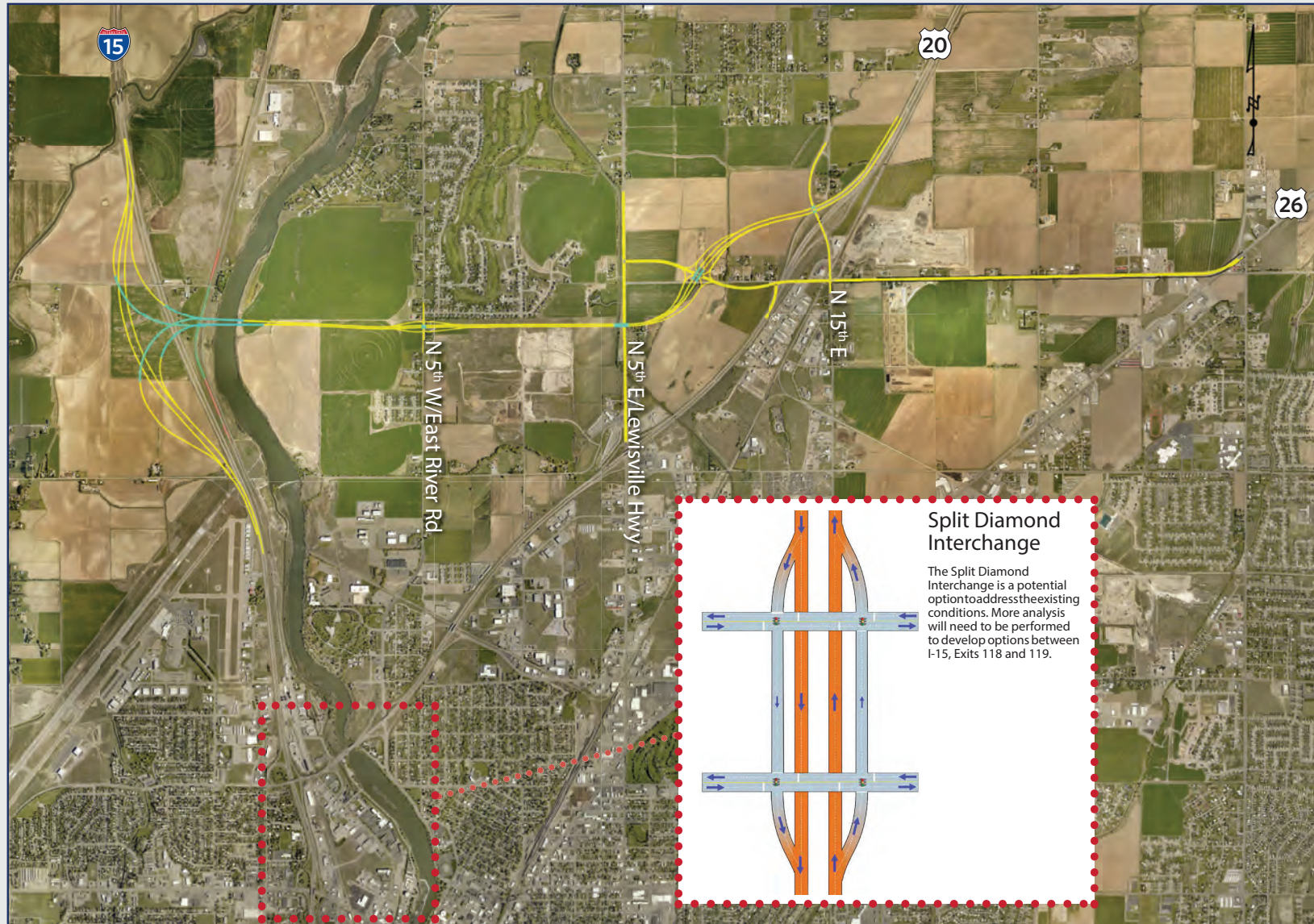
- Realigns US-20 to the north of downtown Idaho Falls, providing for a new connection to US-26, and allowing regional traffic a direct connection
- Improves the interchanges “in town,” including converting I-15, exits 118 and 119, to a split diamond interchange to remove weaving and backup on I-15
- Converts current US-20 to a local street
- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed by the split diamond interchange improvements to exits 118 and 119, and then the connection to US-26 following later when appropriate
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

Challenges

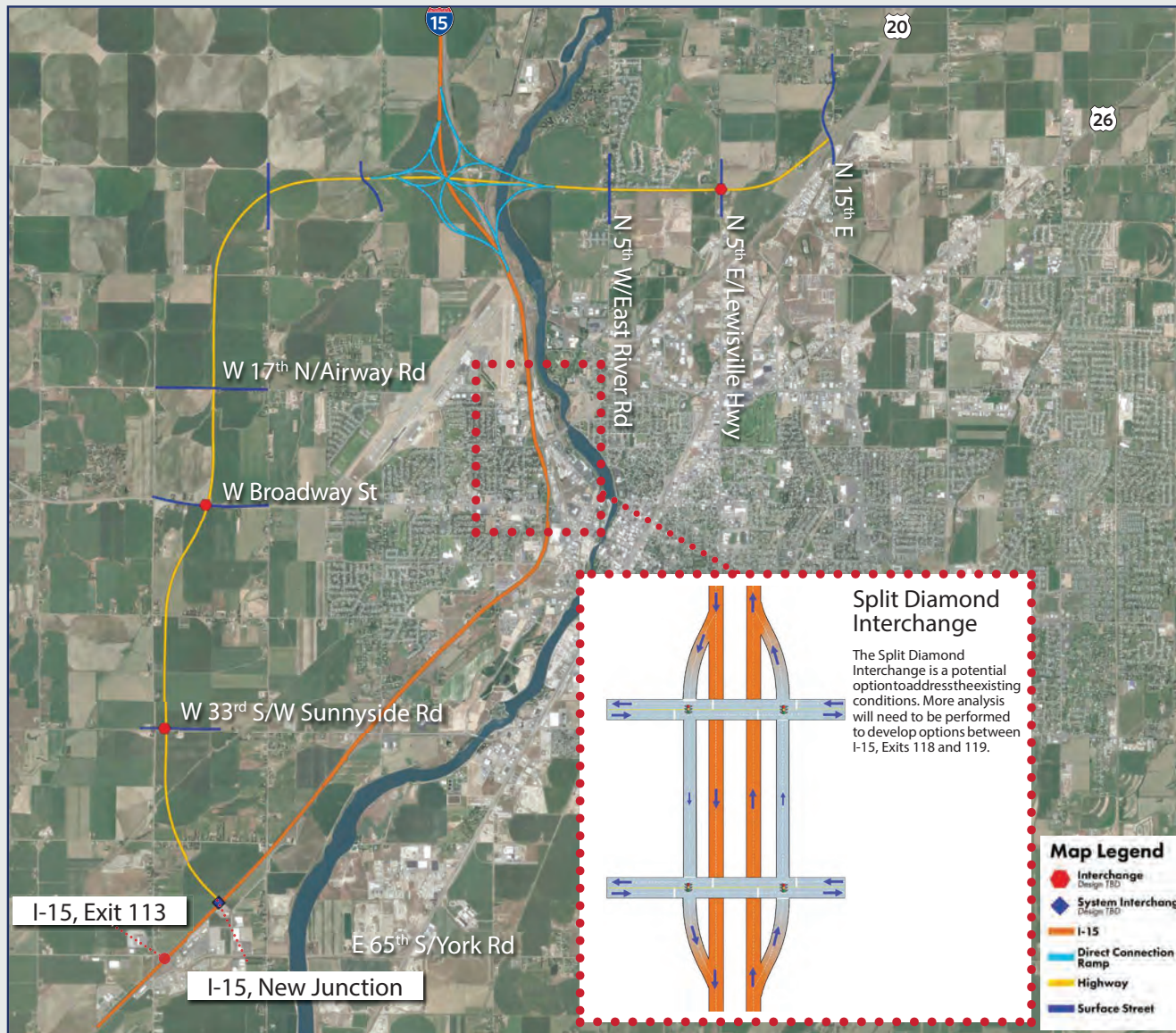
- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods



Alternative H - Detail View



Alternative I



Features & Benefits

- Realigns US-20 to the north of Idaho Falls with an added connection to the west that would extend around the airport, connect to W Broadway Street west of town, and ultimately connect to I-15 south of town
- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed by the split diamond interchange improvements to exits 118 and 119, and then the connection to US-26, and the west side connections following later when appropriate
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods

Alternative J



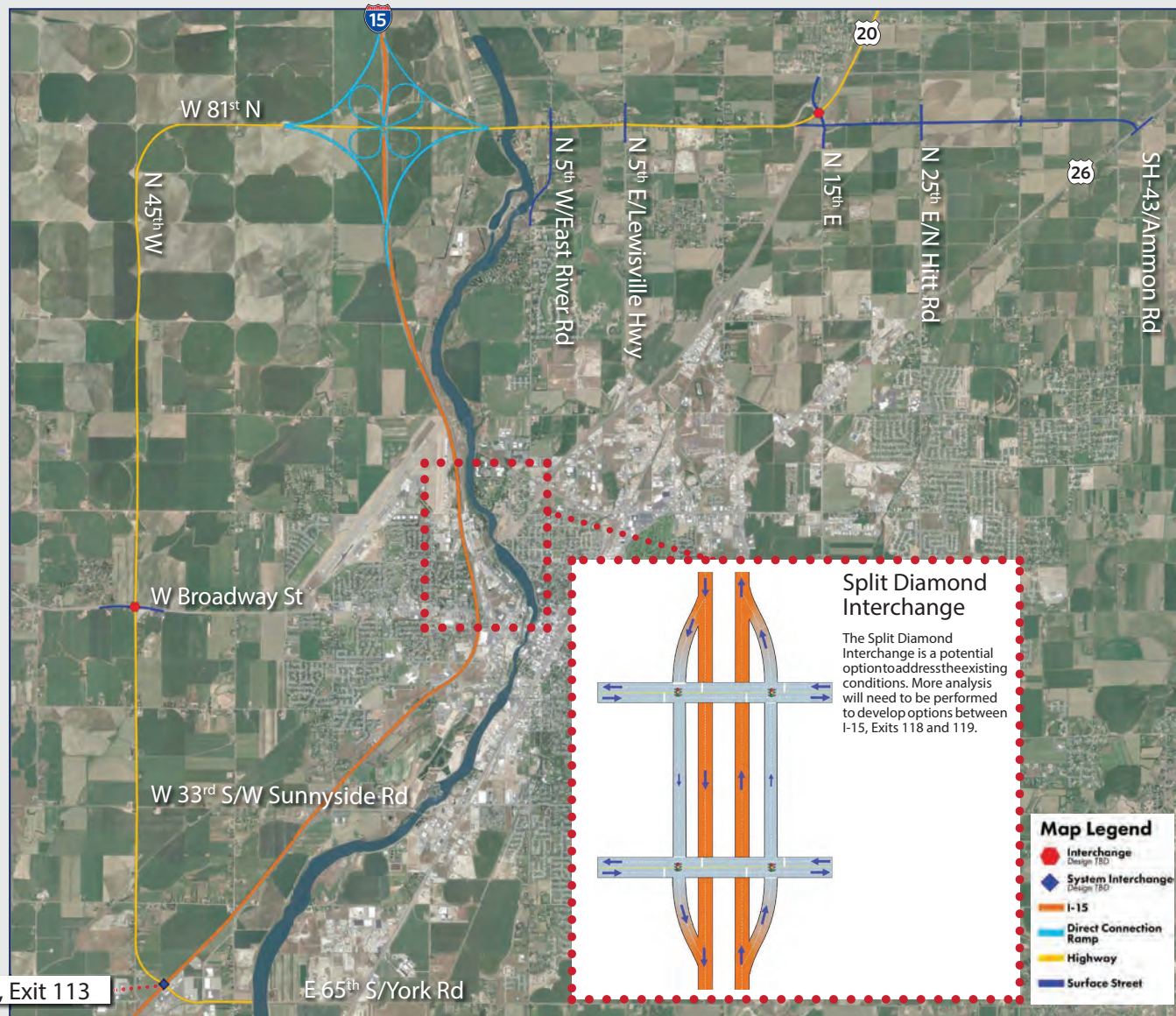
Features & Benefits

- Realigns I-15 to the east of the Snake River, moving the connection to US-20 further east and minimizing Snake River crossings
- Adds a new river crossing north of Idaho Falls

Challenges

- Removes several local connections from I-15 and US-20

Alternative K



Features & Benefits

- Creates a new high-speed arterial to the west and north of the town near W 81st N as well as connecting to W Broadway Street west of town
- Adds a new connection to US-26 allowing regional traffic to avoid surface streets

Challenges

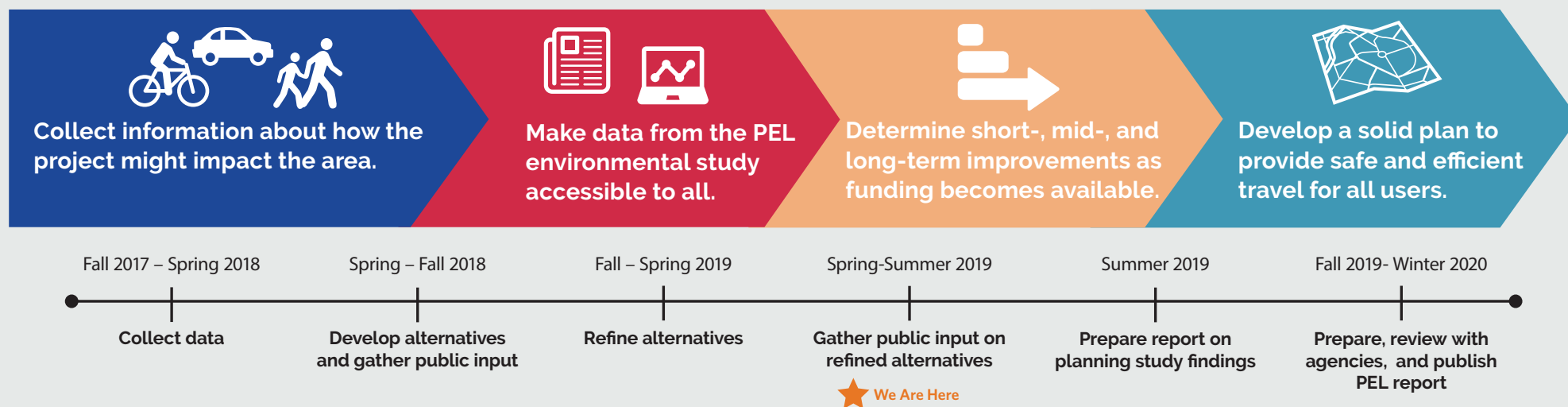
- Location of improvements mean many drivers will not alter their route to use it and so does not appear as useful or practical as previous alternatives



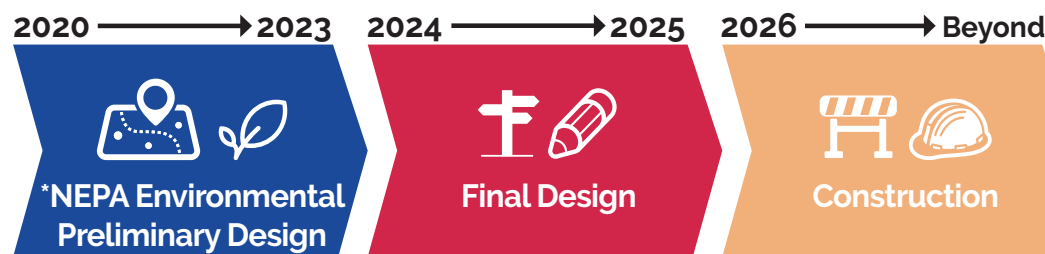
Schedule



This planning and environmental study is expected to take about 24 months. There are four major goals for the study:



Post-PEL Project Schedule*:



*pending project funding



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 i15us20connector.com to:
 - » Fill out a comment form - comments are due by May 31, 2019
 - » Sign up for email updates
 - » Check our event calendar for community events and future meetings

Follow ITD on Facebook and Twitter and YouTube!





I-15/US 20 Safety and Mobility Study:
Planning and Environmental Linkages (PEL) Study Report

Public Meetings

Public Meeting #4: Online Meeting September 2020



Public Meeting #4 Online Meeting Summary



I-15/US-20 Connector
Idaho Transportation Department

September 2020



Your Safety • Your Mobility
Your Economic Opportunity





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Appendix A – Online Meeting Slides..... 1

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Introduction

The Idaho Transportation Department (ITD) hosted an online meeting for the I-15/US-20 Connector project rather than an in-person meeting in order to comply with Bonneville County's ban on gatherings of more than 150 people due to COVID-19.

Public Meeting #4 available online
August 6 – 24, 2020
<http://i15us20connector.com/onlineMeeting/>

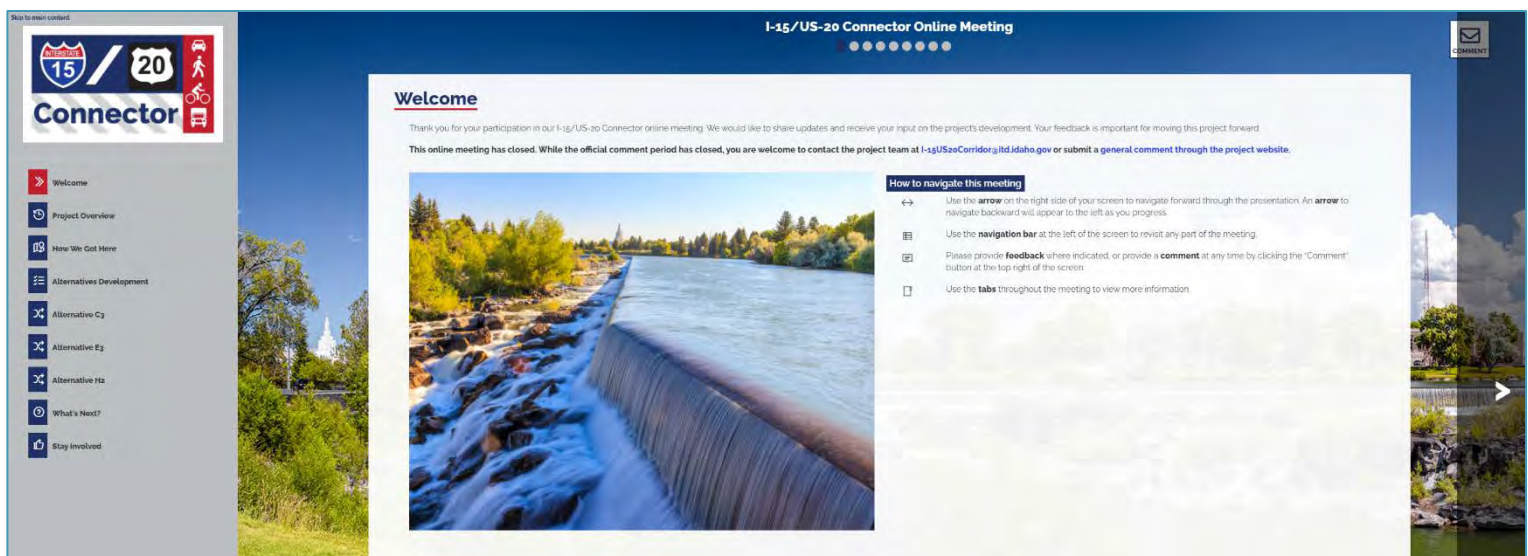
The online meeting was the fourth and final public meeting scheduled as part of the Planning and Environmental Linkages (PEL) Study that ITD initiated in late 2017. Completing the PEL is an important preliminary step in redesigning the corridor to provide a safe and reliable commute for the next 20 years and beyond.

ITD developed a broad range of alternatives at the onset of the study and conducted three levels of screening to refine alternatives over the last 3 years.

ITD notified the public of the meeting through a newsletter, emails, newspaper ads, and social media posts. The online meeting focused on presenting and gathering feedback on the no-build, E3, and H2 alternatives.

The online meeting was available for viewing and commenting beginning August 6, 2020, on the project website. The comment form was removed from the online meeting the morning of August 26, 2020. Comments were due by August 24 but comments received by the August 26 were accepted. A total of 322 comments were submitted.

A PDF copy of the online meeting slides is provided in Appendix A.



Online Meeting

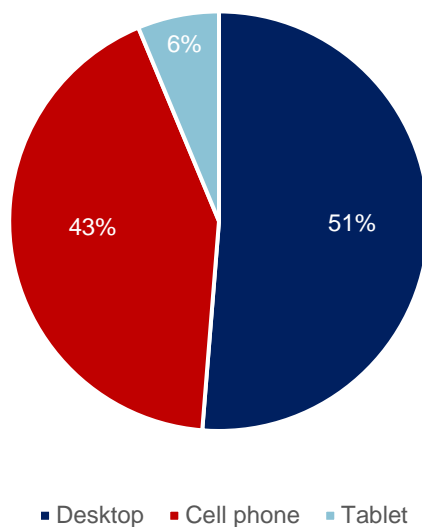
The online meeting was designed to be informative and interactive. The Welcome slide told participants how to navigate the meeting and how to comment by clicking the comment icon in the top right-hand corner of the screen at any time while viewing the content. A video illustrated how traffic would navigate through the no-build, E3 and H2 alternatives. Meeting slides included the following information.

- Welcome/How to navigate the meeting
- Project Overview
- How We Got Here
- Alternatives Development – with overview video
- Alternative C3 – removed from consideration
- Alternative E3
- Alternative H2
- What's Next
- Stay Involved

Website metrics show that 1,067 people visited the online meeting and the average time spent looking at the information was 17 minutes and 42 seconds.

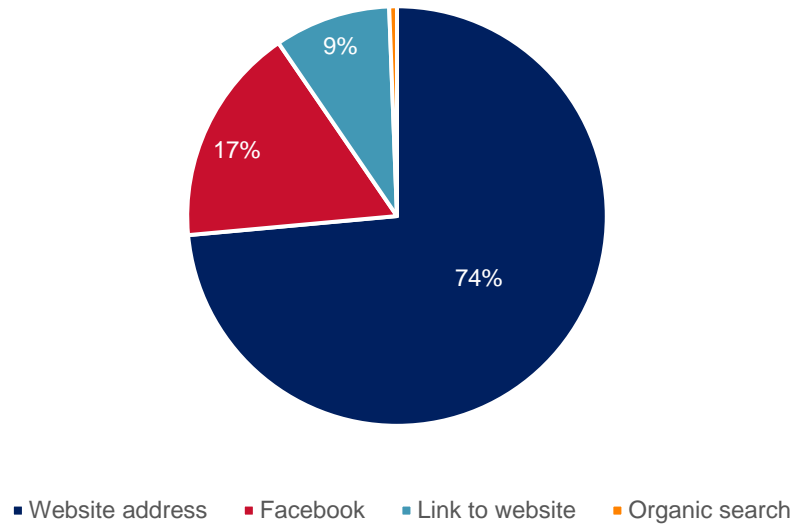
Most people accessed the meeting from a desktop computer.

Online meeting sessions by device



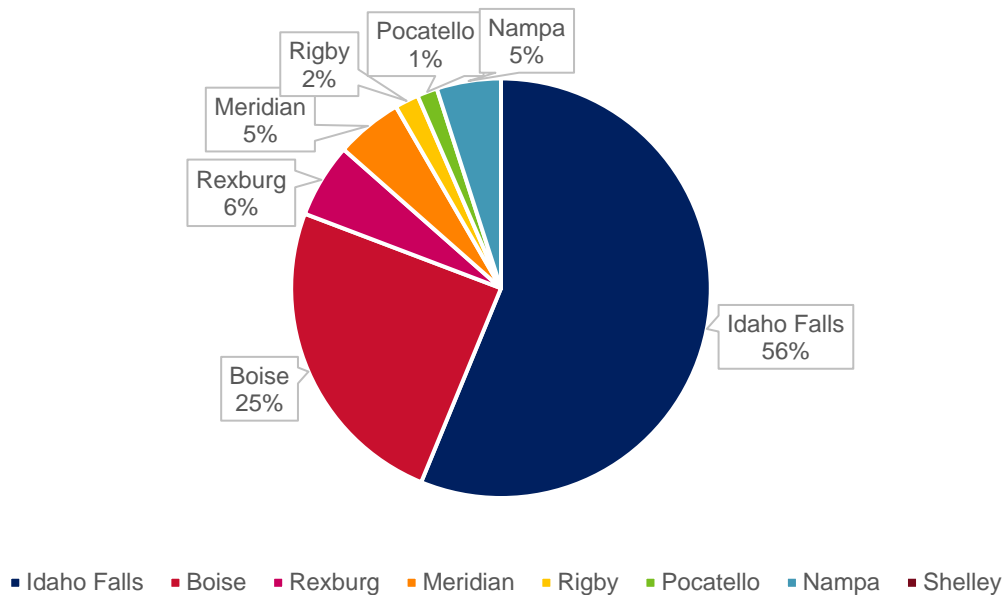
Most people used the website address to view and comment on the meeting,

How people accessed online meeting



Most online meeting sessions occurred in Idaho Falls.

Location of online meeting session




Meeting Notification

ITD used a variety of methods to inform the public about the online meeting. *Copies of notification materials are provided in Appendix B.*

Newsletter

ITD mailed a detailed newsletter showing the alternatives to 13,365 addresses in the area via a zip code drop. The mailing also included addresses provided by citizens who attended previous public meetings or joined the mailing list via the project website. The purpose of the newsletter was to give the public information to prepare for the online meeting.

How we got here/alternatives screening



How long will it be until a project is built?

The project will move into the National Environmental Policy Act (NEPA) process after we have completed our initial screening. The NEPA process could take 2 to 3 years to complete. Then the project alternative will move into the final design phase, which could also take approximately 2 to 3 years to complete. Construction of a project will depend on funding, but is likely at least 6 years in the future.

Stay involved!

Public input will be an important part of choosing the final project that best fits the community's needs, so please continue to stay involved. ITD will host in-person meetings in the future to continue gathering input. You will receive future mailings as the project moves forward.

I-15/US-20 Connector Online Meeting August 6-24, 2020

<http://i15us20connector.com>

The Idaho Transportation Department (ITD) invites you to view and provide feedback on Level 3 concept alternatives (L3) in a hosting online meeting instead of an in-person meeting because of the changing situation with COVID-19.

Don't have a computer?

If you don't have access to a computer or smartphone, you can use the computer room at the Idaho Falls Public Library at 457 W. Broadway Street to view the online meeting.

Comments are due by August 25, 2020.

There is a link to a comment form in the online meeting or you can email comments to the following addresses:

Mail:
Idaho Transportation Department
Attn: Megan Blank
ITD Public Information Officer
ITD Building 6
205 N. Valley Avenue Highway
Boise, ID 83742

Email:
i15us20connector@idaho.gov

ITD is a proud member of the National Highway Traffic Safety Administration (NHTSA).

ITD is a proud member of the National Highway Traffic Safety Administration (NHTSA).

Level 3 Alternatives

Concept alternative locations shown are approximate and could shift in direction and/or precise location, and will be refined through the NEPA and design processes. Typical property impacts may include relocation of fences, landscaping, and outbuildings and/or the acquisition of property, homes, or businesses through the right-of-way process.

Alternative C3



Alternative C3 was developed as part of the Cost Risk and Value Engineering (CRV) Study. During Level 3 screening, Alternative C3 was removed from consideration because of the challenges listed below.

Features and Benefits:

- Reduced travel time and distance for I-15 and I-20.
- Reduced travel time and distance for I-15 and I-20.
- Reduced travel time and distance for I-15 and I-20.

Challenges:

- Increased travel time and distance for I-15 and I-20.
- Increased travel time and distance for I-15 and I-20.
- Increased travel time and distance for I-15 and I-20.

Alternative E3



Alternative E3 combines Alternatives E1 and E2 as the outcome of the CRV Study to improve operations and minimize impacts, where possible.

Features and Benefits:

- Reduced travel time and distance for I-15 and I-20.
- Reduced travel time and distance for I-15 and I-20.
- Reduced travel time and distance for I-15 and I-20.

Challenges:

- Increased travel time and distance for I-15 and I-20.
- Increased travel time and distance for I-15 and I-20.
- Increased travel time and distance for I-15 and I-20.

Alternative H2



Alternative H2, modified as an outcome of the CRV Study.

Features and Benefits:

- Reduced travel time and distance for I-15 and I-20.
- Reduced travel time and distance for I-15 and I-20.
- Reduced travel time and distance for I-15 and I-20.

Challenges:

- Increased travel time and distance for I-15 and I-20.
- Increased travel time and distance for I-15 and I-20.
- Increased travel time and distance for I-15 and I-20.



Online Meeting #4 Summary

Letter to Property Owners

ITD sent a letter to property owners within a 1-mile radius of each alternative. The letter described the project area and explained that alternatives must still be analyzed through the National Environmental Policy Act (NEPA) processes.

Ads in the Newspaper

ITD placed two display ads in the print version of the Idaho Falls Post Register and one online ad on the newspaper's homepage.

Constant Contact Email

A constant contact email with meeting information was sent to more than 800 stakeholders who provided their email addresses through the website or through public meeting sign-in sheets.

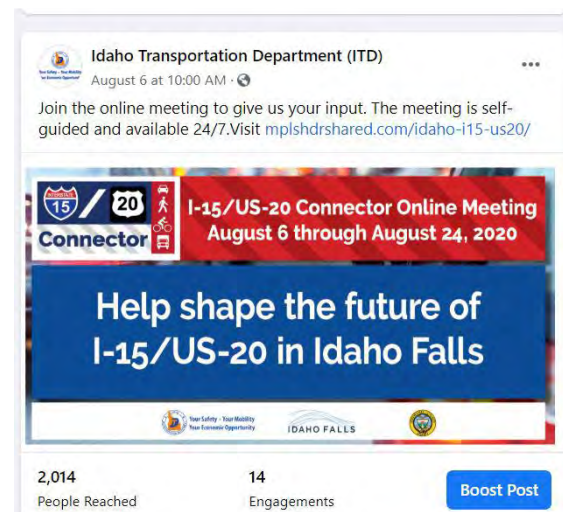
Press Release

The following media outlets posted project information articles following an ITD press release:

- Post Register
- Idaho State Journal
- Idaho Business Review
- Eastidahonews.com
- Local News 8

Social Media Posts

ITD posted on Facebook and Twitter to raise awareness about the online meeting. Posts and ads led to 190 public engagements with the online meeting.



Notification dates and details are outlined in Table 1.

Table 1 – Meeting Notification Details		
Event	Date	Number of stakeholder reached
Newsletter mailed	July 20, 2020	12,889 addresses
Letters to property owners mailed	July 21, 2020	E3- 61 letters H2 – 129 letters
Display ad in Post Register	July 21, 2020 July 28, 2020	
Constant Contact Email	July 29, 2020	817 stakeholders
Press release	July 29, 2020	See below
Facebook posts	<ul style="list-style-type: none"> August 6 – 2,014 reached, 14 engagements August 17 – 2,954 reached, 126 engagements August 24 – 2,144 reached, 50 engagements 	Total engagements: 190
Web banner ad in Post Resister	August 6 -20	39,660 impressions 501 clicks

Meeting Comments

ITD received 322 comments as a result of the online meeting. One of the comments submitted included 176 signatures from one neighborhood and was counted as a single comment.

Participants submitted comments in the following ways:

- Online meeting comment form
- Project website comment form
- Project email on website
- Comments mailed to ITD, District 6

Additional conversations with property owners and citizens occurred as a result of the meeting but are not included in this summary. These communications included phone calls and emails to answer stakeholder questions about submitting comments through the website and project email, impacts to specific properties, and questions about next steps in the process.

Comment Themes

Participant comments on the alternatives were very mixed with several people expressing preferences and opposition based on where they live and impacts to their neighborhoods. Common issues raised by commenters included the following:

- Concerns about impacts to Fairway Estates and Heritage Hills subdivisions (property values, noise, quality/rural way of life).
- Concerns about building a road over the Hatch Pit.
- Concerns about impacts to wildlife, particularly bald eagle nests.
- Concerns about residences on 5th West.
- Concerns about impacted businesses, parks, and housing affordability.
- Concerns about finding a long-term solution to growing traffic.
- Concerns about impacting the downtown economy negatively.

Not every comment received expressed an alternative preference, but of those participants who did express a preference, Alternative E3 received the most support. Several commenters also indicated cost was a factor in their preference. Total cost of each alternative has not been calculated and is not a determining factor in NEPA analysis. Additionally, several commenters “voted” for an alternative. The PEL study and NEPA processes do not consider public votes in alternatives analyses.

The comments received are provided in Appendix C, but contact information has been removed to protect commenters’ privacy. Original spelling, grammar, punctuation, and capitalization was not edited and remains as submitted by the commenter.

Alternative E3

Participants expressed their high-level impressions of the benefits and challenges of Alternative E3, which are listed in Table 2. These benefits and challenges require further analysis during the NEPA process.

Table 2 - Alternative E3	
Benefits	Challenges
Access to the airport.	Short-sighted, does not meet future growth.
Avoids farmland.	Continues to concentrate traffic in city core, which does not alleviate congestion.
Doesn't take business away from downtown Idaho Falls.	Adds more noise to the greenbelt and Freeman Park.
Avoids more residences.	Will ruin livability in Idaho Falls neighborhoods, parks, along the river, and community.
Improves traffic flow on both local roads and highway.	Impacts RV park.
Lower cost.	More expensive in condemning property, building bridges, and the disruption that will be happening in the Johns Hole area.

Table 2 - Alternative E3	
Benefits	Challenges
Impacts fewer residences.	Impacts existing businesses.
Provides good access to the Idaho National Laboratory (INL).	Traffic layout looks complicated.
Improves northbound traffic flow.	Puts exits and traffic too close to a school.
Better access for emergency vehicles.	Does not separate traffic headed to Yellowstone/Jackson from local traffic.
Adds a bridge that gives better access for residents and visitors to cross the Snake River.	Concern about proximity to airport and landing strips.

Additional Comments on Alternative E3

Comments have not been edited for grammar, spelling, capitalization, or punctuation. These comments are representative of those submitted. Full comments are provided for review in Appendix C.

- I vote for this alternative. This option brings visitors through the city to boost our economy.
- The school district emailed parents asking them to have the freeway take Templeview so that they could use that money to build a bigger newer school to help our students.
- E3 is a bad idea! Too close to the existing river bridge and Freeman Park, and construction will be a nightmare. It will also destroy the beauty of the river corridor between John's Hole bridge and Freeman Park.
- I live in fairway estate's. I don't want my property value to go down.
- During the video of this alternative it shows that I would help traffic flow from the INL coming back into Idaho Falls from the Arco HWY. A problem that not enough people are talking about. it also keeps the new exit close enough that people would actually use it.
- This does not provide much in the way of new arterial traffic flow. Idaho Falls is growing fast. New separated arteries are essential.
- The few businesses, small RV park and silos are old and run down and E3 will clean up these areas and keep traffic in the town's industrial area. This plan does not affect people in the residential or farming areas
- As a pilot and a hangar owner, I believe this would cause a significant safety hazard both for air traffic attempting to use the runway, as well as the distraction it would create for motorists.
- The new exit at Olympia is quite close to the interchange on Grandview. It would make more sense to have the exit farther north.

- I like that a motorist can get on highway 20 from Science center drive. Suggest widening science center drive toward Fremont avenue to be safer and more efficient.
- While it is unfortunate for any business or person who would be impacted by this design, it is reasonable to expect possible road improvements to happen in this area.
- I feel E3 is the best and more cost effective. I have lived here for years and the money the city would lose if you more it out of town would be very bad
- I prefer a no-build option compared to the E3 option.
- This noise and visual impact aligns with the commercial and industrial nature of this area.

Alternative H2

Participants expressed their high-level impressions of the benefits and challenges of Alternative H2, which are listed in Table 3. These benefits and challenges require further analysis during the NEPA process.

Benefits	Challenges
Provides additional separation between exits 118 and 119.	Hatch Pit. Unstable soils, contamination, methane gas concerns.
Can be built in phases.	Noise impacts to residential areas.
Most forward thinking option.	Wildlife – bald eagles, deer, birds.
Provides for growth in the right way.	Impacts to property values.
Moves traffic out of town away from the river, which is Idaho Falls' greatest asset.	Impacts to farmland.
Allows new roads to be built while maintaining current configuration.	Impacts to aquifer.
Provides good access to US-26 off the 49th North interchange.	Moves traffic away from downtown businesses.
Moves traffic north of the city and still allows access to the traffic wishing to access the city.	5 th West would have to be widened significantly.
Benefits the INL/ISU north campus and the Sage Lakes development by providing highway access.	Wider river bridge (costly).
Mostly impacts farmland/less disruptive to residential.	Cuts off area north from direct access.

Additional Comments on Alternative H2

Comments have not been edited for grammar, spelling, capitalization, or punctuation. These comments are representative of those submitted. Full comments are provided for review in Appendix C.

- There is all kinds of waste under the ground. Very unstable when you start putting a highway over it.
- There are also nesting bald eagles in the trees along 5th West.
- Semi trucks and other commercial vehicles will be utilizing 5th West which has many existing residents. They will not even be able to get out of their driveways.
- This alternative will create stimulus for growth outside a congested city. It is preferable because of no negative impact to existing residential neighborhoods.
- Moves traffic away from downtown businesses.
- I highly prefer option H2 over E3. This E3 traffic layout looks like a mess and seems short sighted. The E3 option would make it difficult to give clear directions to someone. Also, people living in Idaho Falls will quickly learn to use alternative routes like Lindsey Blvd., creating new problems.
- This should be the preferred alternative.
- I regret losing some farm land but that is easier than going through the rail yard.
- Local traffic problem will be shifted to Idaho Falls roads without increased funds to deal with upgrading these roads to the appropriate standard.
- If this option is picked I and many neighbors will sue the State of Idaho because of the damage that will be done to the aquifer by drilling through the garbage dump.
- If the best alternative is to move the I-15/US-20 northward, we would encourage the ITD to consider moving the connector to 8771 North along 5th West.
- No matter what is chosen it will make some upset, and i believe the H2 option disrupts less and provides better future growth for all.
- This alternative is the most costly and is not a prudent use of taxpayer money, especially when you displace the residential homeowners who are taxpayers to construct this connector.
- The areas north of this proposed construction will be cut off from direct access to town and will have to go north and east to be able to reach town. This will also affect school bussing.

Additional General Comments

Comments have not been edited for grammar, spelling, capitalization, or punctuation. Full comments are provided for review in Appendix C.

- Because the proposed new Connector route will not be built for many years, interim improvements to the fiasco that currently exists at I-15 Exit 119 and Grandview are essential. Interim improvements **MUST** include improved safety and accessibility for pedestrians and cyclists traveling east-west along the Grandview-US-20-John's Hole corridor. A listing and discussion of the properties impacted by each alternative would be useful.
- A discussion of the routes to the major destinations (downtown, airport, DOE offices ...) for each alternative would be useful.
- Please give more information as to why option C was removed. Many people thought this was the best option based on past meetings with ITD.
- Plan to have a Belt route that goes from I-15 through Ammon/Iona that connects to US-20. Make a safer and quicker route to Ammon/Iona and possibly reducing traffic on the current I-15/ US20 connector.
- If you take Westwood Park...or destroy out property value by building up the freeway right next to us...you will be displacing 100s of people who live in low maintenance affordable condos for a reason.
- I think it would be nice to refer to entire corridor as Riverside Drive. The impact of an interchange at 49th North should be evaluated on how it would affect traffic once connected to US 26 at Beaches Corner.
- It would be helpful to have both alternatives displayed on the same scale. Alternative E3 is not complicated and is well-designed, yet it looks condensed and difficult on the different scales.
- Given that the two biggest problems are 1) the traffic coming off I15-N to US 20-E, and 2) the local traffic backed up on Grandview, then I would propose an intermediate solution that sacrifices routes that get less than 5% of the volume (if that), and eases traffic both directions.
- I just want people to understand the difference between long-term and short-term benefits and challenges of these two options. I think those should be included when these are presented to the public.



Conclusions

Alternative E3 has the most public support following the online meeting, but several commenters preferred H2 and think it is a better solution to meet long-term needs in Idaho Falls.

Public interest for this project continues to grow as the PEL study concludes. Attendance for each of the public meetings was as follows.

- Public Meeting #1, May 9, 2018 – 100 attendees
- Public Meeting #2, September 15, 2018 – 192 attendees
- Public Meeting #3, May 16, 2019 - 341 attendees
- Online meeting #4, August 6 through August 24, 2020 – 1,067 views, 321 comments



Appendix A

Online Meeting Slides



I15/US20 Connector Public Meeting

August 2020

Welcome

Thank you for your participation in our I-15/US-20 Connector online meeting. We would like to share updates and receive your input on the project's development. Your feedback is important for moving this project forward.



Your Safety • Your Mobility
Your Economic Opportunity



Project Overview

For the past three years, ITD has been working closely with the City of Idaho Falls and Bonneville County on a Planning and Environmental Linkages (PEL) study.

The PEL study is focused on developing a range of alternatives to address improvements to the I-15 and US-20 in or near Bonneville County and Idaho Falls.



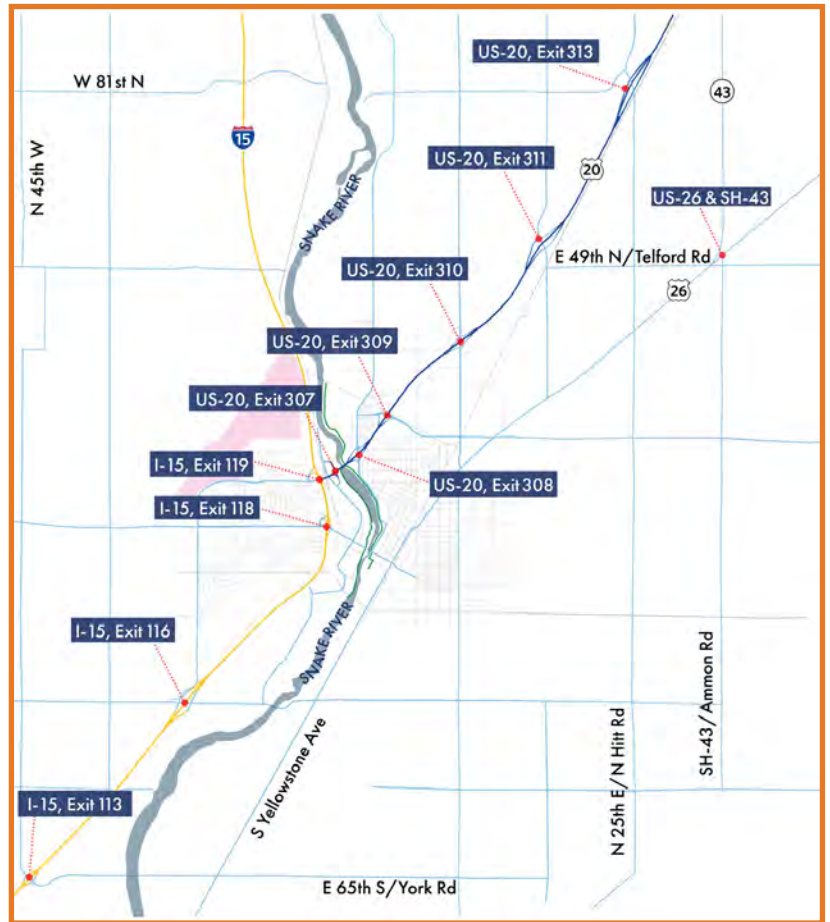
To review the project purpose and needs, visit:

i15us20connector.com/#about



For more on the PEL process, watch the overview video:

hdr.wistia.com/medias/27h7ugngxy



How We Got Here

The project team has been actively engaging the public throughout the project development process to determine how the corridor can be improved to best serve Idaho Falls citizens and the growing region.

Project Start

Summer 2018

Concept Alternative Development and Level 1 Screening

Level 1: Resulted in 10 alternatives, including the no-build alternative, which were presented to the public at an open house meeting in September 2018.

May 9, 2018

Public Involvement Meeting #1

Winter 2019 – Spring 2019

Concept Alternative Refinement and Level 2 Screening

Level 2: ITD presented alternatives to the public at a meeting held on May 16, 2019. There were 341 people in attendance and 194 comments were received.

September 5, 2018

Public Involvement Meeting #2

Winter 2019 – Spring 2020

Concept Alternative Refinement and Level 3 Screening

Level 3: Screening occurred over the past few months which resulted in two recommended alternatives moving forward. Those alternatives are the focus of this online meeting.

May 16, 2019

Public Involvement Meeting #3

Summer 2020

Public Involvement Meeting #4

Summer – Fall 2020

Prepare, Review with Agencies, and Publish PEL Report.

2+ Year Process

NEPA Process

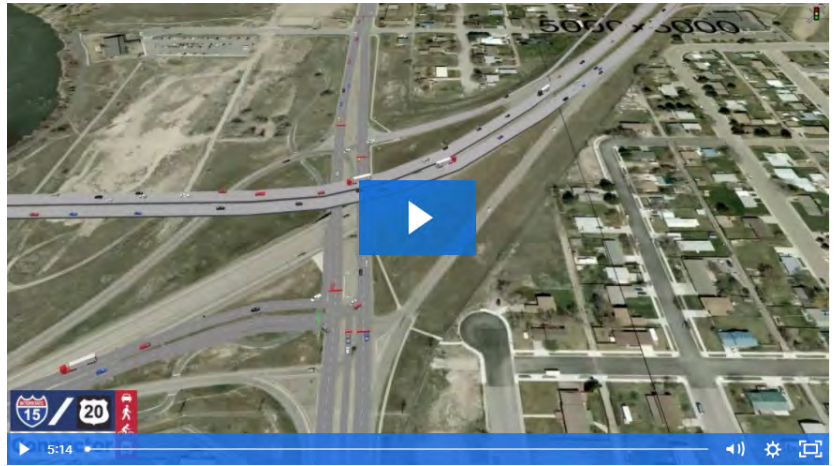
Alternatives Development

The project team developed and refined concept-level alternatives based on study criteria and public input. Each alternative is analyzed and screened to determine if it meets the Purpose and Need of the PEL.

The PEL report will be completed by Fall 2020 and recommended alternatives, along with the no build alternative, will move into the National Environmental Policy Act (NEPA) process.

To view the video, visit:

hdr.wistia.com/medias/gihprwlvhe



Alternative C3 — Removed From Consideration



Features

- Provides direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20
- Separates the local and through traffic between Exit 118 through the City Center/Riverside Exit 308A

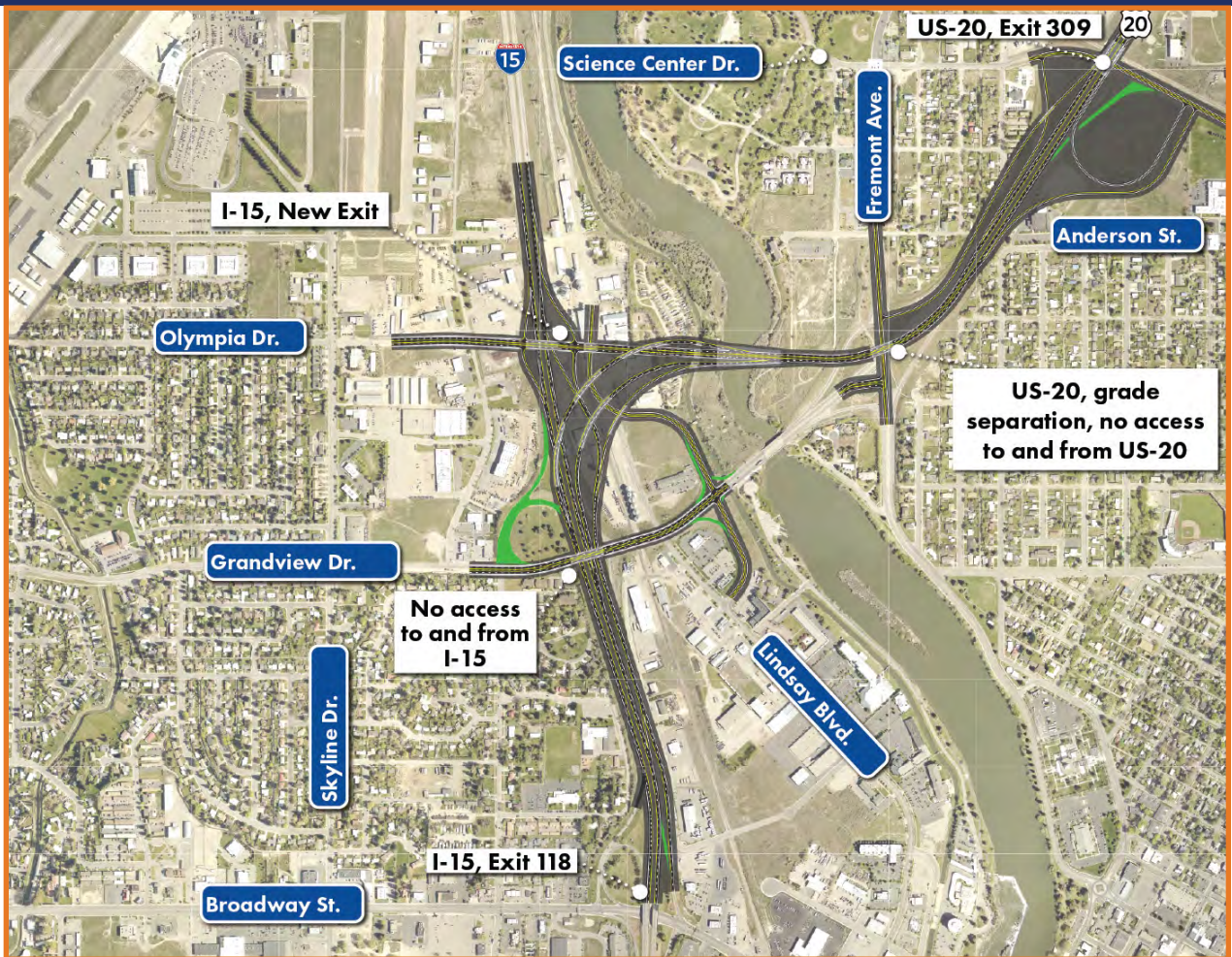
Benefits

- Reduces weaving concerns on I-15 between Exits 118 and 119

Challenges

- Eliminates US-20 Exit 307 at Lindsay Boulevard, which impacts direct access from US-20 to area hotels
- Multilevel elevated structures are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of the Snake River
- Could impact traffic during construction as it reconstructs much of the existing roadways
- Challenging weave with the merge of the direct ramps near Science Center Dr., Exit 309
- Could be difficult to reconstruct

Alternative E3 — Recommended For Consideration



Features

- The I-15 Broadway Interchange Exit 118 and New I-15/US-20 Olympia Drive exit are farther apart and connected with direct access ramps
- US-20 is realigned to the north
- The new I-15/US-20 Olympia Drive exit is north of the existing Exit 119 at Grandview
- Converts current US-20 between Grandview Drive and Fremont Avenue to a local street
- The Alternative E3 US-20 location results in a shorter new Snake River bridge crossing
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20

Benefits

- Improves safety and operations by increasing the distance between I-15 interchange

- Reduces environmental impacts as compared to Alternatives E1 and E2
- Reduces impacts to the Antares Park/Temple View area
- Reduces the need for reconstructing the Broadway interchange, with changes to the northbound on-ramp and southbound off-ramp
- Provides more direct access from I-15 to the Idaho Falls Airport via the new I-15/US-20 Olympia Drive Interchange

Challenges

- Impacts to grain silos, an RV park, and other local businesses east of I-15
- Relocation of the businesses served by the railroad and buyout of the railroad
- Constructibility may impact existing businesses and motorists

Alternative H2 — Recommended For Consideration

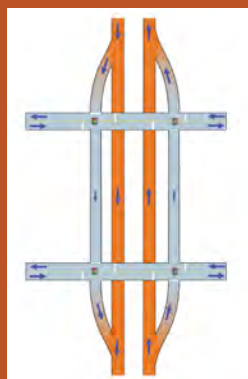


Features

- Moves the east/west portion of the new US-20 alignment farther south than previous Alternative H
- Converts current US-20 between Grandview Drive and the Lewisville Highway to a local street
- Realigns US-20 and connection to I-15 first, followed by a possible split-diamond interchange at Exits 118 and 119

Benefits

- Moving the east/west portion of US-20 alignment reduces overall impacts. Improves traffic operations of the I-15 interchanges by separating regional through traffic and local traffic
- A split-diamond interchange would remove weaving and backup on I-15
- Allows for construction in phases to minimize impacts to motorists



Split-Diamond Interchange

The split-diamond interchange is a potential option to address the existing conditions. More analysis will need to be performed during the NEPA process to develop options on I-15 between Exits 118 and 119.

Challenges

- Alignment goes through a construction material landfill
- Presents impacts to farmland
- Provides a new northern alignment for US-20 through an agricultural area

What's Next?

Using public comments gathered through this online meeting, the project team will complete the final PEL Study report and submit it to the Federal Highway Administration (FHWA).

FHWA will work with ITD to determine the next steps in National Environmental Policy Act (NEPA) planning and project development.



2021—2024

NEPA Environmental Preliminary Design *

** Pending project funding*



2027—Beyond

Construction



2025—2026

Final Design





Appendix B

Meeting Notification

ITD Letterhead

Date:

RE: I-15/US-20 Connector Alternatives

Dear _____

The Idaho Transportation Department (ITD) is preparing to finalize a Planning and Environmental Linkages (PEL) Study of I-15 and US-20 in Idaho Falls. The study is focused on identifying improvements to address safety, congestion, mobility and travel time reliability for I-15 and US-20 with the possibility of new locations for the existing interchanges and highways.

Over the past 3 years, ITD has studied more than a dozen concept alternatives that have been refined through a three-stage screening process that considers engineering analysis and public input.

I'm reaching out because you own property adjacent to the proposed improvements that are part of one of our remaining Level 3 Alternatives and we would like your input. While these proposed alternatives are close to or may even cross your property, the locations shown are approximate and could change in the next phases of the project. ITD must complete a National Environmental Policy Act (NEPA) evaluation and preliminary and final design before beginning to build a project. These additional processes could take 4 to 6 years to complete depending on funding. Public involvement will be an important part of all of these processes and there will be many additional opportunities to give input before ITD makes a final decision and construction begins.

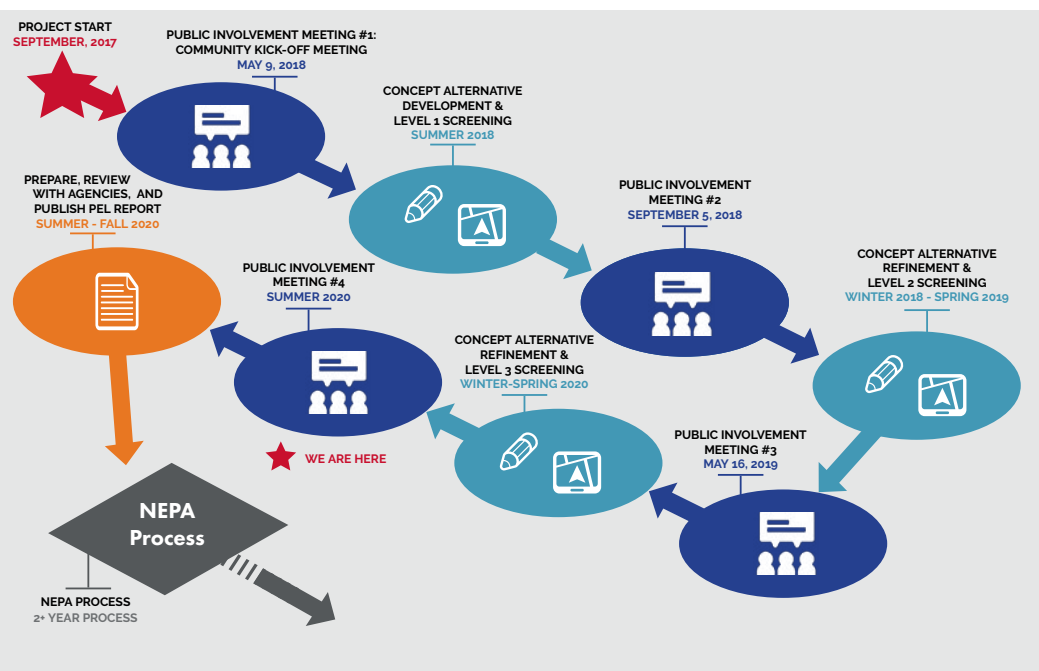
The Level 3 Alternatives will be presented as part of online meeting August 6 through 24, 2020, at <https://i15us20connector.com/>. ITD is hosting an online meeting instead of an in-person meeting due to the changing situation with the Coronavirus. The website also contains all of the materials from previous public meetings. I encourage you to take time to view the online meeting and provide comments.

Please feel free to call me or contact me via email with questions or to discuss the project.

Ryan Day

ITD Project Manager
ryan.day@itd.idaho.gov
(208) 745-5659

How we got here/alternatives screening.



How long will it be until a project is built?

The project will move into the National Environmental Policy Act (NEPA) process after the Planning and Environmental Linkages (PEL) report is finished. The NEPA process could take 2 to 3 years to complete. Then, the project alternative will move into the final design phase, which could also take approximately 2 to 3 years to complete. Construction of a project will depend on funding, but is likely at least 6 years in the future.

Stay involved!

Public input will be an important part of choosing the final project that best fits the community's needs, so please continue to stay involved. ITD will host in-person meetings in the future to continue gathering input. You will receive future mailings as the project moves forward.



I-15/US-20 Connector Online Meeting August 6-24, 2020



<http://i15us20connector.com>

The Idaho Transportation Department (ITD) invites you to view and provide feedback on Level 3 concept alternatives. ITD is hosting an online meeting instead of an in-person meeting because of the changing situation with COVID-19.



Don't have a computer?

If you don't have access to a computer or smartphone, you can use the computer room at the Idaho Falls Public Library at 457 W. Broadway Street to view the online meeting.



Comments are due by August 25, 2020.



Mail:

Idaho Transportation Department
Attn: Megan Stark
ITD Public Information Specialist
ITD District 6
206 N. Yellowstone Highway
Rigby, ID 83442



Email: 15US20corridor@itd.idaho.gov

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users dial 711 to use the Idaho Relay System.

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8119 o TDD/TDY marque 711.

Idaho Transportation Department - District 6
206 North Yellowstone Highway
Rigby, ID 83442



Give us your feedback online!

**I-15/US-20 Connector
Online Meeting
August 6 - August 24, 2020**

<http://i15us20connector.com>



Level 3 Alternatives

Concept alternative locations shown are approximate and could shift in direction and/or precise location, and will be refined through the NEPA and design processes. Typical property impacts may include relocation of fences, landscaping, and outbuildings and/or the acquisition of property, homes, or businesses through the right-of-way process.



Alternative C3 was developed as part of the Cost Risk and Value Engineering (CRAVE) Study. During Level 3 screening, Alternative C3 was removed from consideration because of the challenges listed below.

Features and Benefits

- Reduces weaving concerns on I-15 between Exits 118 and 119 by providing direct ramp connections from I-15 south of Exit 118 to US-20.
- Adds a new crossing to the north at Higham Street for local street connectivity.
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20.
- Separates the local and through traffic between Exit 118 through the City Center/Riverside Exit 308A.

Challenges

- Eliminates US-20 Exit 307 at Lindsay Boulevard, which impacts direct access from US-20 to area hotels.
- Multilevel elevated structures are required.
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of the Snake River.
- Could impact traffic during construction as it reconstructs much of the existing roadways.
- Challenging weave with the merge of the direct ramps near Science Center Dr., Exit 309.
- Could be difficult to reconstruct existing roadways while maintaining traffic flow.



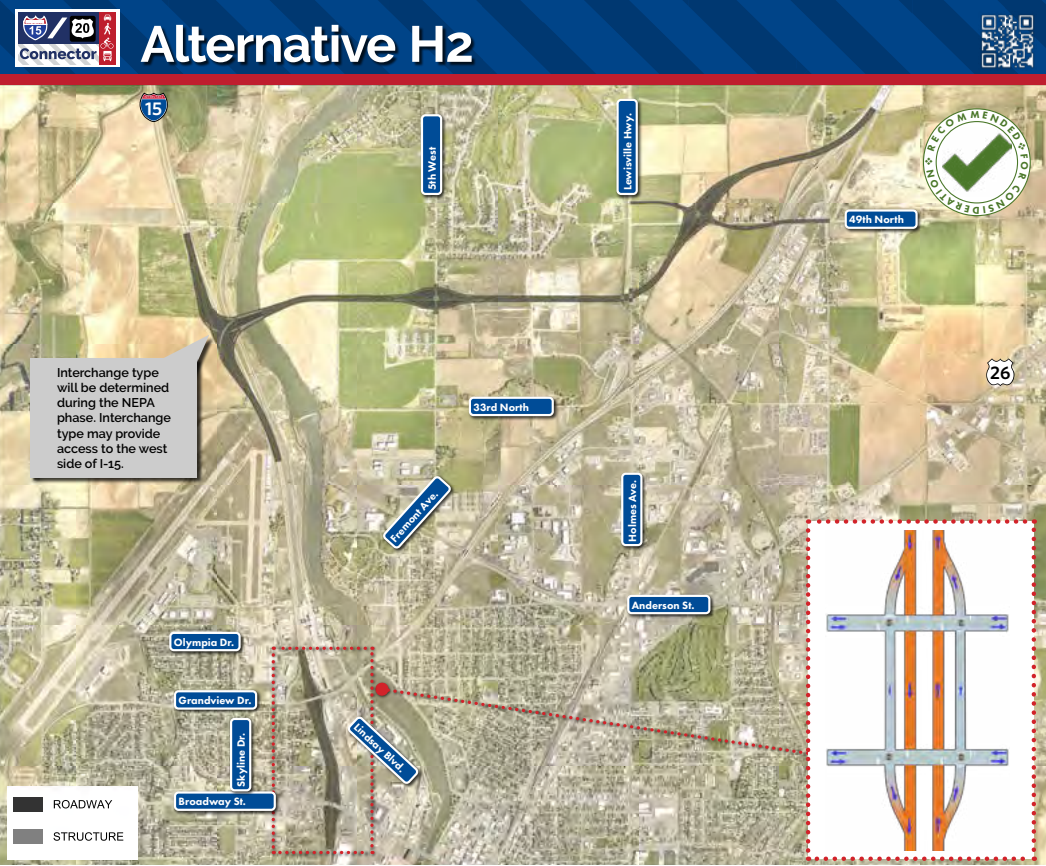
Alternative E3 combines Alternatives E1 and E2 as the outcome of the CRAVE Study to improve operations and minimize impacts, where possible.

Features and Benefits:

- The new I-15/US-20 Olympia Drive exit is north of the existing Exit 119 at Grandview, increasing the distance between the I-15 interchanges and improving safety and operations.
- The Alternative E3 US-20 location results in a shorter new Snake River bridge crossing and reduces environmental impacts as compared to Alternatives E1 and E2.
- Reduces impacts to the Antares Park/Temple View area.
- Converts current US-20 between Grandview Drive and Fremont Avenue to a local street.
- Reduces the need for reconstructing the Broadway interchange, with changes to the northbound on-ramp and southbound off-ramp.
- Removes weaving concerns between the I-15 Broadway interchange Exit 118 and the new I-15/US-20 Olympia Drive exit by moving them farther apart, connecting them with direct access ramps, and realigning US-20 to the north.
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20.
- Provides more direct access from I-15 to the Idaho Falls Airport via the new 1-15/US-20 Olympia Drive Interchange.

Challenges

- Impacts to grain silos, an RV park, and other local businesses east of I-15.
- Relocation of the businesses served by the railroad and buyout of the railroad.
- Constructibility may impact existing businesses and motorists.



Alternative H2: modified as an outcome of the CRAVE Study.

Features and Benefits

- Moves the east/west portion of the new US-20 alignment farther south (than the previous Alternative H) to reduce overall impacts.
- Improves traffic operations of the I-15 interchanges by separating regional through traffic and local traffic. Possible improvements include converting Exits 118 and 119 to a split-diamond interchange to remove weaving and backup on I-15.
- Converts current US-20 between Grandview Drive and the Lewisville Highway to a local street.
- Allows for construction in phases to minimize impacts to motorists. Realigns US-20 and connection to I-15 first, followed by the split-diamond interchange at Exits 118 and 119.

Challenges

- Alignment goes through a construction material landfill.
- Presents impacts to farmland.
- Provides a new northern alignment for US-20 through an agricultural area.

Split-Diamond Interchange

The split-diamond interchange is a potential option to address the existing conditions. More analysis will need to be performed during the NEPA process to develop options on I-15 between Exits 118 and 119.

NATION & WORLD

House votes on Confederate statues, racist chief justice

WASHINGTON (AP) — The House moved toward a vote Wednesday on removing from the U.S. Capitol statues of Confederate heroes, including Robert E. Lee, and a bust of Chief Justice Roger B. Taney, the author of the 1857 Dred Scott decision that declared African Americans couldn't be citizens.

Besides Taney, the bill would direct the Architect of the Capitol to identify and eventually remove from Statuary Hall at least 10 statues honoring Confederate leaders, including Lee, Jefferson Davis and Alexander Stephens. Three statues honoring white supremacists — including former U.S. Vice President John C. Calhoun of South Carolina — would be immediately removed.

"Defenders and purveyors of sedition, slavery, segregation and white supremacy have no place in this temple of liberty," House Majority Leader Steny Hoyer said at a Capitol news conference ahead of the House vote.

Hoyer, D-Md., co-sponsored the bill and noted with irony that Taney was born in the southern Maryland district Hoyer represents. Hoyer said it was appropriate that the bill would replace Taney's bust with another Maryland native, the late Supreme Court Justice Thurgood Marshall, the high court's first Black justice.

The House vote comes as communities nationwide reexamine the people they're memorializing with statues. Bills to remove the Taney bust and the statues of Confederate leaders have been introduced in the Republican-controlled Senate, where prospects for passage are uncertain.

Even if legislation passes both chambers, it would need the president's signature, and President Donald Trump has opposed the removal of historic statues elsewhere. Trump has strongly condemned those who toppled statues during protests over racial injustice and police brutality following the May death of George Floyd in Minneapolis.

The 2-foot-high marble bust of Taney is outside a room in the Capitol where the Supreme Court met for half a century, from 1810 to 1860. It was in that room that Taney, the nation's fifth chief justice, announced the Dred Scott decision, sometimes called the worst decision in the court's history.

"What Dred Scott said was, Black lives did not matter," Hoyer said. "So when we assert that yes they do matter, it is out of conviction ... that in America, the land of the free includes all of us."

There's at least one potentially surprising voice for Taney to stay. Lynne M. Jackson, Scott's great-great-granddaughter, says if it were up to her, she'd leave Taney's bust where it is. But she said she'd add something too: a bust of Dred Scott.

"I'm not really a fan of wiping things out," Jackson said in a telephone interview this week from her home in Missouri.

The president and founder of The Dred Scott Heritage Foundation, Jackson has seen other Taney sculptures removed in recent years, particularly in Maryland, where he was the state's attorney general before becoming U.S. attorney general and then chief justice.

Rep. Barbara Lee, D-Calif., said the statues honoring Lee and other Confederate leaders are "deliberate attempts to rewrite history and dehumanize African Americans."

The statues "are not symbols of Southern heritage, as some claim, but are symbols of white supremacy and defiance of federal authority," Lee said. "It's past time we end the glorification of men who committed treason against the United States in a concerted effort to keep African Americans in chains."



Treasury Secretary Steven Mnuchin, center, walks to a Republican luncheon Tuesday.

Dems press McConnell on virus aid, some in GOP revolt

WASHINGTON (AP) — Despite disarray in the Republican ranks, Senate Majority Leader Mitch McConnell pushed Wednesday to unveil a draft COVID-19 aid package as the White House resists Democratic demands for more virus testing, state funding and housing eviction protections.

Key GOP senators revolted over the emerging effort as the price tag could quickly swell above \$1 trillion. Conservative Republicans vowed to slow-walk passage of any bill. But pressure is mounting as the virus crisis deepens and a \$600 weekly unemployment boost and housing relief comes to an end Friday.

"We're hopeful we'll be able to get there," McConnell told reporters.

But some Republicans are resisting more big ticket spending.

"I just don't see the need for it," Sen. Ron Johnson, R-Wis., told reporters Wednesday.

Exasperated Democrats, who already passed House Speaker Nancy Pelosi's more sweeping \$3 trillion package, said time is running out for President Donald Trump and his GOP allies to act.

"We're still on the 20-yard line?" Senate Democrat leader Chuck Schumer said, referring to White House comments. "Where have the Republicans been?"

The White House negoti-

ators, Treasury Secretary Steven Mnuchin and Mark Meadows, the president's acting chief of staff, are expected to head to Capitol Hill later Wednesday.

McConnell's blueprint is expected to include new round of direct payments to earners below a certain income level, similar to the \$1,200 checks sent in the spring. It also will likely have some version of Trump's demand for payroll tax holiday for workers, which many Republicans oppose.

Republicans want to include at least \$105 billion for education, with \$70 billion to help K-12 schools reopen, \$30 billion for colleges and \$5 billion for governors to allocate. The Trump administration wanted school money linked to reopenings, but in McConnell's package the money for K-12 would be split 50-50 between those that have in-person learning and those that don't.

Republicans said they want to replace the \$600 weekly federal jobless benefit with a lower amount, to prevent the unemployed from receiving more aid than they would through a normal paycheck.

Sen. Marco Rubio, R-Fla., said there will be another boost for the small business Payroll Protection Program. "It's going to be big," he said.

The centerpiece of the GOP package will be McConnell's five-year liability

shield to protect businesses, schools and others from COVID-related lawsuits. It's also likely to include tax breaks to help shops and workplaces retool safely for the reopenings.

With the nation's pandemic death toll topping 142,000, the outbreak is delaying schools from opening in fall, forcing states to clampdown with new stay-home orders and sending a chilling ripple through an economy teetering with high unemployment and business uncertainty.

On Tuesday, Mnuchin and Meadows made it clear the White House was resisting the Democratic proposals for new spending on virus testing, housing aid or money for cash-strapped states, according to a person granted anonymity to discuss the private talks.

Easing the payroll tax is dividing Trump's party because it does little to help out-of-work Americans and adds to the debt load. The tax is already being deferred for employers under the previous virus relief package. Supporters say cutting it now for employees would put money in people's pockets and stimulate the economy.

Republicans say \$150 billion allotted previously to state governments is sufficient to avert sweeping layoffs and they said more housing protections are not needed to stem what advocates warn will be an eviction crisis.

A private lunch session

Tuesday with the White House officials grew heated as key Republican senators complained about big spending. Supporters of the package "should be ashamed of themselves," Sen. Rand Paul of Kentucky said as he emerged.


Texas Sen. Ted Cruz asked his colleagues warned if the economy is still shut down come November, Joe Biden will win the White House, Democrats will control the Senate and "we'll be meeting in a much smaller lunch room," according to a person granted anonymity to discuss the closed-door session.

Sen. Rick Scott of Florida said it's wrong to "bail out" cash-strapped states. "Florida taxpayers are not going to pay for New York's expenses," he said.

At the start of the outbreak, Congress approved a massive \$2.2 trillion aid package in March, the biggest of its kind in U.S. history. McConnell at the time said he wanted to "pause" new spending. Pelosi took a different approach, pressing ahead to pass her \$3 trillion bill in May.

Democrats are calling for \$430 billion to re-open schools, bigger unemployment benefits and direct aid checks, and a sweeping \$1 trillion for state and local governments. It includes a fresh round of mortgage and rental assistance, new federal health and safety requirements for workers.



I-15/US-20 Connector Online Meeting
August 6–24, 2020
 <http://i15us20connector.com>

ITD is moving the meeting to an online format instead of an in-person meeting because of the changing situation with COVID-19.



Comments are due by August 25, 2020.



If you don't have access to a computer or a smartphone, you can participate in the online meeting at the Idaho Falls Public Library, 457 W. Broadway Street.



If you have questions for the project team, email I-15US20Corridor@itd.idaho.gov.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users dial 711 to use the Idaho Relay System.
Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al coordinador de participación pública al (208) 334-8119 o TDD/TDY marque 711.



I-15/US-20 Connector Online Meeting

We need your input!

Please participate in an online meeting at:
<http://i15us20connector.com>

August 6 through August 24, 2020

Post Register

Challis Messenger

Jefferson Star

Bingham County

PR Preps

Business Journal

Farm & Ranch

Eye On Boise

Post Register

LOCAL • PROVEN • ESSENTIAL



82°

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I-15/US-20 Connector Online Meeting
August 6 through August 24, 2020

**Help shape the future of
I-15/US-20 in Idaho Falls**



**Your Safety • Your Mobility
Your Economic Opportunity**





I-15/US-20 Connector Online Meeting

August 6 through August 24, 2020

One week left to comment!

I-15/US-20 in Idaho Falls



Your Safety • Your Mobility
Your Economic Opportunity





7/30/2020

Contact:

Megan Stark
ITD Office of Communication
(208) 745-5611
megan.stark@itd.idaho.gov

Public invited to online public meeting for I-15/US-20 Connector August 6-24

RIGBY- The Idaho Transportation Department (ITD) will host its fourth public meeting for the Interstate 15/US-20 Connector study – this time via an online format due to Coronavirus concerns.

The meeting will be available for review and comment online at <http://i15us20connector.com> from **August 6-24**, with comments due **no later than Aug. 25, 2020**.

The online meeting is an opportunity for the public to review the Planning and Environmental Linkages Study (PEL) Level 3 concept alternatives.

ITD, the city of Idaho Falls, and Bonneville County have been working together for more than two years on this study to improve the roadway connections on I-15 and US-20, and are seeking public input as they wrap up the PEL study and prepare for the next stage of project development.

The study includes examining I-15 and US-20 interchanges at Broadway Street, Grandview Drive on I-15, Lindsay Boulevard, Riverside Drive/City Center, Science Center Drive, and Lewisville Highway on US-20, and new alternatives that would expand the existing transportation system.

During the next few months, the project will move into National Environmental Policy Act (NEPA) and design processes. These phases will take approximately 4 to 6 years. Public input will be an important part of choosing the final project that best fits the community's needs. ITD will host additional public meetings in the future to continue gathering input.

For questions or to learn more, please call 208.745.5611 or visit <http://i15us20connector.com>

#



Appendix C

Comments Received

I-15/US-20 Connector

Submission Date

2020-08-26 00:42:31

Alternative H2:

The cost to clean up hatch pit would be astronomical and it doesn't make sense to cut right through residential when you could use the road already built near bish's RV. Bish's would benefit greatly of the road was just south of their business and its closer to town.

Additional comments or suggestions:

Use the road near bish's

I-15/US-20 Connector

Submission Date	2020-08-26 00:13:37
Alternative E3:	Alternative E3 is the one I like best. I like the idea new bridge and roads being in town. I also like that the bridge is shorter. It is appealing that this one has less impact on rural areas environmentally and keeps the roads in the city. This also seems like a safer option.
Alternative H2:	I see a big safety concern with this option. East river road (5th w) will be extra busy and possibly backed up with having a major interchange on it. There are many people that ride bicycles and jog. There are deer and birds of prey that live in the farm fields. Mostly concerned about the nuisance this will be for the people living in the area with noise and 5th w safety concerns.
Additional comments or suggestions:	Taking the highway too far out of town will also take tourists away from our town.
Name	C Andrews

I-15/US-20 Connector

Submission Date	2020-08-25 22:46:10
Alternative E3:	The convenient access to the airport is a benefit. It seems to be a bit of a circuitous path from the hotels on Lindsay to heading north on I-15 toward Rexburg/Yellowstone. I'm sure someone will be thinking of some excellent signage to direct traffic smoothly if this option is selected.
Alternative H2:	As someone who lives on the north end of the Fairway Estates neighborhood, I know there are many in the neighborhood who are not excited about the possibility of having a highway so close. However, I think the possibility of quick access to highways is pretty appealing. Some careful consideration would need to go into the interchange ramps coming onto the Lewisville Highway, as there will soon be an entrance to the Fairway Estates neighborhood near the same location. It would be nice if those could be combined into one traffic light to avoid the need for two traffic lights right in a row there.
Additional comments or suggestions:	This whole project needs to be considered in the context of the broader Idaho Falls and Ammon community traffic plan. There really needs to be some kind of expressway looping around the city on the south and east sides to allow better access to Ammon. Any studies on the I-15/US-20 connector should consider the broader context and how that future expressway will fit into this picture.
Name	Kellen Giraud
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-25 22:01:47

Alternative E3:

I like that existing routes are updated and traffic stays near current businesses. This seems to be a more affordable option than the amount of roadway construction needed in the other plan.

Alternative H2:

I don't like the farmland impact or the construction over the landfill. This moves traffic further from businesses.

Name

Marie Giraud

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-25 21:58:55
Alternative E3:	If businesses are bought out or relocated they are compensated for the impact the project has on them. This noise and visual impact aligns with the commercial and industrial nature of this area. The road is safer and more logical and access to the airport is better
Alternative H2:	The impact here will be to living, working, farming, family communities who will not be compensated for their lost property value and quality of life. The pollution from the project, highway, and disturbing the unknown contents of the hatch pit are also real and again a substantial and unexpected impact on an area and community that did not expect them when they purchased land and settled here.
Name	Ashley Finan
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date 2020-08-25 21:54:09

Alternative E3: Pick this one.

Alternative H2: Don't hurt my ears. Don't put the highway closer to my swing set.

Additional comments or suggestions: I am 3.

Name Callum Pennington

Address

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-25 21:52:46
Alternative E3:	This is the best option, it keeps the busy unsafe mess out of the area I play in.
Alternative H2:	Please don't put the highway closer to where I play outside, ride my bike, and look at farm animals
Additional comments or suggestions:	I am 5.
Name	Clark Pennington
Address	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-25 21:50:41

Alternative E3:

This alternative seems best as it keeps major infrastructure development in the currently commercial/industrial spaces and a logical highway flow. Airport access is important and valuable to the city and region and should not be overlooked.

Alternative H2:

H2 is a poor choice, and I am opposed to it. Fundamentally H2 moves and places a large piece of infrastructure in what is otherwise rural, agriculture, and suburban spaces. We are homeowners in Fairway Estates and when we purchased we already worried it might be too close to the existing highway and other major developments. We decided it was not, and that the farm land and open space of the golf course was sufficient. Relocating the highway closer would not be acceptable in terms of sound, light, or air pollution and effect on home value. The disruption to the hatch pit and other impacts of construction are also major concerns.

Name

Timothy Pennington

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date	2020-08-25 21:34:17
Alternative E3:	This appears to be the most direct and most cost-effective alternative. It disrupts the fewest businesses and homes. It also takes the most advantage of the current infrastructure.
Alternative H2:	<p>The changes from H2 are an improvement with several benefits. Moving it more to the south protects the eagle nest and provides more distance from the homes on Pevero.</p> <p>The location of the junction with I-15 alleviates more of the current US20 congestion. It could be located a little bit further south and definitely needs to have a route to clearly connect with US20 WEST! Don't forget that there is a lot of traffic west to Craters and beyond to Sun Valley or north to the Salmon River.</p> <p>The location of tying into US20 further North is a great plan. In addition, the choice to move the route away from the US20-Lewisville intersection will definitely improve traffic flow.</p> <p>To enhance the route even more, i have the following suggestions:</p> <ol style="list-style-type: none">1. Move the East-West section to just south of 33rd North. Without moving the I-15 or US20 ends of the route requires slightly more roadway. However this option displaces even fewer homes and furthermore reduces the uncertainty of potential immense costs of crossing the landfill with unknown uncertainty. The landfill contains hazardous wastes that are in the path of underground water flow toward the Idaho Falls Water supply. Our water must be protected.2. This option would also reduce the traffic noise level for the homes further north. Trees, berms, and even walls if necessary should be planned to reduce the noise to an acceptable level.4. Since 5th East is a very popular and well-used bike, jogging and walking route, provision should be made to accommodate safe, wide paths.5. To provide for minimal impact to accommodate the moving of the east-west section further south, the connection with I-15 could be moved just a little further south as well but not to interfere with the airport and its safety.
Additional comments or suggestions:	<p>Thank you for listening to our input and considering these remarks!</p> <p>As the process proceeds, please give us opportunity for feedback and additional input.</p>
Name	Bob and Elsa Seidel
Address	
Email	
Phone	

I-15/US-20 Connector

Submission Date

2020-08-25 21:32:10

Alternative E3:

Based on the current level of traffic, when this project actually starts, the impact to motorists and the risk to construction crews seems to be a drawback for this option. Especially during the winter months.

Alternative H2:

This appears to be a better option for motorists and construction crews. Moving the interchange north seems prudent and the logistics of building seem more efficient. Being a pilot, I would rather have a roadway under the runway approach versus housing.

Additional comments or suggestions:

Thanks for providing this information.

Name

Todd Mendenhall

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-25 21:26:03

Alternative H2:

This will is not be a good choose . This area is growing and I see only more traffic problems down the road

Additional comments or suggestions:

I have look at several traffic problem this town is going to have in the future. The ITD did not plan for us to grow, but we are growing and fast. this section of the freeway and interchange is not the only problem Idaho Falls is going. H2 is just a bandaid and needs to be rejected

Are you disabled?**Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-25 20:12:20

Alternative E3:

I feel E3 is the best and more cost effective. I have lived here for years and the money the city would lose if you move it out of town would be very bad. Thanks for listening!!!

Alternative H2:

I leaved next to a road like H2 and the noise and exhaust was very bad
The cost for H2 would be very high and the people on Pevero Drive will have a hard time with the lose of property value. I live on Pevero Drive so please listen to us we love the quiet neighborhood and Thanks for listening to us!!!!

Name

Donna Hannan

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date	2020-08-25 18:09:20
Alternative E3:	This seems to be the wiser, cheaper, easier solution to the issue. This option is better.
Alternative H2:	I think this is A LOT of changes that don't make a whole lot of sense. Please don't use this option.
Name	Shawna TenEyck
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-25 17:11:52
Alternative E3:	See comments
Alternative H2:	See comments
Additional comments or suggestions:	<p>There are two major impacts that I believe are worth noting. First is the financial impact that this will have on single-family homes versus businesses. As I review the challenges listed in ITD's E3 recommendations it lists grain silos, RV parks, and other local businesses, will be negatively impacted. We are talking about a very small number of businesses and it's my understanding these entities will be compensated to move and that the owners won't necessarily be exposed to a negative financial solution. On the other hand, the H2 solution will negatively impact a large number of single families who have chosen to invest in homes. The property values of the subdivisions are going to see a large decrease in value and these families will not be compensated and are just expected to take the hit on their largest investment. The businesses that will be affected by the E3 plan, intentionally established those businesses near a busy thoroughfare. The people surrounding Fairway Estates built our homes in a more rural area in an attempt to avoid living next to a highway.</p> <p>Second, I have lived in the Fairway Estates subdivision for over 20 years and was initially promised by local officials that legally nothing could ever be built on top of the old dump/hatch pit. They explained that disturbing the area would have a huge impact on the aquifer. Over the years I've heard many appalling stories about how that dump was operated and what was actually put into it. I believe that disturbing that area will result in a major cleanup project that will cost an enormous amount of money and also create ongoing releases of gases and other noxious fumes which could be possible health hazards for those living in the area.</p> <p>I understand that it would be easier for the construction companies, and the motoring public if the majority of this project were to be completed away from the current I 15/US 20 bottleneck. But as with all other highway projects, traffic can be rerouted and regulated. I think it's important to remember that easier does not make it better.</p>
Name	Steve Davis
Address	
Email	
Phone	

Submission Date

2020-08-25 17:07:06

Alternative E3:

I like E3 for the following reasons:

1. It keeps traffic and development central to Idaho Falls. With the new connections to different parts of the city like with turning the current US20 into a local street, this area could see great commercial and tourist development in a location still very central to Idaho Falls in an area that is also beautiful. This could help draw in more outside businesses and help Idaho Falls not just grow and diversify its economy, but doing it in a smart sustainable way.
2. This adds another river crossing for all local traffic helping to spread out the burden of East and West traffic at certain choke points.
The new interchange is a great location for a better airport access that can be upgraded over time in a much easier way than where it currently is.
3. New Interchange and turning current US-20 into local street also gives the opportunity to possible passenger rail connections if that were to ever happen in the future, especially with the INL growing so fast.
4. With the INL growing and more and more people moving to the area to work. It has become increasingly important to have good access to all the INL facilities. The new interchange along with new on and off ramps allow better access to all the INL facilities while also being suitable for further growth.

Alternative H2:

I do not like H2 for the following reasons:

1. It encourages urban sprawl to the north of Idaho Falls. This is not good for several reasons. Idaho Falls currently has multiple developments that always seems to be half done because there is just too many in too many locations. Snake River Landing, Jackson Hole Junction, Taylor's Crossing, and also the continual efforts of the Idaho Falls Redevelopment Agency to revitalize downtown along with the area surrounding Lindsay Boulevard. Creating the new Interchange north of Idaho Falls will only encourage more development to the north when there is enough development currently happening.
2. Now I know costs have not been determined yet for either option, and I am now construction engineer or manager by all means, but I do feel that H2 would be more expensive of the two. More roadway is having to be built, more bridges and interchanges have to be built, more ROW has to be acquired, and mitigation will be required for building over a landfill which could cost a lot in its own right. Still doesn't offer great connection to the airport.
3. Local traffic may not take the new route and still take the old US-20 because that is what they are familiar with and feel the new H2 option goes too far out of the way.

Additional comments or suggestions:

Suggestions for E3
Though I feel E3 is the best option, there is still some concerns/suggestions for this alternative.

1. Both I-15 SB on ramps from broadway still need to be extended. They are too short and merge way too fast. Needs to merge more gradually and have it longer with some dotted lines possibly to let drivers have a smoother transition so they aren't forced onto the freeway at only 1 spot.
2. In the E3 alternative there is no access from Grandview/Fremont Ave to US-20 EB. Where does all this traffic go? I feel the science center drive on-ramp is great, but may be too far out of the way for most, especially the evening traffic going East on Grandview.
3. It looks that no improvements to Broadway are being made. Around the I-15 and broadway interchange there is way too many driveways to way too many businesses too close to the interchange. In peak times it is nearly impossible to turn left from both the North and South side of Broadway. Some driveways need to be closed and maybe the possibility of a raised median should be considered.
4. Add a right turn only lane coming from Broadway WB to the I-15 NB on-ramp.
5. Maybe make Broadway interchange a SPUI?
6. If possible please add native landscaping to these areas to help enhance the area, Especially since a lot of tourists comes through this area.
7. Make all the bridges more attractive with either lava rock sides or some kind of earth tone stucco to help beautify the area.
8. Make sure all the on-ramps through out the project are longer, no having traffic merge immediately in one location, make it more gradual with dotted lines giving more options for drivers to merge when they feel it's safe.
9. NB I-15 exit 118 to Broadway is still too short. Make it longer with a possible auxiliary lane leading up to it.
10. Make sure enough ROW is acquired along the new Olympia so that way future widening/expansion can be done if the Airport become bigger and busier.
11. Line Olympia with good Landscaping and lighting as it is the entrance to the City for many tourists.
12. Add street lighting through the entire project. Even consider adding lighting from Sunnyside all the way North just past the new Exit 119 on I-15 and then on US-20 from the new Interchange all the way to Holmes/Lewisville Hwy Interchange. In the winter months when it is dark in peak driving times, these areas can seem dangerous with no effective lighting, especially in bad weather.
13. Make I-15 3 lanes from Sunnyside to the new exit 119 Interchange (not including auxiliary lanes and ramps) NB and SB, and 3 lanes on US-20 to the Holmes/Lewisville Hwy Interchange EB and WB. Also make Broadway EB and WB 3 lanes.
14. Make an on-ramp from Fremont Ave onto US-20 EB going under the EB off ramp to Science Center Drive and then connect to the Science Center Drive EB on-ramp before going on to connect onto US-20 EB.
Make sure Fremont and Science Center Interchanges are expanded and widened to accommodate the increase in traffic.
15. Make new Olympia interchange a SPUI?
16. Acquire ROW and plan for a possible expressway from US-20 to US-26 around the Telford road area for traffic heading to Swan Valley and Jackson so they are being funneled downtown. This will also help develop an industrial trucking area as identified in the 2040 LRTP with the BMPO.
- 17.Possible on-ramp from Lindsay Boulevard from grain Silo area to US-20 EB and I-15 NB?

NameForrest Ihler

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-25 15:59:09

Alternative E3:

We are in favor or alternative E3 and opposed to H2.

Name

Claire Skidmore

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-25 14:12:12

Alternative H2:

We disagree with this option for our homes and community.

Name

Vanessa Jansen

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-25 13:20:42
Alternative E3:	Better access to downtown, airport and hotels from out of town. Less structural worries and fewer homes impacted. Some of the area it covers is already industrial area that is not appealing to our city or county already. I'd rather see it impacted than the nice neighborhoods and businesses on and around 5th West. It also seems to flow with the greenbelt and it's draw to visitors and citizens.
Alternative H2:	<p>What are the structural concerns with building over the hatch pit? Especially right after closing and filling it in. Freeman Park has shifted and moved for many years after the landfill there was closed and filled in. Doesn't this meant structural integrity might not be good? I have also been told the city's water source and aquafir are below it and the test wells just west of the dump show contamination. It is also very concerning that construction would cut off all access to the north of Fairway Estates, as we have no other access point to the city and no way out of Fairway Estates since the developer will not build a bridge to connect us to the Lewisville Highway (which would also be impacted). Furthermore, 5th west has always been a popular route for bicycles going from Osgood to the greenbelt. What plans would be put in place to protect them as traffic increases? Many of the studies talk about pedestrian impact but H2 does not seem to really address the shift in pedestrian traffic issues.</p> <p>Doesn't it seem equally important to protect traffic increases to and from Temple View Elementary? We would actually prefer to have it located near Fairway Estates (as I've been told would be an option). The school will be rebuilt sooner or later due to growth and the location of the school not being suitable for any expansion. Many of the students live off 5th West in those neighborhoods. The boundaries are bound to shift again as our growth in these neighborhoods is extensive! We need to consider the bus routes and other (high school and junior high) school traffic getting to and from school as growth happens. We need a safer alternative.</p> <p>The residents, myself included, are very concerned about the effects on our subdivision but I'm equally concerned about the long term growth and structural integrity of the roads. Moving the hwy to this location seems to take traffic away from the towns attractions more than invite people to dine, visit and stay. I think E3 also gives better access to the expanding airport.</p>
Additional comments or suggestions:	Pleas give more information as to why option C was removed. Many people thought this was the best option based on past meetings with ITD. It seems odd that it was eliminated during this phase.
Name	Michelle

I-15/US-20 Connector

Submission Date	2020-08-25 10:14:31
Alternative H2:	This seems like the best option for all involved.
Additional comments or suggestions:	I appreciate the study and concern. No matter what is chosen it will make some upset, and i believe the H2 option disrupts less and provides better future growth for all.
Name	Todd Ricks
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-25 01:05:51
Alternative E3:	I like this one!
Alternative H2:	I don't like the idea of disturbing a landfill and getting rid of all the pedestrian and bike paths. I don't like this option.
Name	Tiana Clements
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-25 00:17:44

Alternative E3:

Alternative E3 will prove to be the best option. It provides the better access to the airport, and provides another bridge over the Snake River. It will have less of an impact on residential property and it won't take away business from the downtown area by taking traffic away from downtown.

Alternative H2:

H2 is a terrible plan and will have a great impact on the residents of Fairway Estates, Heritage Hills and River Acres. It will disrupt nesting bald eagles. It will also run over an existing landfill which could have long term consequences. Finally it will take tourists away from the city and eliminate much needed business to our downtown area.

Additional comments or suggestions:

With respect to the I-15/US20 interchange in Idaho Falls, I am writing in support of the alternative E3 option. This option will continue to feed the bulk of traffic into Idaho Falls, rather than route traffic around town. I feel that the H2 option will essentially route traffic around town and impact existing business that rely on travelers interchanging from I-15 to US-20. H2 will then travel over a current landfill which will continue to settle over time and potentially have long term consequences. It will disrupt the current habitat of a pair of nesting bald eagles. Option E3 will provide for easier access to those trying to reach the airport. Additionally the existing route of the interchange will be utilized, therefore with the E3 option there will be less impact on established residences than with the H2 option. The H2 option will not only increase traffic and traffic noise for the Fairway estates area, but will also likely reduce property values for that growing subdivision. Choosing H2 will have a great impact to a large amount of residents in Fairway Estates, Heritage Hills as well as River Acres. As a resident in one of those subdivisions I can't sit by idly while you greatly disrupt our quality of life. Please route our traffic through town, and pick the E3 alternative for the I-15/US20 interchange.

Thank You

Name

Alicia Chroninger

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 23:58:09
Alternative E3:	The E3 option is the best of the two. It keeps motorists in Idaho Falls and closer to the airport. While it is unfortunate for any business or person who would be impacted by this design, it is reasonable to expect possible road improvements to happen in this area.
Alternative H2:	The H2 option has the worst impact on residential neighborhoods. The people of these neighborhoods would never have imagined that a major highway interchange could end up in their backyards. It is not a reasonable option.
Additional comments or suggestions:	Thank you for the work to improve our city.
Name	Jeri Roberts
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-24 23:53:36

Alternative H2:

Seems like this options affects a lot of personal property and people, which of course have lived in these areas for a very long period. Properties that have been passed on from one generation to another in some cases. I think this option would be far more disruptive to the community than the E3 option. Plus I am not sure how stable or feasible it would be to build a road through a land fill that has been there for 40 Plus years. I advise against this option, and yes I and my family would be personally affected by the H2 option.

Additional comments or suggestions:

Definitely suggest getting every ones opinion that will be affected property wise before deciding on a plan.
inform the of the possible price to be paid to them if property is used in project and option they may have to move or voice some further concerns.

Name

Wade Lowder

Address

Email

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-24 23:37:16

Alternative E3:

This alternative is well suited to move the traffic easily to Highway 20. This is much better than H2 alternative. H2 impacts many homes and a large high subdivision. Increasing noise, traffic, and lowering home values significantly.

Alternative H2:

Damages farmland, drastically reduces home values and increases noise, traffic, and congestion to existing homes and a large upscale subdivision.

Name

Michael Marshall

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 23:17:43
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Alternative E3:	I think E3 makes a lot more sense as it would be beneficial for Idaho Falls businesses. It would negatively impact economic activity as H2 option moves the freeway away from those areas.
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Alternative H2:	North of the current exit to highway 20 gets closed off frequently during the winter and wind. I foresee more traffic issues because of this
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Name	Casey
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I-15/US-20 Connector

Submission Date

2020-08-24 23:13:43

Alternative E3:

This is a good option! I've heard there are plans to expand the airport so easier access is so smart and makes a lot of sense. We also save the environment more with this alternative.

Alternative H2:

This is going to be a problem for the Bald Eagles nesting along 5th West. And I think it's going to be much more expensive to make a dump stable enough to build a huge interchange. This also messes with farmland, and I worry about the aquifer and what this option might do to our drinking water.

Additional comments or suggestions:

I live right between these two options, but I feel that it is safer and cleaner to keep the busy streets closer to town.

Name

Amanda Sasser

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-24 23:09:44

Alternative E3:

Local businesses depend on the traffic at this interchange and will severely be affected in a negative way if traffic is diverted away from them.

Alternative H2:

Hatch pit, local farmers, homeowners and bald eagles all will be affected negatively with this location. Why divert traffic away from downtown where people and businesses depend on this exit.

Race and Ethnicity

Submission Date	2020-08-24 23:01:07
Alternative E3:	I like that this alternative has less environmental impact. This one also keeps traffic closer to town which benefits the businesses around the interchange. This also gives easy access to the airport and INL workers near the airport and on 5th West. With plans to expand the airport, easy access is a huge benefit for the growth of Idaho Falls.
Alternative H2:	This alternative not only goes through farmland, but could also disrupt the bald eagles that nest on 5th West. Also, I worry about all of us on 5th West, Lewisville Hwy, and 33rd North who have private wells. Having to stabilize the landfill sufficiently to hold such a large interchange could cause toxic waste to leach into the aquifer affecting the water of many homeowners and the millions who get water from the Snake River Plain Aquifer.
Name	Keyli Moore
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-24 22:51:35
Alternative H2:	<p>I believe H2 is better because it moves the interchange further from the city center and the river, which to my mind is the greatest asset for the future in Idaho Falls. Open space near the river will grow in value as the years pass. Why ruin it with freeway noise and smog which will inevitably follow. I lived in Los Angeles for 30 years.</p> <p>There is nothing nice about being under or near a freeway overpass or connector. Why put it in town where it will rapidly become obsolete anyway? If you can move it further north you could add lanes and access more easily in the future.</p> <p>I know no one wants their property disrupted but there are possibilities for the greenbelt, an extended bike path, more park area along the river for pedestrian enjoyment. The temple area, old downtown, the falls area, Freeman park will all eventually become undesirable areas if they are close to a freeway interchange and lots of traffic.</p>
Additional comments or suggestions:	<p>I think further north would be even better. It is amazing how quickly highway improvements are not enough for the traffic. Look at Sunnyside. Move further into the country when you can. I speak from the experience of watching road improvements become obsolete almost before they are completed when I lived in California. In my opinion the river area in town is worth preserving and expanding it's beauty and usefulness to the population of Idaho Falls and our visitors. Not to be wasted as a traffic corridor.</p>
Name	Margaret PIKE
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-24 22:50:54

Alternative E3:

There will be less impact on the surrounding community with this plan. The negative aspects, such as light, pollution and noise will be confined to the downtown area which is already impacted by those things.

Name

Kathy Karroum

Address

Submission Date

2020-08-24 22:46:46

Alternative E3:

This option seems less costly and makes more sense over time. This seems like it interferes with less residential and would benefit commercial properties.

Alternative H2:

This option will impact residential home owners and farm land that is still very important to Idahoans. The cost to clean up hatch pit and make it a stable building site Seems extreme at best. Why wouldn't ITD use the side road already in use next to Bish's as a freeway on-ramp instead of pushing it out into farm land. Why inconvenience residential areas forever when there are so many other options.

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-24 22:13:01

Alternative E3:

This is the better option and solves more issues.

Alternative H2:

This is a horrible plan. It puts a major highway right where we don't need one.

Additional comments or suggestions:

Use plan E3

Name

Erika Payne

Address

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-24 21:39:31

Alternative E3:

Looking at E3, I am not a fan of removing businesses that have been there long before the traffic came like this. And then also having to move houses and apartments, its not the best decision. I do see how it would help with traffic flow but hurts the local businesses and residents in those ares affected.

Alternative H2:

I do think this would be the best option, however could there be a different way to route around current houses and landfill area? I hate seeing farmland shrink even more causing a strain to grow more product out of less land. You can only do that so much before you run out of land and have no food.

Additional comments or suggestions:

Would there be any way that there could be a off ramp that is made south of Walmart that can take US 20 traffic on it and run overhead of 15 and part of 20 to a place that won't disrupt more land than needed and keep traffic flowing? And for south bound traffic from US 20 to I15, an overhead pass of 20 until south of Broadway to merge traffic there and keep it to the current footprint area? And with the overpass more, maybe look into heating the bridge to help reduce ice build up there as well? Just throwing out an option that I am thinking of.

I live north of Idaho Falls and always wonder how traffic will be at Broadway so a fix would be good, however taking out homes and businesses to me is the worst way to do it. Farm land is a little easier but still, loos of farmland to feed a growing population.

Michael Ashby

Name**Address****Email****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-24 21:29:48

Alternative E3:

This alternative seems to affect the least amount of residential properties.

Alternative H2:

This alternative would have a huge impact on not only the homes it would go through on 5th West but also to the whole Fairway Estates subdivision. It would cause a quiet developed subdivision to become highway bordering homes. I am a builder in Idaho Falls and this alternative would cripple this area's development and property values.

Name

Curt Wells

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 21:28:39
Alternative E3:	preferred option for this resident
Alternative H2:	Worried about proximity of high value real estate to the new proposed interchange, and the possibility that land values and therefore taxation values would decrease
Name	Joshua Rubeck
Address	
Email	
Phone	

I-15/US-20 Connector

Submission Date

2020-08-24 21:28:35

Alternative E3:

I'm in favor of alternative E3. E3 impacts the fewest residential area, requires less construction and provides the most direct hookups to I 15 and Hwy 20.

Alternative H2:

This is a poor alternative impacting significant residential areas, traversing existing landfill issues, and appears to require significantly more construction then alternative E3.

Name

Frank Webber

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date
2020-08-24 21:22:21
Additional comments or suggestions:

I-15/US-20 Connector

Submission Date

2020-08-24 21:21:20

Alternative E3:

This is the best alternative because it will help access to the airport and provide safety for the the Skyline high-schoolers, while increasing volume to downtown which would help in the revilation of down area.

I-15/US-20 Connector

Submission Date	2020-08-24 21:21:06
Alternative E3:	Please use this option
Alternative H2:	Bad option. This option may significantly impact one of the largest neighborhoods in Idaho Falls, decreasing home values.
Additional comments or suggestions:	Please choose alternative E3.

I-15/US-20 Connector

Submission Date

2020-08-24 21:13:48

Alternative E3:

Better access to the airport. Less impact to residential property. This will also improve access to our beautiful downtown area which will be a great economic boost to the economy.

Alternative H2:

I am a property owner in Fairway Estates, we feel this option will greatly reduce our property value. It is also unsafe because of the building over a landfill. It will impact the beautiful Eagle habitat on 5th West. This option is also the most costly. It will eliminate the bike lanes for north Idaho falls. I believe this is clearly an unsafe and unwise solution.

Name

Jacque Josephson

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-24 21:12:14

Alternative E3:

Does very little for the problem. I don't see that it makes a big enough impact for the chaos that will be in place while it is implemented.

Alternative H2:

Does not give enough data to make a decision on the impact of the Temple View Antares area.

Name

Janeil Kunz

Address

Email

Phone

Are you disabled?

I-15/US-20 Connector

Submission Date	2020-08-24 21:11:52
Alternative E3:	We support this option. Minimal impact. Good access to sirport
Alternative H2:	Do not support this option. Bad for existing homeowners. More expensive. Hatch pit could contaminate.
Name	Darren Josephson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-24 21:06:56

Alternative H2:

This decreases property in the fairway estates neighborhood. It is also structurally not safe to build over a land fill. This will require residents to move out of their houses.

Name

Emily Josephson

Address

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 21:00:18
Alternative E3:	This seems to make the most common-sense alternative. It disrupts neighborhoods, or residential areas the least.
Alternative H2:	I live just north of this proposed alternative. Totally against this! I don't want traffic coming through this residential area. This defeats the reason why we moved here - to get away from the congestion and traffic. If this proposal gets passed, we will sell our house and move. We don't want the traffic noise or the traffic!! I can already hear the traffic noise from I-15 and US-20, and certainly don't want it any closer. Please do NOT let this proposal happen. E3 makes sense without the residential disruption. NO!!!!
Name	Tawni Sumsion
Address	
Email	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-24 20:56:18

Alternative E3:

This is the best option. PLEASE ignore the previous comment regarding H2. I accidentally typed in the wrong box!

I-15/US-20 Connector

Submission Date

2020-08-24 20:55:11

Alternative H2:

I think this is the best option. Thank you.

I-15/US-20 Connector

Submission Date

2020-08-24 20:53:41

Alternative H2:

Prefer this alternative. Spreads the congestion out much farther than E3 which only buys a few hundred feet.

Name

I-15/US-20 Connector

Submission Date

2020-08-24 20:20:09

Alternative E3:

I prefer this alternative. It appears that this will affect far less people as the length of new road is far less. I also like the easier access to the airport.

Name

Daniel Ellis

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 20:04:09
Alternative E3:	This alternative makes more sense. Not only money wise but convenience. Easier access to the airport, ability to easily get to local hotels and restaurants.
Alternative H2:	This alternative will be tremendously expensive. Not only will it bypass hotels, restaurants and the airport. It will also run through a residential area displacing residents and lowering home values. Not to mention the farm ground that is needed for food. At last but not least building over a landfill is just asking for trouble.
Name	Jade Sommer
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 19:58:10
Alternative E3:	<ul style="list-style-type: none">• Provides quick access and improves visibility for the Idaho Falls Airport.• Minimal impact to residential and agricultural areas.• Keeps traffic in current location which is less confusing to people who travel to I-20 (i.e. BYU-I, Island Park and Yellowstone) • Allows visitors to be directed through our city center where they will stop and spend money.• Adds a bridge which gives better access for residents and visitors to cross the Snake River.• Improves access to the current downtown infrastructure.
Alternative H2:	<ul style="list-style-type: none">• The “hatch pit” dump was used as a city landfill 30 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.• Structural concerns with building over a landfill are very valid. This land will settle and move over time and is not suitable for a high use road.• This alternative is the most costly and is not a prudent use of taxpayer money.• Alternative H2 moves traffic away from the center of town and will negatively impact revenue from tourism as visitors will pass by Idaho Falls and move through farmland rather than our downtown developments. It doesn’t provide access to the airport.• The Split Diamond Interchange is confusing for drivers. • The Lewisville Highway and 5th West will need costly widening and improvements to manage increased traffic flow from new interchanges.• Construction will cut off all access for all neighbors who live north of the proposed freeway.• Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.• Property Values will plummet.• Traffic and construction noise for residents will be ongoing.• I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho’s wind.• Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.
Additional comments or suggestions:	Please choose Alternative E3.
Name	Gabriella Hodson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 19:55:51
Alternative E3:	<ul style="list-style-type: none">• Provides quick access and improves visibility for the Idaho Falls Airport.• Minimal impact to residential and agricultural areas.• Keeps traffic in current location which is less confusing to people who travel to I-20 (i.e. BYU-I, Island Park and Yellowstone) • Allows visitors to be directed through our city center where they will stop and spend money.• Adds a bridge which gives better access for residents and visitors to cross the Snake River.• Improves access to the current downtown infrastructure.
Alternative H2:	<ul style="list-style-type: none">• The “hatch pit” dump was used as a city landfill 30 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.• Structural concerns with building over a landfill are very valid. This land will settle and move over time and is not suitable for a high use road.• This alternative is the most costly and is not a prudent use of taxpayer money.• Alternative H2 moves traffic away from the center of town and will negatively impact revenue from tourism as visitors will pass by Idaho Falls and move through farmland rather than our downtown developments. It doesn’t provide access to the airport.• The Split Diamond Interchange is confusing for drivers. • The Lewisville Highway and 5th West will need costly widening and improvements to manage increased traffic flow from new interchanges.• Construction will cut off all access for all neighbors who live north of the proposed freeway.• Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.• Property Values will plummet.• Traffic and construction noise for residents will be ongoing.• I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho’s wind.• Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.
Additional comments or suggestions:	Please choose Alternative E3.
Name	Eliana Hodson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 19:54:05
Alternative E3:	<ul style="list-style-type: none">• The “hatch pit” dump was used as a city landfill 50 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.• Structural concerns with building over a landfill are very valid. This land will settle and move over time and is not suitable for a high use road.• This alternative is the most costly and is not a prudent use of taxpayer money.• Alternative H2 moves traffic away from the center of town and will negatively impact revenue from tourism as visitors will pass by Idaho Falls and move through farmland rather than our downtown developments. It doesn’t provide access to the airport.• The Split Diamond Interchange is confusing for drivers. • The Lewisville Highway and 5th West will need costly widening and improvements to manage increased traffic flow from new interchanges.• Construction will cut off all access for all neighbors who live north of the proposed freeway.• Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.• Property Values will plummet.• Traffic and construction noise for residents will be ongoing.• I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho’s wind.• Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.
Alternative H2:	<ul style="list-style-type: none">• Provides quick access and improves visibility for the Idaho Falls Airport.• Minimal impact to residential and agricultural areas.• Keeps traffic in current location which is less confusing to people who travel to I-20 (i.e. BYU-I, Island Park and Yellowstone) • Allows visitors to be directed through our city center where they will stop and spend money.• Adds a bridge which gives better access for residents and visitors to cross the Snake River.• Improves access to the current downtown infrastructure.
Additional comments or suggestions:	Please choose Alternative E3.
Name	Lincoln Hodson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 19:51:33
Alternative E3:	I am supportive of this alternative.
Alternative H2:	No. Absolutely not
Additional comments or suggestions:	We pay the 2nd highest taxes in Bonneville County. Have you considered what impact this will have on the value of my brand new home in a desired subdivision? What about protecting the nest of bald eagles that will be impacted whose nested in Fairway Estates Area for decades? Residential safety so close to what we know will result in an expansion of commercial business and the INL site creeping slowly north toward us every year? What about the families and community and school buses that will be rerouted. What about the impact on crime in the area? And my gosh the noise we already have from the east side where Lewisville highway runs and the airport. The golf courses business will likely cease to thrive as well there is no draw to recreate in the middle of three major roadways another potential loss of revenue. Then we have the landfill. Wow. That's going to be expensive to fix and prepare. E3 is a better solution with far less impact on families and taxpayers.
Name	Amy Blankenship
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 19:49:30
Alternative E3:	<ul style="list-style-type: none">• Provides quick access and improves visibility for the Idaho Falls Airport.• Minimal impact to residential and agricultural areas.• Keeps traffic in current location which is less confusing to people who travel to I-20 (i.e. BYU-I, Island Park and Yellowstone) • Allows visitors to be directed through our city center where they will stop and spend money.• Adds a bridge which gives better access for residents and visitors to cross the Snake River.• Improves access to the current downtown infrastructure.
Alternative H2:	<ul style="list-style-type: none">• The “hatch pit” dump was used as a city landfill 30 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.• Structural concerns with building over a landfill are very valid. This land will settle and move over time and is not suitable for a high use road.• This alternative is the most costly and is not a prudent use of taxpayer money.• Alternative H2 moves traffic away from the center of town and will negatively impact revenue from tourism as visitors will pass by Idaho Falls and move through farmland rather than our downtown developments. It doesn’t provide access to the airport.• The Split Diamond Interchange is confusing for drivers. • The Lewisville Highway and 5th West will need costly widening and improvements to manage increased traffic flow from new interchanges.• Construction will cut off all access for all neighbors who live north of the proposed freeway.• Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.• Property Values will plummet.• Traffic and construction noise for residents will be ongoing.• I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho’s wind.• Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.
Additional comments or suggestions:	I would like Alternative E3 to be chosen.
Name	Nathan Hodson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-24 19:43:14

Alternative H2:

Please remove this alternative as an option for the new freeway exit. Homeowners in this area did not buy their home in hopes of having it swallowed by an overpass. We live out here to be away from the city. So do bald eagles and other raptors as evidenced by their many nests in and around our neighborhood. This alternative is no alternative at all. It's more than a NIMBY (not in my backyard) issue. It's more than in our backyards. It's on top of our homes.

Submission Date	2020-08-24 19:16:49
Alternative E3:	E3 will have the least impact to residential and agricultural areas. It would use and be an improvement to the current infrastructure which would not require creating miles and miles of new road. It would provide quicker access and improves visibility for the Idaho Falls Airport. I would like to see economic growth in this area where there are already many businesses. I believe better access from E3 would help do so. Creating a new access would bring traffic through an area which is currently residential and farmland. I believe this would have long lasting economic and potentially devastating consequences on a downtown area that is already struggling. Please don't move the current location of the freeway's intersection. I also like that this option adds a bridge which gives better access for residents and visitors to cross the Snake River.
Alternative H2:	<p>H2 would disrupt many agricultural and residential areas. I also understand that there are bald eagles in the H2 area and could be harmful to the nesting site of an endangered species and protected animal. The proposed area goes right through the Hatch Pit dump site. The drilling into and disruption of which could potentially contaminate the aquifer. This could cause unknown and dangerous side effects on the nearby agriculture and human lives.</p> <p>The Lewisville Highway and 5th West will need costly widening and improvements to manage increased traffic flow from new interchanges.</p> <p>Construction will cut off all access for all neighbors who live north of the proposed freeway.</p> <p>Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.</p> <p>Property Values will plummet.</p> <p>Traffic and construction noise for residents will be ongoing.</p> <p>I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho's wind.</p> <p>The Split Diamond Interchange is confusing for drivers.</p>
Name	Benjamin Hodson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-24 19:11:42
Alternative E3:	This is a much better option. The other one you go by 5 subdivisions. Noise would be offensive
Alternative H2:	Horrible
Additional comments or suggestions:	I would go North 4 to 5 miles then over.
Name	Kristy Wachs
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-24 18:42:43

Alternative E3:

This alternative may be more expensive than H2 but sure impacts fewer housing developments such a Fairway Estates and Heritage Hills. I agree with all of the comments submitted so far against H2 and in favor of E3.

Alternative H2:

I agree with all of the comments submitted so far against Alternative H2. It really does impact many established housing developments and is so close the dirt and dust blowing from the SW into Fairway Estates and the Sage Lakes Golf Course could be unbearable. We get high wind days anytime and especially in the early spring. Noise would also be a distraction on the golf course.

Name

James Sahr

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 18:41:53
Alternative E3:	I believe this is an acceptable alternative vs. all the other proposals over the past two years - it does not appear to interrupt residential areas.
Alternative H2:	This is acceptable. There appears to be less impact in this area - less existing development.
Additional comments or suggestions:	<p>As a resident of Antares Dr., I thank you for removing Option C3 from consideration. I am still concerned about the possible future extra lanes mentioned. I still would like to see large barrier walls established sooner or later as the noise is even now overwhelming at peak traffic. Thanks for allowing comments - change is hard and people will be unhappy with any of these proposals, but the current traffic pattern is not working and something does need to be done.</p>
Name	Elyse Baird
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-24 18:36:04

Alternative H2:

No to this option. Farm ground a values to real estate will take a big hit. Will impact a 10+ years bald eagle nest.

Submission Date

2020-08-24 18:22:16

Alternative H2:

Please see additional comments below against alternate H2!

Additional comments or suggestions:

Good afternoon,

I'm writing in regard to the proposed plans for the I 15 connector from Hwy 20. Our family home is in direct line of the proposed Alternative H2, and as such, we are at risk of losing our home and property in order to connect the highway to the interstate. Aside from the loss of our home, our equine facility and the properties surrounding us, there are numerous issues that are of great concern. The loss of property value in the surrounding area for local residents will be astronomical. We will no doubt suffer from increased traffic and noise. We will also see a loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. Option H will change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city.

We were also informed by the City of Idaho Falls that building over the landfill was not an option and at most, a park/rec area would be the most that could be done to fill in the hatch pit there. Eaglewood Road was left open to the South with the intent to connect to 33rd N and the proposed park. This highway would destroy that access.

There are numerous safety concerns for cyclists, pedestrians and school children who will be impacted by option H.

Option H will drive highway traffic away from the downtown area, resulting in loss of local revenue for local businesses.

One of the most important things that will be destroyed by Alternative H2 will be the nesting and breeding grounds on E. River Rd across from the Pevero Rd entrance at Fairway Estatea. For many years, Bald Eagles have been breeding and nesting here. They are a federally protected species and to see their refuge possibly annihilated in the name of growth, when there are other more viable options available, is an utter travesty.

Alternative E would expand the highway where needed. Thus, giving easy access to hotels, restaurants and businesses; and allowing our neighborhoods to thrive without freeway traffic. It would further protect the Eagles and their home, and also protect our homes and livelihoods from destruction.

I trust that these comments will be taken into consideration when looking at proposed plans to grow the city and connect the highway. There are alternate, viable options available to us and we need to look at those more closely.

Regards,
Anna Russell

Name

Address

Email

Phone

I-15/US-20 Connector

Submission Date

2020-08-24 18:11:58

Alternative H2:

I live in fairway estate's. I don't want my property value to go down.

Name

David Howes

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-24 17:32:35

Alternative E3:

This is a great common ground to accommodate the growth of our town and preserve our local, wild environment.

Alternative H2:

This will negatively impact residential neighborhoods, lower property values, and interfere with a natural habitat and nesting of bald eagles. It could also pollute our water.

Additional comments or suggestions:

Please consider the need to maintain our local cultures & communities. Improved infrastructure is necessary but not at the cost of the town & it's residents.

Name

Xenya Valdez

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 17:21:00
Alternative E3:	I like that a motorist can get on highway 20 from Science center drive. Suggest widening science center drive toward Fremont avenue to be safer and more efficient. I like that this preserves more access to current downtown business.
Alternative H2:	If H2 is selected, the connection to Lewisville highway needs to be coordinated with the planned future outlet of the Fairway estates neighborhood on to Lewisville highway for safety and efficiency. Additionally, the increased highway speeds accommodated by this design will result in higher noise. Please install sound walls to prevent noise pollution in nearby neighborhoods. East River road provides pedestrian and bicycle access to Freeman park and the greenbelt for the Fairway Estates and Riverside acres neighborhoods. Any exchange with this road should provide efficient, continued access for bicyclists and pedestrians.
Name	Stephen Evans
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-24 17:12:14

Alternative E3:

I would like to write in support of Alternative E3. Of all the proposals, I believe that E3 will have the least impact to residential and agricultural areas. It would use and be an improvement to the current infrastructure which would not require creating miles and miles of new road. It would provide quicker access and improves visibility for the Idaho Falls Airport. I would like to see economic growth in this area where there are already many businesses. I believe better access from E3 would help do so. Creating a new access would bring traffic through an area which is currently residential and farmland. I believe this would have long lasting economic and potentially devastating consequences on a downtown area that is already struggling. Please don't move the current location of the freeway's intersection and vote for E3.

Alternative H2:

There are many environmental issues with the H2 option. The new proposal

1. Would disrupt many agricultural and residential areas.
2. I understand that there are bald eagles in the H2 area and could be harmful to the nesting site of an endangered species and protected animal.
3. The proposed area goes right through the Hatch Pit dump site. The drilling into and disruption of which could potentially contaminate the aquifer. This could cause unknown and dangerous side effects on the nearby agriculture and human lives.

I would not like to gamble on human or animal life and would encourage you to vote against H2.

Name

Emily Hodson

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 17:10:38
Alternative E3:	In running a business located North and a bit East of the Science Center Drive exit, this alternative seems to be the only viable option. This plan seems to address all of the traffic issues and minimizes the business/access issues that option H2 will create. We feel Option E3 is the only one of the remaining options that will not shut down multiple businesses on the US-20 corridor.
Alternative H2:	Option H2 will create unneeded financial losses/ location closures for businesses located Northwest and Southeast of the historic US-20 corridor. This option should be scrapped due to the impact tax paying businesses will suffer if selected. We cannot endorse this plan in part or in its entirety. It would appear the chance for litigation if H2 is selected is far more likely than if option E3 is chosen.
Additional comments or suggestions:	If E3 is determined not to be feasible, H2 should not be selected, suggest further engineering should be sought for options not presented prior.
Email	
Phone	
Gender	
Are you disabled?	

Submission Date	2020-08-24 17:04:34
Alternative E3:	I like this plan best. It gives better access to our city and doesn't impact people who have bought homes here since the traffic is already here.
Alternative H2:	I am 11 years old and I live north of this planned road. This road would stop me and my friends from being able to ride our bikes to our friend Ben's house. I live in Fairway Estates and he lives in Heritage Hills. We all go to school together and in the summer, we can all ride our bikes to Freeman Park and the River. If you build a freeway here with a big exit, my friends and I will not be able to walk or ride to each other's houses. My family also likes to ride bikes to the river and this would make it impossible for us to do that. You might say that I will be older when this is built, but I have younger siblings and there are lots of little kids in my neighborhood. This will be a problem for them too and all of the kids who live here after us. Please don't build a huge freeway and make it unsafe for kids to ride bikes here and see their friends from school who live on or across 5th West.
Additional comments or suggestions:	Please don't build Alternative H2. A lot of families call this area home and you would ruin the things we like about living here. You want to tear down my friend Anna's house and her horses will not have a place to live. You shouldn't tear down people's houses. Choose E3.
Name	Grant Hicken
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 16:44:49
Alternative E3:	I would like to write in support of Alternative E3. Of all the proposals, I believe that E3 will have the least impact to residential and agricultural areas. It would use and be an improvement to the current infrastructure which would not require creating miles and miles of new road. It would provide quicker access and improves visibility for the Idaho Falls Airport. I would like to see economic growth in this area where there are already many businesses. I believe better access from E3 would help do so. Creating a new access would bring traffic through an area which is currently residential and farmland. I believe this would have long lasting economic and potentially devastating consequences on a downtown area that is already struggling. Please don't move the current location of the freeway's intersection and vote for E3.
Alternative H2:	<p>There are many environmental issues with the H2 option. The new proposal</p> <ol style="list-style-type: none">1. Would disrupt many agricultural and residential areas.2. I understand that there are bald eagles in the H2 area and could be harmful to the nesting site of an endangered species and protected animal.3. The proposed area goes right through the Hatch Pit dump site. The drilling into and disruption of which could potentially contaminate the aquifer. This could cause unknown and dangerous side effects on the nearby agriculture and human lives. <p>I would not like to gamble on human or animal life and would encourage you to vote against H2.</p>
Additional comments or suggestions:	I would be curious to know if using West 33 N/Iona Road has been considered? Why is IDOT considering building H2 (which for the most part doesn't use a lot existing road ways Whereas using the West 33 N/Iona Road would be much shorter (and less expensive then building miles and miles of new freeway.
Name	Dan Hodson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-24 16:44:21

Alternative E3:

I like that this option keep traffic coming past the river and the Idaho Falls area near the river and temple. Creating a new route through a land fill and middle of a field seems anything but right. It seems like an afterthought. I would rather have the new roadway integrated into existing Idaho Falls instead of routing it away from the river feeling that the current roadway offers

Alternative H2:

Routing this through a landfill cannot be safe. Who knows what may happen to the ground and how unstable the ground may become over the years. This option also is directly south of Fairway Estates neighborhood, which is full of expensive homes. This is not a good option.

Name

Jake Morrow

Address

Email

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-24 16:31:42

Alternative E3:

I believe the E3 plan is a better choice for the following reasons:
Minimal impact to residential and agricultural areas.
The 15/20 exchange will be in the same general location it has always been,
less confusion for existing residents as well as visitors.
Better for downtown revenue!

Alternative H2:

I oppose the H2 plan for the following reasons:
It will be very very costly to build this.
Protected Eagle nesting nearby.
Potential contamination to the aquifer.
Instability of building on the landfill.
Very bad for the property values north of it.

Name

Carole Jesse

Address

Submission Date	2020-08-24 15:59:01
Alternative E3:	<p>This seems to be the best option available. This minimizes impacts to families and residential properties, while maintaining important access to the airport and downtown businesses. This is also the most cost efficient option, so saving general funds while maximizing benefits to travelers and local the economy. Clearly this benefits more members of our community while minimizing impositions to families.</p>
Alternative H2:	<p>"The interchange design has not been finalized"? This is inadequate for comparison and public comment with with E3 at this point in the process. "More analyses are performed during NEPA process to investigate the other interchanges"? This is also inadequate for public consideration at this point. This plan is poorly explained in the online tutorial, with many uncertainties identified in the online video. It is difficult to understand what this will look like and how it will function without the uncertainties determined and clearly communicated. Collector roads do not facilitate smooth traffic flow and rely on expensive interchange design north of the economic center for collector roads to be effective. This also assumes that non-local traffic are the problem, which is not the case. Non-local traffic should be directed to local businesses, not north of town and away from businesses. The cost of this alternative is a poor use of tax dollars. The video ends with the statement that some details will be determined later.....This entire option seems rife with uncertainties that cannot be commented upon. This is the public comment period and we need these details. Option H2 will significantly impact the fabric of our community by severely depreciating the value of many homes, and significantly damaging the lives of many families. This option is clearly unnecessary and the comparison of the two options is inadequate given the uncertainties with H2, therefore decision makers will be liable for the unnecessary damage to families, should H2 be selected. Halloween celebrations on Pevero Drive and Fairway Estates are a benchmark of the community of Idaho Falls and this important thread to the fabric of our community will be torn from this neighborhood. There are also very serious environmental concerns with this option considering the hatch pit, nesting eagles, ospreys, and other protected species. In this area we take many of these natural resources for granted. Eagles, raptors, and falcons are a huge success story across our country, and H2 will displace several Bald Eagle, Swainson and Osprey nests, further impacting another thread to our community. The hatch pit needs to be treated seriously considering the proximity to the Snake River and the delicate situation with the Snake River Aquifer. Constructing near or around the open pit or recently closed pit would also open decision makers up to serious litigation if H2 is selected. The comments about litigation here are not threats, but serious concerns from a concerned member of your constituency. I do not want my government operating frivolously, or irresponsibly. The courts are present to provide repercussions for poor management decisions and I am concerned that my government will be vulnerable due to several factors listed above if H2 is selected.</p>
Additional comments or suggestions:	<p>H2 lists too many uncertainties which does not allow for a fair comparison between the two plans. H2 is not necessary with the good option of E3. H2 is not cost efficient in the current scenario. Finally, H2 will significantly impact several threads to our community and it simply is not necessary for that to occur.</p>
Name	Patrick Kennedy

I-15/US-20 Connector

Submission Date	2020-08-24 15:48:01
Alternative E3:	Yes
Alternative H2:	No
Additional comments or suggestions:	I think the use of county line road should be revisited. The road is already there, the bridge is already there. It is already a travel path for heavy trucks as well a cars. I believe that it was dismissed too easily.
Name	Grayson Russell
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 15:34:38
Alternative E3:	<p>This seems like the logical choice with apparently lower cost of construction while maintaining some level of access to the Idaho Falls City Core. There are too many towns that have become run down and dilapidated because the highway passed them by.</p>
Alternative H2:	<p>This approach has several shortcomings: Building over an old landfill is fraught with risk and increased costs and would not be considered a good engineering practice.</p> <p>While the current alignment is shown a short distance from Fairway Estates, there is a significant chance that there will be noise issues that should be abated.</p> <p>There are nesting Bald Eagles near the location that should be considered.</p> <p>There are nesting humans that also deserve significant consideration.</p> <p>It will be quite costly to maintain access for those who live north of the alignment during construction.</p> <p>There may well be significant degradation in property values for the homes located near the proposed route.</p> <p>Has the exit ramp at the Lewisville highway been coordinated with the new Bridge mandated by the City of Idaho Falls to connect Fairway Estates to the Lewisville highway?</p>
Additional comments or suggestions:	<p>There are notes on your summary regarding connectivity for pedestrian and bicycle traffic, yet there is no indication of how that connectivity would work with the various options. It make sense to construct the section along Fairway and west to the river as a parkway with a bike path, located between the highway and the residential area, to connect to the existing greenbelt through Idaho Falls.</p> <p>It looks like the H-2 alignment has been moved to the south along Fairway Estates, although not far enough. Perhaps that distance is just enough to avoid mandated sound attenuation requirements? In order to protect the residents in that area, there should be noise abatement through trees and greenscape used in conjunction with "quiet" asphalt paving. I would also suggest a lower speed limit in that area.</p>
Name	
Address	
Email	
Phone	

Submission Date

2020-08-24 15:29:17

Alternative E3:

I for one support E3. This pushes the HWY north, creates a new on ramp/off ramp. lessens the likeliness of traffic. Not to mention during the construction phase of E3, current HWY 20 to include the off ramp and on ramp onto Grandview can still be utilized, while the new on ramp and off ramp just north will be under construction. this seems like a win win for everyone. keep business and traffic flowing. no hiccups or hesitation in any plans, all while being able to work on the new off ramp/on ramp completely free with no impacts.

Alternative H2:

I just built my dream home in Fairway Estates, right along the new development on Rock Hollow Lane. This cost my wife and I all we had, we were both exited to spend our time here in our new dream home. Now we find out that we might walk out our backyard and look at the freeway.....this is a crushing blow to both of us. Not to mention the rest of the residences on Pevero. I'm sure you have also heard and read the comments on the risk of building over a landfill, not to mention the bald eagle habitat that we have. Has the ITD also thought about how this will adversely impact the Idaho National Laboratories buildings that will only be a few hundred yards away? What purpose does it serve to move HWY 20 only a little bit to destroy many peoples dream homes. What happens to the businesses that are already established, what happens to their foot traffic after you relocate hwy 20?

Phone

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-24 14:06:14

Alternative H2:

Opposition to Alternative H2 the Hatch pit has been in use for 50 years and only the last few years has it been a construction material landfill. to dig up all the chemical and tonic waste that has been buried for at lest 30 years would cause a lot of environmental pollution to the air and contaminate the aquifer.The values of our property will decrease. I think that Alternative E3 is a better choice because it keeps traffic in current location and visitors in the city of Idaho Falls

Name

JANN Hyde

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 13:47:48
Alternative E3:	I support this option. It's clearly a less costly alternative than H2, it keeps traffic where it needs to be closer to the central part of the city plus access to the airport is easier. Impact to residential neighborhoods is also less than H2
Alternative H2:	Poor choice period. Requires new construction of roads, takes out agricultural land and impacts many residential homes of established neighborhoods.
Name	Amy Webber
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-24 13:38:56
Alternative E3:	See comments
Alternative H2:	See comments
Additional comments or suggestions:	<p>The solution chosen should:</p> <p>1 Be the most cost effective.</p> <p>2 Provide the best traffic remediation for the longest period of time.</p>
Name	Frank Weaver Weaver
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-24 13:34:20

Alternative E3:

I like this plan. Less environmental aspects. Keeps the highway closer to Idaho Falls where our city can be seen by out of town era and tax dollars to be spent.

Alternative H2:

This takes the highway too far away. I don't like it. It will take away from the quietness of the country living. Too noisy. There are many toes of wildlife that wander these farm fields. It would be detrimental to the wildlife.

Name

Brook Shippen

I-15/US-20 Connector

Submission Date

2020-08-24 13:04:54

Alternative E3:

This feels like a great common ground between the need to accommodate the growth of our town and the need to preserve our local landmarks.

Alternative H2:

H2 will negatively impact residential neighborhoods, lower the value of property and homes, interferes with the natural habitat and nesting of breeding bald eagles, and could pollute our water by building over an unstable dump site.

Additional comments or suggestions:

Please consider the need to maintain local culture and communities. I support improved infrastructure but not at the cost of my town and its residents.

Name

Edith Resendiz - Ramirez

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-24 12:42:29

Alternative E3:

I feel E3 offers the best solution because of minimal impact to residential and peaceful agriculture areas. Keeps traffic in current location. Allows visitors to be directed through our city center, and it improves access to downtown infrastructure

Alternative H2:

I totally oppose this alternative because #1 I am the 1st house on pevero dr. And there is no way the 2 lanes existing will support the added traffic without widening, It will ruin our peaceful way of life and property value. We all in this neighborhood are well aware of the current hatchpit dump water contamination, so building a bridge on it would be a bad decision. I can continue listing many other reasons, but this alternative would devastate my families life!

Name

Troy Barth

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-24 12:30:13

Alternative E3:

this option only moves the problem of I15 /US 20 congestion further East to Science Center Dr. You still have the traffic from INEL that will be a mess at science center dr.

Alternative H2:

this is the least evasive option there is. there will only be two businesses interrupted and a FEW homes. property values will not drop as some people have stated. it only makes sense to put the new bridge further away from the current location to alleviate problems with weaving. Also, roads through farm land and old land fills are easier and less costly than spaghetti bowels like option E3.

Additional comments or suggestions:

in the mean time, East bound traffic from I15 on to Us 20 should have a "free" right turn in ONE lane, and East bound traffic from Grand-view should take the left lane as a green light for through traffic. A traffic barrier could separate the two merging lanes of traffic.

Name

clifford HAMMOND

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

Submission Date

2020-08-24 12:09:25

Alternative E3:

This option is the clear choice in creating a sustainable solution for our communities needs.

This option allows quick access and improves visibility to our Idaho Falls Airport. This airport is a hub for many who access our natural resources. Not only that but all of the people in Idaho Falls and surrounding communities that have chosen to live in a small community but require the use of the airport to conduct business trips for our livelihood. Having easy access to the airport is a must as part of our long term planning for the success of our community.

This solution also would continue to allow our visitors direct access to the heart of our community center which will positively impact our local businesses. It improves access to our beautiful and unique downtown with much rich culture and history to be shared with those passing through.

This option minimizes the significant residential and agricultural areas that would be destroyed in the H2 alternative. With the recent pandemic it is crucial that we protect our farmers that providers our communities with the basic needs of life. Our agriculture faces so many barriers and has forced many of these areas to be destroyed. We are a farming community and we need to protect our neighbors and stewards of our lands in our community.

This option keeps traffic in the current location which allows ease to all that utilize I-20 for accessing familiar landmarks such as BYU-I, Island Park, and Yellowstone.

It also will not cause as much impact to the residents as the Interstate is already established and won't affect property value, new noise pollution or destruction of so much of our agricultural lands.

This option adds a bridge which gives better access for residents and visitors to cross the beautiful Snake River again likely bringing more revenue into our community.

This plan is more straightforward and doesn't include confusing interchanges that the residents or visitors will be unfamiliar with. It keeps most of the existing structures and interchanges causing less confusion and our communities and roadways a safer place. This doesn't impact federally protected wildlife, brings money into surrounding businesses and less impact to our residents on the north side of town. It also doesn't require the building over a dump which has been known for illegal dumping in the past.

This is the ONLY solution that will provide this community with sustainability for our traffic concerns and protection of the great community we all live in.

Alternative H2:

This alternative requires building over the "hatch pit" dump. Building over the landfill not only has the ability to contaminate the aquifer to surrounding residents but also creates structural concerns. This could result in ITD having costly repersussions for knowingly building over a landfill. If you are attempting to identify a long term solution to reroute traffic for a high use road then this option is not viable.

One of my favorite things about our coming home to our subdivision is seeing the Eagle's nest adjacent to Fairway Estates off the road we have our home. This area is federally protected and should not be destroyed in order to build a high traffic road that will prevent this wildlife from ever returning to this area. In addition to the Eagle's nest, Fairway Estates, is the home to many raptors and other wildlife that again will be destroyed by building a highway through our community.

There are many serious safety concerns with this plan. In the video posted it indicates that many of the structural layouts of the interchanges are not finalized but does mention the Spilt Diamond interchange as an option. This could create

confusion for many drivers as this is not a structure that is familiar to our local residents or even visitors that would be using the road. This could cause an increase in accidents and vehicular death rates. This could be caused by the many disadvantages with this design such as wrong-way maneuvers at crossovers, unfamiliarity with crossover design, uncontrolled crossing of turn lanes, high speed turns onto freeway due to lack of signal control and merges from the wrong direction.

One top of the environmental and safety concerns that this alternative creates it also will be more costly to the tax payers. This alternative would re-route traffic away from the heart of our town where local businesses could have a negative financial impact from tourism as visitors will be diverted from access our city. It will plummet the property value of the home owners in Heritage Hills and Fairway Estates. purchased a home in Fairways Estates which is a community that is highly sought out for it's quite and quaint atmosphere. The golf course offers a nice quite community that was created for it's closeness to town while still having a rural feeling. This will cause great impact to our investments. The noise and safety concerns of the high traffic area will impact so many of our families that were seeking a quite community that we currently have created.

One of our favorite times in our community is Halloween. We get over 500 + treat or treaters every year. Our community treasures this long time tradition as well as others from Idaho falls who choose our community to bring their families and friends. This proposed highway will destroy this tradition by making it more difficult to access our community therefore losing a pastime that cannot be replaced.

We frequently use the bike trails around our community which this option will most certainly hinder or may even eliminate all pedestrian and bike access for residents on the North end of Idaho Falls. On top of our non-motorized transportation being compromised residents who do need to access the proposed freeway will limit or even cut off access to the residents that do live in the north end such as myself.

Also the Lewisville Highway and 5th West will need significant widening and improvements to managed increased traffic flow from new interchanges, all of which could be avoided by going with E3 option.

We live in Idaho Falls which is very windy. This alternative could actually negatively impact traffic flow due to the frequent I-15 closures due to dust, black ice and visibility related to wind north of Exit 119.

Also this design does not provide an access to the airport which our tourism accesses for outdoor recreation, skiing and other recreational areas. Not to mention people in our community, including myself, that have chosen to live in a small community but still requires me to travel by airplane to conduct my business.

There are so many reasons that this is not a viable long-term solution for our needs in our community.

Additional comments or suggestions:

We relocated to Idaho Falls community to raise our family in a quite neighborhood. We chose Fairway Estates neighborhood to provide our children with a community that is quite and safe. If the H2 Alternative goes through we will be force to up root our families and likely be forced to either relocate to another community that can provide us with the quite and safe environment we desire to provide to our children and family. The H2 alternative will ruin this for so many families in our community. Not to mention the farmland that provides our community and state with food. This land is our farmers livelihood and much of this land has been in their families for generations. In light of the pandemic, it should be very apparent how important it is to our community to protect these necessary resources and support of our farmers that supply us with our basic needs. Please do no destroy this legacy.

Should the H2 alternative go through we will be forced to explore all our options to make a case against ITD destroying our community. We are prepared to pool our resources and community and look into a class action lawsuit to protect our property, children and community. Please make your decision on logic, reason, safety of our community and choose Alternative E3.

Name

Charity Kennedy

Address

Email

Are you disabled?

Submission Date

2020-08-24 11:55:05

Alternative E3:

This is the best alternative.

It keeps traffic in the same relative area, minimizes impacts to local businesses, homeowners and local commuters. Alt.E will have the least impact on bald eagle habitat, wildlife and prime farmland. Air pollution, noise pollution and light pollution will be confined to the downtown and airport areas. Alt.E is the least expensive option and is the only alternative put forward that will meet the projects purpose and need.

Alternative H2:

Alternative H includes additions that are out of the original scope of the project; Violates the Stated Purpose and Needs of the of the project; Negatively Impacts Local wildlife, including Bald Eagles in their long-established nest along 5th West; Adversely impacts the home values and quality of life the adjacent neighborhoods due to increased noise, congestion and pollution; and Fails to Include and Respect Community Concerns.

Construction of an overpass or interchange on 5th West goes against the project stated need to, "Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors". Bicyclists and Pedestrians who currently live in the surrounding neighborhoods use 5th West to travel to and from downtown Idaho Falls, Freeman Park, INL and the University Extension. Bicyclists from the Idaho National Laboratory also use North 5th West for exercise during the noon hour. Alternative H may change traffic patterns and is almost certain to increase the number of vehicles using onramps and offramp to access Freeman Park, INL and the University Extension. Additional noise created by traffic using a connector road that crosses 5th west will reduce the number of pedestrians and cyclists who use 5th West, as high speed traffic will affect their enjoyment of the roadway. Currently 5th West does not have a shoulder wide enough to allow bicyclists and pedestrians to travel safely, and any increase in the number of vehicles traveling on the road will put those bicyclists and pedestrians at significantly increased risk of injury and fatalities.

The Bald Eagle Nest on North River Road would be impacted by construction activities and additional noise and pollution due to increased exhaust caused by traffic on newly constructed road connecting Highway 15 and Highway 20. Examples of existing noise from US20 and I-15 include tire noise from vehicles traveling at high speeds exceeding 70 mph, automobiles and, especially, motorcycles with loud pipes and semi-trucks with Jake Brakes.

Wildlife will be most affected by Alternative H because a new bridge must be constructed to cross the Snake River and miles of high-speed roadway, shoulders and slopes must be constructed, removing prime farmland, trees and open space, which will directly remove wildlife habitat and have an adverse effect on remaining wildlife habitat, as additional noise, exhaust and light pollution is introduced.

Alternative H contributes to Urban Sprawl and eliminates open space. A new high speed roadway built next to surrounding neighborhoods will affect the livability of the homes in that area, as traffic will cause additional noise from commuters and semi-trucks, will introduce large amounts of exhaust that may impact the health of the young and elderly living in the neighborhood and will introduce light pollution in a rural area.

Any raised roadway or interchange on 5th west will be an eyesore to the community and ruin the rural landscape in the area. Views of the mountains and

Additional comments or suggestions:

Name

Address

Email

Are you disabled?

rivers will be lost to those traveling on 5th west and living in the area.

The raised roadways and interchanges also radiate noise for miles, particularly when carried by the prevailing winds. The morning’s wind from the east already brings a great deal of noise to surrounding neighborhoods from US20. The relocated highway’s new overpasses and new intersections to the south and west of Fairway Estates will be upwind most of the afternoon and evening, bringing constant traffic noise to a once-quiet neighborhood.

The residents in the area are correct in worrying about higher noise levels from Alternative H. Raised interchanges broadcast noise to the surrounding areas. The prevailing winds can carry the noise at annoying levels for many miles.

Limits Input and Objections:

The online meeting format for the I-15/US-20 Connector project has limited the access to information and the ability of some stakeholders to provide input on this project. Many of those who live in the surrounding neighborhoods, and oppose Alternative H, are elderly and do not have access to computers or the technical skills required to view the documents, maps, presentations and information on the website. There are no phone numbers available on the presentation webpage to allow stakeholders to contact the project team, to ask questions, or state their objections. I personally called to try to speak with someone who was familiar with the project and was transferred to the voicemail of a public information officer, as as of today (8/24) have not received a return call.

I request that the ITD plan a public meeting that will allow all stakeholders to be heard before any decisions are made.

Homeowner

Submission Date	2020-08-24 11:36:08
Alternative E3:	Alternative E3 appears to be a more safe city/airport/INL friendly option. It allows for people wanting to visit our city easy access to everything our beautiful downtown area has to offer while allowing commerce traffic to pass safely through. It also gives a less confusing option for those traveling to Island Park, Yellowstone, and BYU-I. And from what I can garner from the video the cost aspect of E3 looks to be much less work, disruption, and environmental impact
Alternative H2:	H2 again; from what I can garner from the video appears to be a huge undertaking that still has not been logically worked out... I would think the infrastructure around H2 such as the dump, the neighborhoods, accessing a new bridge over the river, and the proposed East River road interchange will greatly impact increased traffic to both East River and the Lewisville highway. When does that project come to fruition to widen those roads for the increased traffic. Or the impact of the deadly curves on 5th west? H2 seems like a lot of disruption for a costly and not well thought-out solution
Additional comments or suggestions:	The Sage Lakes golf course will also be impacted with the increased traffic and noise not sure how the City of IF thinks about that...decreased revenue perhaps? We need a new grade school and building one off of 5th West would be a great option to expand the City of IF along with increasing bike trails and parks to the 5th West area vs a freeway interchange
Name	Jaylene Barth
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-24 10:57:58
Alternative E3:	This (Alternative E3) appears to be the best option to me because of fewer environmental impacts, more direct access to the airport from I-15, less impact on Temple View Elementary, less cost, fewer lawsuits from residents, safer traffic flows while maintaining a smaller footprint. All-in-all a good lower cost alternative that meets the needs of the growing area.
Alternative H2:	This (Alternative H2) is a bad option in my opinion because the benefits are few compared to the challenges. Going through a landfill is a huge challenge which will require additional studies, subsurface investigations, etc. Sustainable stability for the highway through a landfill with years unknow waste will be questionable and must be addressed, but will be costly. In addition, the environmental impacts are huge due to the large footprint and loss of farmland. Not to be overlooked is the impact on the residents along 5th West and those along Pevero in Fairway Estates who will undoubtedly obtain legal representation to fight the proposal and if nothing else delay the project.
Additional comments or suggestions:	Due to the age of the bridges needing replacement and the traffic that backs up on I-15 at Exit 119 this re-construction is needed now to prevent future fatal accidents on both I-15 and US-20. Alternative E-3 is the option that will allow the project to move forward in a timely manner with the least amount of challenges and fewer environmental impacts. Alternative H2 will be delayed for years and with a growing population we will have many more accidents and significant traffic congestion. Please strongly consider Alternative E3 and drop Alternative H2.
Name	Aaron Moore
Address	
Email	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 10:38:15
Alternative E3:	<p>I strongly approve of E3. E3 solves many problems with few compromises. The improved airport access is a huge benefit especially for travelers that may not be as familiar with the area.</p> <p>The impacted areas are already near the busy highways so there will be minimal impact to residents that are not currently impacted by the highways.</p>
Alternative H2:	<p>I am strongly opposed to H2.</p> <p>This new route takes the highway very close to two neighborhoods that are currently in lower traffic, quiet areas. Many of the homeowners in these subdivisions are the first owners of these homes. They specifically built their homes further away from town and the traffic. Many of these homes are brand new or are still being built. The construction of the highway will lower property values significantly and could even put some of these homeowners in a situation where their home value drops lower than what they owe on their mortgage so they can't even afford to leave.</p> <p>This route also takes the highway near the nesting location of federally protected eagles.</p> <p>GPS navigation may continue to recommend that people take the old highway 20 route due to it being shorter and potentially faster. The only way to keep it from being faster is to add lots of stoplights to the old route to make it purposely slower. Even then, some people will have their gps set to take the shortest route, or software may still think the old route is faster and may continue to use the old highway 20 interchange.</p> <p>The Broadway and Grandview interchanges are still too close together under this plan. The split diamond interchange can be confusing and cause additional traffic at stoplights at both interchanges as most likely having significant impacts to the surrounding neighborhood as well as Temple View Elementary School and Antares Park due to increased width for the ramps between the two interchanges.</p> <p>Bonneville county and the city of Idaho Falls have zoning master plans and many rules about zoning. Some of the considerations they take are to ensure that there are buffer areas between incompatible zones. They do not, for example, want low to medium density residential directly adjacent to industrial zones, or higher density commercial zones. The area between Heritage Hills and Fairway Estates subdivisions is all residential. The highway construction will encourage commercial establishments along the highway like gas stations, car washes, etc. that are not compatible with our residential zones. There is not enough room there to allow for a commercial corridor and then a buffer to nice residential areas.</p> <p>Please consult Bonneville county and the City of Idaho Falls Zoning boards to see how this would impact their zoning plan. The adjusted zoning plan should be made available to the public so we can see how that would be impacted by this major change.</p>
Name	Keith Banner

Submission Date

2020-08-24 10:30:24

Alternative H2:

This will not only destroy people’s homes and make it unsafe for the families who have children, but it will take over more farm land and ruin the beautiful Idaho that I know and love! I am absolutely against this movement!

Name

Jennalyn Bean

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-24 10:18:31
Alternative H2:	Please do not consider this option. This option will negatively impact a residential neighborhood and a nesting pair of bald eagles. Hatch pit should not be distributed because of the hazards to the environment. Please reconsider your options.
Name	Stacie Quinton
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-24 09:17:52

Alternative E3:

This option will minimize impact to residential and agriculture areas. It will also improve access to downtown and keep tourists in direct access to local businesses.

Alternative H2:

This option builds over a landfill which could contaminate the aquifer and structural issues would occur as the land settles.
This option is also very costly with costly improvements to residential areas to accommodate increased traffic that a highway will cause.
There are federally protected mating bald eagles near on fifth west that will be directly impacted if this highway were built.
Traffic being redirected out to the residential areas will impact local businesses as people won't be given direct access to downtown.
Residential Property values will plummet.

Name

Chalee Bennett

Address

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-24 09:03:18
Alternative H2:	This plan is significantly more disruptive and expensive than the alternative. Additionally, it creates new problems in an otherwise rural , suburban area. A plan that keeps the main flow of traffic in a central corridor makes a lot more sense, And is easier for tourists/BYU I students/commuters.

I-15/US-20 Connector

Submission Date	2020-08-24 07:32:22
Alternative H2:	This is the best option because it moves traffic north of an already congested area, and preserves the beauty and quiet of recreational areas along Snake River & Freeman Park.
Name	Jeb Blakeley
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-24 07:00:47

Alternative H2:

I support this alternative which moves through traffic to the north and reduces congestion.

Name

Kirk Green

Address

Email

Phone

Gender

Are you disabled?

I-15/US-20 Connector

Submission Date	2020-08-24 00:26:20
Alternative E3:	please view below
Alternative H2:	please view below
Additional comments or suggestions:	<p>I have concerns about both highway options running by our neighborhood and do not support either. My husband and i both work full time and have for decades in Idaho and this is not how we wish our tax dollars to be spent. Are there not possibilities to expand near the Broadway exit which is a commercial zone where business would benefit from increased traffic or any other area. I ask you to please consider different options. I am a resident of Heritage Hills. Many people bought properties outside of Idaho Falls to enjoy the beautiful quiet country scenery and to step back from the hustle of the city. This is not how our neighborhood and the surrounding neighborhoods were represented when we purchased our home and it is the same for all of my neighbors. We purchased our home to live in for the rest of our lives. My parents also purchased a home which they will stay in to the end of their lives. I definitely do not feel it is fair to destroy the peaceful setting that many people bought into when they purchased their homes and destroy it with noise and traffic. I am also concerned about property values plummeting. our home is an investment. We are human service workers who work with individuals and children with mental and physical disabilities and are not endlessly wealthy so our property value is an important investment. We are concerned about the option that would build over the landfill and it does not seem reasonable to build a highway over unstable ground including the safety hazards this could create. I also find it problematic that 1 of the options would build through an area that bald eagles have settled in. They have lived right off of East River road for as long as I can remember. Please consider the residents who live in this area who have invested in their homes and in the country setting which they live and do not build this highway through the middle of our neighborhoods. Thank you</p>
Name	nicole packer
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-24 00:12:52
Alternative H2:	This option would impact the residential area . Why? Again why would you even think about the money that would have to be spent for clean up over a dump site. I am shocked that we would even consider that option. I vote no on H2
Additional comments or suggestions:	The more information we get the less attractive this choice is . The cost would not justify the site chosen.
Name	Vicki Ellis
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-23 23:43:05
Alternative E3:	No please don't do this
Alternative H2:	No please don't do this
Additional comments or suggestions:	PLEASE DON'T BUILD THIS WE DONT WANT IT
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-23 23:37:31

Alternative E3:

This by far seems a better solution! It keeps the flow of traffic and the tourists who travel along our highways and freeways close to town so that they can see and enjoy all the Idaho Falls has to offer! The businesses want the exposure and the easy access to them. We own commercial property off of Broadway and certainly want to have it easier to access instead of taking traffic clear north of town. All of the property owners in this area of town have established themselves there based on having exits, traffic and all that comes with that. It also seems that this would be the most economical way to spend our tax dollars. There would be less impact on the environment and the wildlife that lives north of town including the Bald eagles and golden eagles and deer that live in the area.

Alternative H2:

I do not support this plan in anyway! It disrupts so many families lives and decreases hundreds of property values. People have built out here to be out away from traffic and enjoy the peace and quiet of living in the country. There are bald eagles nest and golden eagle nests in the area. There is also a family of deer that live in the field that would be directly north of these new roads. I am also extremely concerned about the stability of the road when it crosses over the dump site. I don't know how it could possibly be stable! It also seems like the more expensive of the plans. I would hope that Those who are deciding how to spend our tax dollars would take serious consideration in the cost. We are living in difficult times and our government is paying so much money out throughout this COVID-19 pandemic that it seems highly irresponsible to not use some current infrastructure to add to instead of building long vast new roads and bridges unnecessarily. The thought of this plan has caused so much stress and anxiety for those that live out here. There have been several people have sold their homes and moved away because they have been so worried about it. There is a large group opposed to this plan we ask you to please use the E3 option.

Name

Rebecca Griffeth

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 23:30:33

Alternative E3:

This alternative seems to be the most logical one. Despite the fact that some businesses will be affected, the overall footprint is small. And the new traffic pattern will be intuitive.

Name

Kyle Bronson

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 23:25:36

Alternative E3:

This would provide a better direct access to the airport which is will be very valuable in a growing community.

Alternative H2:

This would have a large impact on homeowners and lower property values of existing subdivisions. Some of the other alternative seem less invasive to current structures and would be better for our community.

Name

Theresa Brittain

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 22:39:38

Alternative E3:

I travel this interchange every day and this seems to be the best plan of the three presented. Would be less intrusive to neighborhoods and a smoother transition over all

Alternative H2:

I think this is the worst idea anyone could have possibly come up with. It would be intrusive and out of the way.

Additional comments or suggestions:

H2 is garbage.

Name

Sabree Stutzman

Address

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 22:32:55

Alternative E3:

The new exit at Olympia is quite close to the interchange on Grandview. It would make more sense to have the exit farther north.

Alternative H2:

This plan seems the most sensible to me. Having the new river bridge farther north relieves the traffic load from John's Hole Bridge interchange. It also has less disruption to nearby neighborhoods.

Name

Lala Chambers

Address

Email

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 22:22:52

Alternative E3:

Alternative E3 initially seemed like a great alternative. However, the more I have studied the resources provided, the more concerns I have. First, this option does not seem to fully address the problem of traffic weaving/backing up on I-15. While the weaving is stretched out slightly farther it does not go away completely and traffic seems to be diverted far out of the way. Also, it seems that the updates to traffic flow will be far in the future and that the delays caused by construction will be drastic and large.

Alternative H2:

Alternative H2 seems to better address the I-15 weaving issue. With such limited information regarding the changes, it is difficult to anticipate what type of impact the design modifications will have to the community between exits 118 and 119. The resources provided to indicate that this solution could be done in phases; that seems like an important consideration given the already large traffic problems in the areas which will be under construction. I do have some specific concerns about how the H2 proposal would impact the temple view/Antares Park neighborhood. Bringing the interstate close or with a higher elevation would drastically impact the livability of these neighborhoods - in just as significantly as some of the abandoned proposals.

Name

Heather Kunz

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 21:51:27

Alternative E3:

West-to-east traffic on US-20 THROUGH Idaho Falls, and vice-versa, e.g. site traffic for employees living east of Idaho Falls, appears to now be routed through the neighborhood between Grandview and Olympia. What studies have been done on this traffic flow regarding volume and large vehicles (trucks)?

Additional comments or suggestions:

Given the above comment on alternative E3, my perspective, from personal observations living in that neighborhood, is traffic will increase significantly on North Skyline between Grandview and Olympia. My opinion is Grandview should still route this traffic directly onto US-20 at Fremont.

Name

Robert Roesener

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-23 21:48:03

Alternative E3:

I prefer this alternative by far. This plan spares farmland and protects the property values of many homes that currently pay very high taxes that benefit the city. Also, it provides airport access while utilizing existing infrastructure.

Name

Michelle Crawford

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-23 21:44:34

Alternative E3:

I love that it provides quick access to the Idaho Falls Airport. Also seems to have less of an impact on residential and agricultural areas. This is especially important to me as I live in a residential area that will be impacted. I believe this option will also allow for better access to the downtown area including a bridge for better access for residents and those passing through to cross the Snake River.

Alternative H2:

As a resident near the Sage Lakes golf course I am deeply concerned with this option. My property value will plummet, during construction I will have no other access to town than through the construction. The availability for pedestrians and bikers to access town will be severely limited. It also seems dangerous to build such an important road over the hatch pit. There are structural concerns with building there.

Name

Ashley Evans

Address

Email

Phone

I-15/US-20 Connector

Submission Date

2020-08-23 21:25:39

Alternative H2:

STOP H2

Name

Donna Hannan

Address

Submission Date

2020-08-23 21:19:47

Alternative E3:

This alternative will keep traffic right where it is. It will move tourists and traffic through the center of Idaho Falls and allow visitors to easily access the airport, our downtown, the riverwalk, and local businesses. It will be less confusing for the many who travel this road every summer for recreation and who are used to the normal flow of traffic. Expansion on this plan has limited impact to residential and agricultural areas as it will require the relocation of some railroad property, an RV park, and other industrial areas.

Alternative H2:

This will move this exit further north, bypass the city center, tear down large established houses, and place a four lane divided freeway in one of the most beautiful subdivisions in the city. Choosing to build the Alternative H2 would destroy this. It would also require the city to build over a landfill (structurally unsound) and would further contaminate the aquifer below that the City of Idaho Falls water supply comes from.

Submission Date	2020-08-23 20:55:57
Alternative E3:	I like the E3 option. It seems to impact fewer homes and neighborhoods. It also seems that more folks are familiar with the downtown area in that the current interchange is located in that area. It will also allow for business in that area to capitalize on those traveling through the city. If the H2 option is adopted, visitors will completely pass the city without realizing the hotel/dining options available downtown. E3 seems much more appealing to me, especially as I travel in and out of the area.
Alternative H2:	I do not agree with this option at all. Imagine the imposition on entire neighborhoods to the north of the proposed interchange. Construction delays will become prevalent in a rapidly growing part of the city. In addition, the individuals that live near and north of the proposed interchange will be adversely affected for years and years to come as an influx of traffic continues through generations. Many who live north of the city chose this location to remove themselves for freeway noise and congestion that is consistent with the current situation near the proposed E3 interchange. Why would you choose to alienate those voters/taxpayers?
Additional comments or suggestions:	I appreciate the city's forward thinking. Congestion and confusion are prevalent with the current situation. A New interchange is definitely needed. However, the H2 option seems to be the greater imposition to the citizenry of Idaho Falls. Please strongly consider the E3 option.
Name	Dennis Hummer
Address	
Email	
Phone	

I-15/US-20 Connector

Submission Date

2020-08-23 20:48:08

Alternative E3:

This option seems to serve the center part of the city better than H2. It also seems to cause less of an impact on residents north of town. We prefer this option.

Alternative H2:

This option appears to be more costly. It also appears to add interchanges north of town in areas which do not have many people. This will cause drivers from the city to need to drive north of town to utilize them.

Name

Josh Gillespie

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-23 20:36:08
Alternative E3:	I recommend adoption of Alternative E3. It should be obvious that this alternative is the best choice. It allows connections with all important roads in the Idaho Falls area in one place. Just like the one in Salt Lake City. It enhances good traffic flow. It allows easy access to the Idaho Falls airport and directs traffic to the Idaho Falls downtown businesses.
Alternative H2:	Alternative H2 has serious environmental problems by crossing an old landfill. There is also a bald eagle protected nest nearby which could be disrupted. Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.
Additional comments or suggestions:	Alternative E3 is the best choice. As an attorney, I see it avoids the danger of possible lawsuits across environmental sensitive areas presented by Alternative H2. 20 years from now it will still be considered a very wise decision.
Name	Alva Harris
Address	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-23 20:27:41

Alternative E3:

This option is the best choice because it connects traffic with the Idaho Falls airport and downtown businesses. This has an important social impact for the owners and workers of these businesses with the positive effect it will have on revenue. It is the best and wisest solution.

Alternative H2:

I am against alternative H2. This option disrupts farm ground, farming businesses, traverses sensitive environmental waste ground, adversely routes traffic too far north of Idaho Falls and negatively impacts already existing neighborhoods.

Additional comments or suggestions:

My daughter lives near the H2 option and with my disability it would make it much more difficult to visit her. I am very concerned about how this will limit my ability to see my daughter and grandchildren on a regular basis.

Name

Evelyn Harris

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-23 20:18:25

Alternative E3:

This option just makes sense and looks the most simple since the C3 was ruled out. It looks like it would clear up congestion and was easy to understand. In my opinion it would fix the issues without negatively impacting businesses and neighborhoods in the area.

Alternative H2:

This one was the hardest option for me to understand and it looks like it would need extensive research to figure out if the diamond would work. It looks like it would be the most expensive option and be the longest in construction. I don't live in Idaho falls but I think this option would be difficult for local neighborhoods to get to town during the years of construction and with all of the new development out there it would be a mess for years.

Additional comments or suggestions:

Not sure why C3 was taken out of consideration. It looked like the most cost effective option and least time consuming. My husband and my father both commute from Rexburg for work and we all agree the E3 option seemed more beneficial for traffic than H2. H2 would make their commute longer and take kind of a random round about way away from town where they need to get.

This doesn't have anything to do with this but has there ever been any discussion on getting closer freeway access to the Ammon area?

Name

Whitney Price

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-23 19:59:25
Alternative E3:	<p>E3 is the best option as it:</p> <p>Keeps traffic in current location.</p> <p>Provides quick access and improves visibility for the Idaho Falls Airport.</p> <p>Most Important it provides for MINIMAL IMPACT TO RESIDENTIAL AND AGRICULTURE AREAS.</p> <p>ALLOWS VISITORS TO BE DIRECTED THROUGH OUR CITY CENTER WHERE THEY WILL STOP AND SPEND MONEY. Which our city and Downtown Development has spent years revitalizing.</p>
Alternative H2:	<p>I live in Fairway Estates. My property backs up to an open hay field which is then bordered by the Hatch Pit. I have spent over \$750,000 on my home and landscape for this particular quiet country lifestyle. I have many reasons to oppose the H2 Connector.</p> <p>I feel the VALUE of my home will significantly be impacted in a negative manner.</p> <p>I and my neighbors will lose the quiet country lifestyle we have chosen and WORKED OUR ENTIRE LIVES FOR.</p> <p>H2 would displace some good friends of ours as it would go right over top of their home. They are both close to 80 years old and have a beautiful home and landscape that they have worked on for many years. I feel it is very unjust to force people 80 years old to move for the convenience of traffic. I have driven in larger cities, especially SLC and sit in traffic much longer than any vehicles wait to access I-20 from I-15. Or sit at the stop lights on Grandview.</p> <p>H2 would go over the Hatch Pit which had illegal dumping and could potentially affect our aquifer. This land will settle and move over time and is not suitable for high use traffic.</p> <p>This alternative is the most costly and is not a prudent use of taxpayer money, especially when you displace the residential homeowners who are taxpayers to construct this connector.</p> <p>H2 moves traffic away from the center of town. The city of Idaho Falls and the Downtown Development have spent years revitalizing our downtown. This would be like a kick in the teeth to everyone and every business that has worked very hard to restore and revive our downtown.</p> <p>Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls. I and many other of my neighbors use 5th West to bicycle to Freeman Park and the Idaho Falls Greenbelt.</p> <p>TRAFFIC AND CONTRUCTION NOISE FOR RESIDENTS WILL BE ONGOING.</p> <p>Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.</p>
Name	Cheryl Fife

I-15/US-20 Connector

Submission Date	2020-08-23 19:55:24
Alternative E3:	Alternative E3 is the best solution. A direct access to the airport is necessary to address the current back up and future increase in airport traffic. The direct airport road will further lighten the local traffic on Grandview/US20. The few businesses, small RV park and silos are old and run down and E3 will clean up these areas and keep traffic in the town's industrial area. This plan does not affect people in the residential or farming areas. Alternative E3 also eliminates the current Memorial Dr./City Center exit hazard, which often backs up and it improves access to downtown businesses for residents and visitors.
Alternative H2:	I do not support this alternative. The wind causes dust and blowing snow on I-15 north of the US 20 exchange and is hazardous to traffic with many accidents and the road closes to traffic. Alternative H2 has an extensive residential impact with loss of homes, property value, and increased noise in quiet neighborhoods. This alternative impacts access into downtown. The I-15/US-20 connector problem is real NOW. There seems to be some unknown issues (landfill) and undecided design solutions with H2 that will take time to address. Going forward with Alternative E3 now will bring the traffic problems to a conclusion sooner.
Additional comments or suggestions:	It would be helpful to have both alternatives displayed on the same scale. Alternative E3 is not complicated and is well-designed, yet it looks condensed and difficult on the different scales. It was interesting to note that under "Challenges" for Alternative H2 the impact to residents was not listed. However, under Alternative E3 impact was listed for silos, businesses and the RV Park. Impact to residences, homes and neighborhoods could be listed for H2 also.
Name	Shawna Hodges
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-23 19:35:39
Alternative E3:	I feel as this plan would give people better access to our incredible green belt and help direct more traffic towards our downtown businesses. There would be less roadways to be built which would be less costly.
Alternative H2:	I am very opposed to this plan as I am concerned with the interchange running through the landfill. As we all know illegal dumping was very common and the risk of contaminating the aquifer is far too great. There is also not the infrastructure to support the increase traffic this interchange will bring to this area. It will be extremely difficult to keep these roads clear of snow during the winter due to the open fields and high winds that Idaho often receives. I foresee this being a nightmare.
Additional comments or suggestions:	What would it take to just add an additional right turn lane to the existing road? This would lead to less bottle necks coming off i15 and help to move traffic through much faster. Plus this project could be completed much quicker and would disrupt fewer residential areas. If one of the other plans is implanted high noise barrier fences need to be added into the cost of construction to lessen the impacts of those in these residential areas
Name	Shantelle Kinghorn
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date 2020-08-23 19:34:27

Alternative E3: This is preferred.

Alternative H2: This will negatively affect noise levels near the Fairway Estates area and degrade quality of life.

Name Erik Mader

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 19:33:17

Alternative E3:

I like this plan that it has less impact to our environment such as the great snake river, and the wildlife in the area. Keeps traffic away from our rural areas. It just looks to me like the better option to keep in one area and not spreading it all over our beautiful country side.

Alternative H2:

Don't want this plan. I don't like it because it will impact our beautiful country that so many people enjoy. I see lots of wildlife in this area such as the deer, ducks, raccoons, and the fox. It will also create a lot of noise, and will also cause 5th west to be more busy and congested.

Name

Trent

Are you disabled?

I-15/US-20 Connector

Submission Date	2020-08-23 18:55:17
Alternative E3:	My household (4 adults) we prefer this proposal out of the two recommended alternatives that were moved forward.
Alternative H2:	No, No, No, to expensive, disrupts traffic and community development off 5th W. Just not good!
Additional comments or suggestions:	Alternative C3 was/is the best proposal.
Name	Therrill Mayes
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-23 18:50:42

Alternative E3:

Has my support! This seems like the least expensive option and gives much better access to the business community in our area. Good airport access and more traffic safety.

Alternative H2:

I oppose this alternative. This route seems like it will affect a lot of our farmers and private property, and will be more costly to build. I think the biggest problem with this route is the fact that it goes through the construction dump. This could cause lots of problems with infrastructure stability and will take more effort to deal with the hazards there.

Name

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 17:54:16

Alternative E3:

I believe this is the best alternative to the congestion at the Exit 119 interchange. It would have the least impact to residential housing and would keep the current traffic zone in place within a largely industrial area. The removal of the exit/on ramp to U.S. 20 at Fremont Avenue has a minimal impact on the traffic, with the retaining of Exit 309.

Alternative H2:

I do not support this recommendation. It has a huge impact on residential homes and communities and agriculture fields. This alternative also proposes transversing the current landfill, which would open up both environmental and structural integrity issues. The other issue with placing this exit further north, is that on a regular basis, this section of I-15 is closed due to blowing dust and/or snow. This would further exacerbate the current congestion by causing those who want to travel to Rexburg to navigate local roads to do so.

Additional comments or suggestions:

I support the need for something to be done to ease the congestion as this interchange. Alternative E3 is the most logical and cost effective solution presented.

Name

Kirt Hodges

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-23 17:50:14

Alternative E3:

- Avoids bypassing long time businesses like Bish's RV that depend on traffic.
- Better access to the Airport from both I-15 AND Hwy 20.
- Requires minimal about off additional road length to construct saving both time and money.
- Aside from the RV park, most of the land has minimal buildings that would be required to take through eminent domain. These buildings also don't need storefronts interfacing with customers and could easily locate somewhere else without causing them any economic harm.
- Shortest bridge to build across the Snake River reducing expensive bridge building to cross.
- Keeps the highway as close to the original as possible not creating major economic losses in property values by the middle class. In fact, this plan doesn't impact any permanent residences

Alternative H2:

- Even with the interchange being north of the Airport, it takes a long distance to get cars up an over the river, across the railroad, and I15. Doing so will create elevated structures too close to the runway. The same reason commercial and residential development is prohibited from continuing at the end of the runway.
- Sound walls are primarily beneficial to residents that reside directly adjacent to the wall next to the freeway and aren't even that effective. See this article on the millions per miles it costs to construct sound walls that aren't very effective. <https://thenewswheel.com/highway-noise-barriers-dont-work-very-well-why-are-they-still-being-built/>. You cannot get a sound wall high enough to even reduce traffic noise. Highway 20 will be elevated to ensure water and snow runoff has somewhere to go off the roads and that lower ground is where you will need to build the wall essentially negating any reason or effectiveness for the wall to begin with.
- This will require VERY EXTENSIVE and COSTLY environmental remediation to clean up the dump. It's not just a construction pit. Before it was a construction pit it was a standard dump where also illegal dumping of refrigerators containing toxic freon were constantly dumped. The groundwater below has also been contaminated making unusable to the residents that used to have wells there. They are now connected to Idaho Falls city utilities even though they don't reside in the city because that was the city's way of keeping the residents from raising environmental concerns of the contamination. Just think about the billions being spent by the DOE to clean up at the INL by the Idaho Cleanup Project!
- You are likely going to be caught up in litigation from the many residents (many of whom are lawyers themselves) to prevent relocating Highway 20 to run by Fairway Estates and other expensive estates that have been built where the highway and interchange is being proposed.
- This plan would prevent any expansion currently in planning for the Idaho Falls airport on the northwest side of the runway where there is room to grow.

Additional comments or suggestions:

I am extremely disappointed by the deceitful nature of the ITD office by not calling out one major real reason you are supportive of H2 such as you wanting to continue Highway 20 west of I-15. Doings so will assist ITD in accomplishing the belt-route project around Idaho Falls.

With the trillions of dollars being spent on economic recovery as a result of Covid-19, ITD should be doing the right thing and picking the least costly project to complete with is Alternative E3.

Name

Kyle Hicken

Submission Date

2020-08-23 17:27:25

Alternative E3:

This is the one that makes the most sense and is the most ideal choice. It still keeps traffic near the city and doesn't take away from rural areas. It is still close to businesses so out of town people will want to spend money in our town and support tax revenue. I also like that it will reduce the impact on TempleView. Keep the interchange in town.

Alternative H2:

First of all, in the "Challenges" tab in H2, why didn't you include a bullet that says "Disrupts and impacts a large residential community by creating noise and taking away the rural feel".??? All I see is that it impacts farming land and landfill and that isn't the whole truth. This plan disrupts many people not just a few businesses like in the other plans. H2 will affect many people. This plan creates noise and will take away the country feel and quietness that residents in Fairway Estates experience. A noise wall isn't enough. There will still be noise and they'll lose the country feel. This is one of the reasons people chose to live in that community. Property values will go down and that's not fair to do to a large amount of people. I think it is a mean thing to do. I ask the Engineers "How would you feel if someone put a highway in your backyard?" Of course, it's not your backyard...as long as it's not yours. does this make it ok? Someday a park is supposed to built over the landfill and that will be a disappointment if it gets ruined by this. If a park still can be built, having a highway next to it is not ideal. Please don't use H2 as an option. It will affect more people that the other options.

Additional comments or suggestions:

I just hope that the people involved in this will consider how they would feel if they were in our situation.
Thank you.

Name

Becky Mayes

Address

I-15/US-20 Connector

Submission Date

2020-08-23 17:22:08

Alternative E3:

This looks like the best alternative to me.

I-15/US-20 Connector

Submission Date	2020-08-23 16:49:37
Alternative E3:	Good alternative
Alternative H2:	Also a good alternative
Additional comments or suggestions:	Either one would fix the traffic problem. I think H2 would be a better long-term solution as the city continues to grow. But I would be fine with E3.
Name	Kelly Williams
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-23 16:44:26

Alternative E3:

This does not provide much in the way of new arterial traffic flow. Idaho Falls is growing fast. New separated arteries are essential.

Alternative H2:

Please make the 5th West interchange bicycle friendly. It is one of the only good access points for rides north of town. Make sure the split diamond supports safe east-west bicycle travel.
H2 is the best choice. It keeps the Interstate, Rexburg, and Yellowstone NP traffic separated from local traffic.

Additional comments or suggestions:

The chosen alternative must keep a year round bicycle/walking trail access between the downtown green belt and Freeman Park.

Address

Email

Submission Date

2020-08-23 16:43:32

Alternative E3:

Yes!! Keep tourist close to amenities and resturants. It doesn't make sense to have them diverted from our city so they don't stop.

Alternative H2:

No! This is a horrible plan.

Name

Jen Williams

Address

Are you disabled?

I-15/US-20 Connector

Submission Date	2020-08-23 16:21:39
Alternative E3:	E3 has great use of existing highway and roads Thus reducing impact to farmlands and parks while accomplishing the goal. Local income from tourism will be maintained as the connector will be close to the Idaho Falls commercial district. E3 makes the most sense by less impact on land and parks while keeping tourism for local businesses intact. Go E3...please.
Alternative H2:	<p>H2 plan puts the connector from I-15/26 farther up the road. I will continue to use the original highway 26 as it will likely be just as fast to get to Rexburg. H2 also bypasses the commercial areas of Idaho Falls by pulling out area/state traffic away from Idaho Falls Commercial areas. Lastly, why must we always take farmland for expansion. H2=less</p> <p>Their is a large housing Development net the interchange which depreciates home values and taxes. No to H-2!</p>
Name	Derrick Swaner
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-23 16:17:31

Alternative E3:

I dont like th econgetion - a shorter bridge north of John's Hole seems to be another "lets see where we can put something" approach.

Alternative H2:

I really like this alternative. It is following the idea of keeping things simpler and cleaner for everyone and not impacting neighborhoods and not very many others in the process. It also seems to be the best choice as far as recognizing that our area will not stay stagnant, but continue to grow. When I was youn, there wasnt much west of Reed's Dairy and Ammon was a little spot in the road suburb. At least this choice keeps traffic flowing and doesn not disrupt the other traffic flow ideas that have been implemented

Name

Address

Email

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-23 15:46:45
Alternative E3:	Acceptable plan. Minimal damage to agricultural lands. Better access to the Idaho Falls Airport.
Alternative H2:	Negative impact on Protected Bald Eagles nesting near Fairway Estates. Property values for residents will decrease.
Additional comments or suggestions:	Building a freeway across a old landfill is not reasonable.
Name	Peggy Hulse
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-23 15:42:39
Alternative E3:	I am all for this option. Option H2 would pull traffic away from down town Idaho Falls, Idaho. This option allows more flexibility to keep people down town and out of out neighborhoods.
Alternative H2:	This option is horrible. Disrupting an old landfill, removing people from their homes, and disrupting an established neighborhood. Our property values will drop, crime will increase, and the noise from traffic will be overwhelming. There is NO reason for this option.
Additional comments or suggestions:	I own a home in Fairway Estates and I will not sit by and let this happen. H2 is not an option, it would be a mistake
Name	Jennifer Andersen
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-23 15:40:52

Alternative E3:

As a resident of Fairway Estates this would be the preferred Alternative as this would avoid splitting the two subdivisions. Additionally, 5th West (continualtion of Freemont Dr. Has the east shoulder of the road as a jogging/biking lane with access to Freeman Park/Greenbelt area which is used extensively. This continuity could prospectively be broken up the H2 Alternative. The E3 already has a more natural corridor from I-15 to Hwy 20 and would be less impacting on the residential areas since you would have the INL complex to the south and an already existing RR track.

Name

Marcus Hamilton

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 15:12:46

Alternative E3:

I support the E3 proposed route US-20 traffic from I15. It is shorter and less expensive than H2. Travelers would be more likely to use it than H2 which on a map looks like a longer route. E3 would keep the thru-traffic to an area that already has roads instead of putting it through farmland and near neighborhoods. Idaho Falls businesses would benefit from having the route closer to town where tourists would stop and patronize the restaurants and other stores.

Alternative H2:

I oppose the proposed H2 route because it is very close to 2 well established neighborhoods, Heritage Hills and Fairway Estates. It will cause noise from both the traffic and construction which will greatly reduce property values. In addition, it will disrupt the wildlife such as the bald eagles that have nesting in the area for years. The highway should not be build over a landfill because the ground is less stable than normal and this may cause contamination to be spread. It is more expensive and travelers may not opt to use it because it looks longer on the map and GPS.

Name

Pat Aikens

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-23 15:03:24

Alternative E3:

The traffic will be kept in generally the same area as it is currently. Farmland will not be disrupted. Traffic will flow closer to in town businesses.

Alternative H2:

The landfill area would not be a stable base for a roadway. Disrupts existing residential properties and farmland. Also potentially disrupting nesting bald eagles that have been there for a number of years.

Additional comments or suggestions:

We support Alternative E3 over H2.

Name

Charles Olsen

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-23 15:02:06
Alternative E3:	I believe this to be the better option as it would be similar to traffic leaving or .coming to the airport from skyline. Smooth transitions to I20 without affecting property and aesthetics of the area.
Alternative H2:	Too close to the homes in the area. Would de-value property. No one wants to be viewing a freeway above their home or from their backyard or listening to the noise. Selling of property would be affected. The economy is already being affected without adding more problems.
Name	Krisel Hamilton
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-23 14:58:41

Alternative H2:

We oppose H2 for the negative impacts it will have on our neighborhood. Our property values will drop. This alternative moves traffic away from the center of town and will negatively impact revenue from tourism. There is no direct access to the airport with this Alternative. There is significant farmland that will be disturbed. This alternative is the most costly and I would like tax money to be used more prudently utilizing our downtown infrastructure.

Name

Julia Erickson

Address

Email

Phone

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-23 14:55:30
Alternative E3:	I think proposition E3 is the best. It has good connection to the airport and won't take away business from those businesses set up near the I-15/US-20 interchange. It still provides good access to the INL and Universities.
Alternative H2:	I think this alternative would hurt businesses that are near the I-15/US-20 interchange. Access to the airport isn't as direct. And access to the INL and Universities isn't as direct either.
Name	Mary LeNeave
Address	
Email	
Gender	
Are you disabled?	

I-15/US-20 Connector

Submission Date

2020-08-23 13:11:28

Alternative E3:

This would be my choice. This would protect our property values and keep the busy traffic closer to town

Name

Sallie Hobbs

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-23 13:11:02

Alternative E3:

E3 Alternative

I support this alternative. Using this plan improves access to the Airport, with potential for IF to grow their airport services and traffic. It also keeps the traffic in a more commercial area, rather than impacting large residential and agricultural areas. Adds a bridge to the Snake River for better access for residents and visitors, while improving access to local businesses. It is also less costly, and a better use of taxpayer dollars. There is less pedestrian, bike and people/ family activity in this area that will be constantly affected by the traffic., noise, light and air pollution.

Alternative H2:

I DO NOT support this option! Many reasons NOT to choose this option: 1 - environmental issues associated with building over a large landfill. 2 - Federally protected Bald Eagles nesting in the area. 3 - increased noise, air and light pollution will greatly impact the residential and ag areas. This includes the construction phase which will take years, in addition to the permanent placement of the roadway. 4 - Property values will decrease, which will also decrease county tax revenues. 5 - Lewisville highway and 5th west will also require costly improvements. 6 - moves traffic away from town and negatively impact revenue from tourists. 7- This alternative is the most costly and is not a good use of taxpayer dollars. 8 -In addition to the displacement of people and homes it will cause, it will negatively impact the quality of life for residents in this area. Pedestrian and bike access will be eliminated, more noise, light and air pollution can impact the health of residents in this area. Access to the Idaho Falls (and the INL business complex) south of the construction areas will be severely impacted for years as the construction goes on.

Name

Airica Staley

Address

Email

Phone

I-15/US-20 Connector

Submission Date	2020-08-23 13:03:16
Alternative E3:	This plan makes use of current established areas that are near downtown businesses, and will not effect as many areas / owners for change. Keeps travelers close to where they can find services and spend money in our community.
Alternative H2:	This introduces more eminent domain issues, impacts farm land, draws traffic from downtown sites and businesses. East River Road already has issues and impact when it comes to utility and emergency services, biking issues, future school needs and the unknowns of issues over the landfill and aquifer.
Additional comments or suggestions:	Why can't H2 go either "way"north or "way" south of proposed cut through area? Where there is already roadway set and built around. Yes, it would have to be widened and would have impact - but it is already established and has been in play for a long time. Otherwise it is introducing cutting through too much area that has been planned on for decades for development without a large interruption down the middle of it. Drawing so much away from economic income from the downtown area and sites could bring issues to a struggling area as it is.
Name	Angela Hummer
Address	
Email	

I-15/US-20 Connector

Submission Date

2020-08-23 12:40:48

Alternative E3:

during the video of this alternative it shows that I would help traffic flow from the INL coming back into Idaho Falls from the Arco HWY. A problem that not enough people are talking about. it also keeps the new exit close enough that people would actually use it. Direct traffic to the airport is also a pro for this alternative.

Alternative H2:

during the video for this alternative is shows how far out the exit will be moved. I believe people will find other routes besides this because it is so far. this will move people away from our city who spend money in our economy. if you could put an exit closer and go just north of 33 rd just past the church I think this would be used more, impact the homes and families less, and only need to impact a piece of ONE business, and less of the landfill. of course as a resident that had their home facing the the back side of Pevero I would also like to ask for tall sound walls to be built, and maybe lots of tall trees, and a park or something to help with noise problems.

Additional comments or suggestions:

After watching the Videos I actually think that neither one of them are a great idea. Of course when your city grows travel times increase. it is something people need to learn to deal with. lots of money for something that looks like if you use alternative E3 will just cause a problem for Lewisville Hwy, and H2 won't be used because it is so far out, and impacts to many people. There has to be a better option. why not just add an extra lane off of I-15 widen what is already there???? seems so much easier???? and less money!

Name

Shana Peterson

Address

Email

Phone

Gender

Submission Date	2020-08-23 12:27:52
Alternative E3:	<p>This alternative is the most cost effective and prudent use of taxpayer money.</p> <p>Provides quick access and improves visibility for the Idaho Falls Airport.</p> <p>Minimal impact to residential property.</p>
Alternative H2:	<p>The hatch pit dump was used as a city landfill 30 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.</p> <p>Structural concerns with building overall landfill are very valid. This land will settle and move overtime and is not suitable for a high use route.</p> <p>This alternative is the most costly and is not a prudent use of taxpayer money.</p> <p>Traffic and construction noise for residence will be ongoing.</p> <p>I-15 north of exit 119 is frequently closed due to dust and visibility concerns. Moving as it further north will have a negative impact on traffic flow due to winds.</p> <p>Federally protected bald eagles nest in the trees directly adjacent to Fairway Estates.</p>
Name	Curtis St. Michel
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-23 12:17:46

Alternative E3:

This alturnative seems best to me, if not going well north of Idaho falls and past Sage Lakes Golf Course to the north.

Alternative H2:

I do not believe this option should be picked, or used. My wife and I along with many of our neighbors built house here for the quite and distance from town. Now it is in consideration to put a freeway thru it?? It will destroy what we came here for and kill our house and property values that we paid a lot money for and pay confiscatory taxes for every year. Please don't do this to us!

Name

Craig R. Hobbs

Address

Email

Phone

I-15/US-20 Connector

Submission Date	2020-08-23 12:06:10
Alternative E3:	E3 is the best alternative to C3 as it results in less community disruption.
Alternative H2:	This alternative would destroy farmland and disrupt the community in its wake. I don't see any benefits that the other alternatives don't also offer, but I do see a lot of harm, disruption, and community pushback if the City and ITD decide to pursue this alternative.
Additional comments or suggestions:	C3 is the best plan with little community disruption and better traffic flow. I fully support the C3 plan and hope that none of the alternatives are used.
Name	Ashley Paulson
Address	
Email	
Phone	

I-15/US-20 Connector

Submission Date	2020-08-23 12:05:54
Alternative E3:	This alternative or C3 is preferred as the impacts are less in the long run.
Alternative H2:	This alternative would disrupt local farmland and disrupt the small communities located on N 5th W
Name	Jason Paulson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-23 11:49:48
Alternative E3:	This choice makes the most sense as it doesn't impact any farm or residential areas, and seems to flow better with the current infrastructure of the exchange. It makes the improvements necessary without a total overhaul of the current system. Having I-15 access from the airport would be a nice convenience. As someone who lives off Anderson Street, I think this is the best choice.
Alternative H2:	H2 would be a disservice to our farmers and property owners in this area as it would negatively impact property values. Contamination from the hatch pit is another reason this project would not be ideal. This choice does not best serve the people of Idaho Falls, and those traveling through.
Name	Allison Cobar
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-23 11:46:04

Alternative E3:

I think that this is defiently the best choice. I think we should keep traffic where it currently is. The structure is already there, just needs an update. This would be the best way to use the taxpayers money rather than build a brand new plan that takes traffic way too far out of the city.

Alternative H2:

I think this is by far the worst plan. This plan is so far out from the city that it doesn't make sense. It is also taking away valuable farm ground that is needed to provide food and a living for the farmers. It is also Be very close to houses which would cause their property to lose value. No one wants a highway in their backyard when there is another choice that would not do this.

Name

Bridgette Stoneberg

Address**Email****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date	2020-08-23 11:41:19
Alternative E3:	I support this plan.
Alternative H2:	I do not support this plan.
Name	Andrea Womack
Address	
Email	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-23 11:28:09
Alternative E3:	minimal impact to residential and agricultural areas.
Alternative H2:	moves traffic away from the center of town and will negatively impact revenue from tourism.
Name	Keith Kriser
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-23 03:01:45

Alternative E3:

BEST OF THESE TWO OPTIONS: Many Benefits:

- * Routes visitors closer to the City, where they will stop and spend.
- * Improves access to current downtown infrastructure.
- * Minimal impact to residential and agricultural areas.
- * Gives quick and easy access to the Airport and INL Facilities.
- * Keeps traffic in current location, which may be less confusing
- * Seem likely this would be the least expensive over H2's dump structural and environmental issues.
- * The flow of this option appears to make sense and has safer access lanes to / from I-15.

Alternative H2:

OPPOSED: Several Significant Issues:

- * Building on an unstable landfill will be very expensive to address upfront.
- * There are legitimate structural concerns, as the ground will settle and move over time.
- * The unstable landfill will likely cause significant structural and environmental safety concerns and costly repairs in the future, making this not an effective use of taxpayers money.
- * Disruption of the landfill will further contaminate the aquifer.
- * The location in H2 Split Exchange is very close to Eagle's nests.
- * There are many school buses and school children who catch buses on East River Road (5thWest). That may be true for the Lewisville Hwy, as well. The interchange and associated increased traffic will present serious elevated safety concerns for these children.
- * The split diamond interchange is confusing, seem like short entrances/exits and may be less safe than what is in E3.
- * Lewisville Hwy and 5thWest will need costly widening and improvements to manage the increased traffic to/from the new exchange.
- * Construction will significantly impact and could cut off neighbors who live North.
- * The City invested in a beautiful golf course and the resident neighbors have invested and made the area a very desirable area to live in. This build would destroy what most have cherished & spent their life-savings to build & enjoy!
- * In fact, Fairway Estates has one of the highest property tax rates (if not the highest) in the City. River Acres Estates is a gem in Bonneville County, with benefits of being close to the River, with lots of fawn, wildlife and fauna. With this proposal, the nature and elements of these areas will be negatively impacted and most certainly be doomed to be less desirable. Property values will plummet and therefore, not only will the residents and nature be effected, the revenue for the City, County and State will be reduced!!!
- * Far too much impact to those who will need to vacate and lose their homes along 5thWest and Lewisville Hwy. Again, many of these residents have spent life-savings, blood, sweat & tears to build here and enjoy their life!!!
- * The 3 Developments along 5thWest (RiverAcre Estates, Fairway Estates and Heritage Hills all share a common obstacle, which is exasperated by the H2 proposal. Not one of these developments has exits other than on 5thWest. In other words, lengthy construction likely would compound the problem of even getting out of the development. Just think if there was an EMERGENCY SITUATION (i.e., Fire, Earthquake, etc., this would so dangerous, with no exit points
- * This option creates significant Neighborhood Obstruction and Safety Concerns.

Additional comments or suggestions:

I believe of these two options, E3 seems the BEST -- the least costly, the least questionable, as far as safety, the least obstructive to residents and neighborhoods, easier to learn the flows, etc.

As fast as the Idaho Falls and surrounding areas are growing, there seemed to be quite a bit of logic to the Options further North and further West of IF, that ran mostly thru agricultural land --which seems would minimize obstructions. Any chance of revisiting those?

Name

Lynn Rockhold

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-22 20:49:45

Alternative H2:

This plan will terribly affect my neighborhood. It will cause noise pollution and problems for us. It will decrease our home value and cause problems with traffic. We are strongly opposed and are not willing to deal with this option.

Additional comments or suggestions:

Anything is better than H2. Keep it how it is.

Name

Nick Carvajal

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-22 19:02:28

Alternative H2:

The connector going over lewisville hwy shouldn't be an option. It will literally go through our home and our neighbor's home, which will displace our families. Ripping down my home and the home of my neighbors is not acceptable.

Name

Laura Lindsay

Address

Email

Phone

I-15/US-20 Connector

Submission Date

2020-08-22 18:46:22

Alternative E3:

Alternative E3 will have least effect on the population on the West side and will open up traffic flow for the the issues with 20, I-15 and Grandview also looks like it would be the most economical.

Alternative H2:

My name is Paul Fife, I live at 278 Rock Hollow. alternative H2 puts the Hiway a few hundred south of my house. I hear traffic on 20 now. This location deteriorates quality of life as well and will have a serious effect on the valuation on homes in Fairway.

Additional comments or suggestions:

I am also a developer in the Fairway Estates development, this proposal will have serious effect on values and future marketing of our remain property which is about 80 acres

Name

Paul Fife

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date	2020-08-22 16:25:00
Alternative E3:	This option takes out existing bike/walking river access and puts congestion and noise nearer Freman Park. It seems l lke a major effort that will still have traffic congestion issues on I-15 through IF
Alternative H2:	Yes please implement this alternative.

I-15/US-20 Connector

Submission Date

2020-08-22 16:08:15

Alternative E3:

Minimal impact to residential and agricultural areas.
Allows visitors to through city center which will benefit businesses.

Alternative H2:

You would be building over a landfill which can lead to structural and environmental problems.
Not the best use of taxpayer money.

Name

Scott Willoughby

Address

Email

Phone

I-15/US-20 Connector

Submission Date	2020-08-22 15:06:07
Alternative E3:	E3 is a bad idea! Too close to the existing river bridge and Freeman Park, and construction will be a nightmare. It will also destroy the beauty of the river corridor between John's Hole bridge and Freeman Park.
Alternative H2:	H2 is the best option, and will include a new river bridge several miles north of the existing John's Hole bridge. This new route will benefit the INL and ISU, and will relieve the heavy traffic congestion along Grandview Avenue.
Additional comments or suggestions:	<p>Thank you for your efforts to get this right. Because the proposed new Connector route will not be built for many years, interim improvements to the fiasco that currently exists at I-15 Exit 119 and Grandview are essential. Interim improvements MUST include improved safety and accessibility for pedestrians and cyclists traveling east-west along the Grandview-US-20-John's Hole corridor. Travel for these user groups along this corridor is currently frightening and dangerous, and must be improved (not negatively impacted) by interim improvements intended to improve the flow of I-15 off-ramp traffic at Exit 119. This is the ONLY route that pedestrians and cyclists have to cross I-15 and the Snake River in the northern part of Idaho Falls. Therefore, it is essential that a safe east-west bike-ped route be preserved during the interim project. Given the long time frame (years to decades) for re-routing the heavy highway traffic away from the Grandview corridor, interim plans should include upgrading the existing walkways on the existing bridges over I-15, the railroad, and Lindsay Blvd. These three bridges need protective railings installed to separate the roadway from the adjacent sidewalk. The John's Hole river bridge already has a concrete railing to protect walkway users from vehicular traffic. A similar treatment is needed on the three bridges immediately to the west of the river bridge. Similar safety railing improvements were completed at the Broadway bridge over the Snake River several years ago, and are planned in the near future for the Pancheri Drive river bridge.</p>
Name	Jeffrey Forbes
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-22 14:26:26

Alternative E3:

Best option. Least new highway construction. Does not require construction over a landfill or disrupt existing neighborhoods to the north. Better access for tourist visitors to the downtown Idaho Falls business area.

Alternative H2:

Poor choice. Would greatly increase noise in Fairway Estates and other neighborhoods to the north of the current interchange. Requires not only a new bridge, but miles of new highway 20 construction - this must be the most expensive alternative. Requires construction over an existing landfill. Would greatly increase traffic on the River Road north of the INL buildings. This road is not built to handle much traffic, does not have good shoulders or a substantial roadbed foundation. Would disturb the bald eagle nest just west of Fairway Estates entrance (federally protected species). Would negatively affect property values in all neighborhoods nearby. Would route traffic away from downtown Idaho Falls, reducing tourist business to that area. Would negatively impact quality of life for residents of neighborhoods north of INL.

Name

Marianne Walck

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-22 14:23:49

Alternative H2:

This alternative is very costly, not good use of taxes. Very costly to widen and improve 5th West for increased traffic and would cutoff bike use north of the proposed freeway. Absolutley plummet property values. and then there's the nesting of the bald eagles, federally protected.

Name

Michele Cutler

Address

Email

Phone

Are you disabled?

I-15/US-20 Connector

Submission Date

2020-08-22 14:14:02

Alternative H2:

I will not support something that shows such blatant disregard for the bald eagles in that area and their natural habitat.

Name

Kai Kane

Submission Date

2020-08-22 12:29:41

Alternative E3:

I support this alternative. Using this plan improves access to the Airport, with potential for IF to grow their airport services and traffic, increasing revenues. It also keeps the traffic in a more commercial area, rather than impacting large residential and agricultural areas. Adds a bridge to the Snake River for better access for residents and visitors, while improving access to local businesses. It is also less costly, and a better use of taxpayer dollars. There is less pedestrian, bike and people/ family activity in this area that will be constantly affected by the traffic, noise, light and air pollution.

Alternative H2:

I DO NOT support this option! Many reasons NOT to choose this option: 1 - environmental issues associated with building over a large landfill. 2 - Federally protected Bald Eagles nesting in the area. 3 - increased noise, air and light pollution will greatly impact the residential and ag areas. This includes the construction phase which will take years, in addition to the permanent placement of the roadway. 4 - Property values will decrease, which will also decrease county tax revenues. 5 - Lewisville highway and 5th west will also require costly improvements. 6 - moves traffic away from town and negatively impact revenue from tourists. 7- This alternative is the most costly and is not a good use of taxpayer dollars. 8 -In addition to the displacement of people and homes it will cause, it will negatively impact the quality of life for residents in this area. Pedestrian and bike access will be eliminated, more noise, light and air pollution can impact the health of residents in this area. Access to the Idaho Falls (and the INL business complex) south of the construction areas will be severely impacted for years as the construction goes on.

Name

Becky Bauer-Page

Address

Email

Phone

I-15/US-20 Connector

Submission Date

2020-08-22 11:58:25

Alternative E3:

To whom it may concern,

I feel that option E3 would be the best option for the new interchange. I commute from Rexburg to Blackfoot on a weekly basis and feel that this option would not add time to my commute while the H2 option would add a few minutes. I am also concerned that disrupting the Hatch Landfill site will negatively impact the aquifer we rely on and also affect the nesting bald eagles.

Raymond Price

Name

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-22 11:23:03

Alternative E3:

This should NOT be the preferred alternative.

Alternative H2:

This should be the preferred alternative.

Additional comments or suggestions:

Development is needed as we grow, but we must ensure the area stays attractive and is able to be used safely by all people. Alternative H2 does this best.

Name

Michael Ingram

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-22 10:45:07
Alternative E3:	Not a good option.
Alternative H2:	As there are so few upscale communities in Idaho Falls, H2 would cause a negative impact on the neighborhood and result in decreased property values. I see no mention of Sound Barriers which would be imperative for this type of project.
Additional comments or suggestions:	I would suggest moving the proposed connector further north. By doing this the impact would affect far less homeowners and reduce the amount of destruction / initial highway preparation.
Name	Margaret Zadosko
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-22 09:58:25
Alternative E3:	E3 is certainly an improvement over the no action alternative. However, will E3 merely move the current congestion at the I15/US20 interchange to a new stop light at Fremont Ave? It is not clear how east-west US20 traffic flows through Idaho Falls.
Alternative H2:	H2 is clearly an improvement over the no-action alternative. H2 is a cleaner (more free flowing) option and better accommodates future growth for the surrounding area than E3.
Name	Steven Herrmann
Address	
Email	
Phone	

I-15/US-20 Connector

Submission Date	2020-08-22 09:13:07
Alternative E3:	We support this alternative. It keeps the traffic away from residential properties and takes advantage of existing infrastructure.
Alternative H2:	I do not support this alternative. It brings heavy traffic to a residential setting. Increasing noise and pollution from exhaust. In addition decreasing property values.
Name	Douglas Page
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-21 21:48:52

Alternative E3:

I like this plan, it does not impact the area I live in (temple view). It would cut down on the traffic that exits 119 and proceeds to go down Saturn Ave at highway speeds to get to Broadway. Google has been routing people this way to access Broadway and Hwy 20. I have spoken to Google and the problem is not being solved. Yes it does add a few minutes to my commute at Sage Junction but if it solves the congestion at Hwy 20 and I-15 I can live with it.

Alternative H2:

this does not solve the issues with traffic coming from or going west on Hwy 20. This will impact the Temple View area and potentially hurt the values of homes in this area.

Name

Garth Davis

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-21 21:39:11

Alternative E3:

This seems to make sense to me. Closest to what we already have but fixing the traffic problems. Good access to the airport. I like this option!

Alternative H2:

This makes no sense to me. Why would we want the freeway so much farther north? It makes sense to have it closest to what people already know and closer to our city where people will buy food and gas and help our businesses.

Name

Leah Silva

Address

I-15/US-20 Connector

Submission Date	2020-08-21 19:28:21
Alternative E3:	This option looks like the best option. H2 feels like you have to go too far to get onto the 20. Plus you are moving traffic and travelers further from the businesses in downtown Idaho falls. E3 stays in the city. Looking to the future h2 looks more residential than business. Taking a hwy thru a homes does not benefit the residents. It takes away from small local businesses as well. E3 option looks like the best option.
Alternative H2:	This option looks like the hwy would be going thru residents communities instead of benefitting businesses. Also I believe it would create more crimes to happen in the subdivisions and communities.
Additional comments or suggestions:	Option e3 looks like it would benefit the city and create a better flow of traffic. The travelers would t be directed out of town before the change.
Name	Lynette Holdaway
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-21 18:28:22
Alternative E3:	This appears to be the most logical plan. I also believe it would be a safe plan to line up Iona Road & the northbound off ramp at Lewisville Hwy so they would be in alignment with the traffic light
Alternative H2:	ABSOLUTELY NOT. This is a plan to destroy farm land, ruin neighborhoods and move traffic away from commercial operations. This is a plan that has not been fully planned. Almost everything in this plan is TBA
Additional comments or suggestions:	Keep the new route as close to the old route as possible
Name	Edna Larsen
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-21 18:24:59

Alternative H2:

Why can't you cross the river, place an "S" curve in the roadway heading south, and take it between Heritage Hills and the LDS Church. I believe you would not have to destroy any homes, saving you time and money fighting law suits, also minimizes the landfill issues. The only impact I see, other than agricultural land, is Bish's RV losing a small part of their storage lot. This also places the new roadway right at the existing Rt 20 and Business 20 interchange.

Name

George Papaioannou

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-21 17:53:37
Alternative E3:	<p>Alternative E3 is a better solution to keep traffic in the center of the town, decrease the impact on residential and agriculture areas, avoid structural concerns for building on a landfill, and use existing roadways to be more cost-effective.</p> <p>Alternative E3 will keep traffic in the center of town allowing quick access to the Idaho Falls airport and it encourages visitors to be directed to the city where they will stop and spend more money increasing the revenue for many businesses in Idaho Falls including hotels, restaurants, grocery stores, etc.</p> <p>Alternative E3 will not impact residential areas and agriculture areas as much as the Alternative H2 option will.</p> <p>Alternative E3 will be more cost-effective by moving an RV park and grain silos and using existing freeway and highway structures compared to adding a new freeway from I-15 to Highway 20 with two new interchanges plus widening the Lewisville Highway and 5th West to accommodate the increased traffic flow that the new interchanges will bring.</p>
Alternative H2:	<p>With the H2 option, construction and future traffic will affect hundreds of existing homeowners that reside in the Heritage Hills Subdivision and Fairway Estate Subdivision who never imagined a freeway would be built right in their backyard which will decrease the property values immensely. Heritage Hills Subdivision has over 60 homes and Fairway Estates Subdivision has over 500 homes which this option will negatively impact these homeowners. In addition, Alternative H2 will impact farmland used for the production of agriculture in the community.</p> <p>The Alternative H2 option will be built on a landfill which creates a structural concern for having a high traffic road on top. Settling will occur over time causing soil subsidence which is not suitable for a road with high traffic causing more road repairs in the future and safety concerns. In addition, this landfill allowed illegal dumping which construction could cause increased contamination of the aquifer due to the disruption of the soil. This creates great concern for safety and the environment.</p>
Additional comments or suggestions:	<p>I understand this is a hard decision that will impact businesses and residents. I am proposing that Alternative E3 is a better solution to keep traffic in the center of the town, decrease the impact on residential and agriculture areas, avoid structural concerns for building on a landfill, and use existing roadways to be more cost-effective.</p> <p>I know this is an important decision to help with the traffic flow at the current intersection but it should also benefit the community.</p> <p>Thank you, Nicole Jensen</p>
Name	
Address	

Submission Date

2020-08-21 16:51:36

Alternative H2:

I'm typically the type of person that will give you a bunch of facts and figures of things that I've researched to sway a person factually a specific way. Unfortunately, due to a son with special needs, and 5000 things going wrong for our family I don't have the mental energy to do that. So instead I will say this... We live across the street from a nesting pair of eagles that will be affected by this... We moved here from out of state five years ago specifically this neighborhood not knowing anybody or even having jobs out here yet... But specifically to raise our kids in peace and quiet and to retire in the house that we purchased which we will not be able to do if this changes pace. The only thing we have going for us right now is the equity in our home... We are not healthy people anymore due to Lyme disease and other illnesses that I've left my five-year-old son with paralysisThe only thing we have going for us right now is the equity in our home... We are not healthy people anymore due to Lyme disease and other illnesses... Moving is not an easy option... Having our house value go down significantly due to this might be the final nail in our coffin. I know none of this matters because it's not a number you can put down... I know how business works. But I had to say something.

Name

Kelly Smith

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-21 16:16:26
Alternative E3:	The freeway is already in this area and it would make sense to have the connector there. The school district emailed parents asking them to have the freeway take Templeview so that they could use that money to build a bigger newer school to help our students. Please take into consideration the children and how this could benefit them!
Alternative H2:	Doing construction through a landfill seems unsafe. Engineers have mentioned even Freeman Park has shifted over time and is unstable. Putting a road there seems like it would be difficult and it would ruin the farmlands in that area. There are nesting Eagles in this area and it would be awful to see them lose their habitat.
Additional comments or suggestions:	Please consider where the Freeway already is and just expand it.
Name	Afton Burton
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-21 15:32:38

Additional comments or suggestions:

I am for which ever alternative males the LEAST amount of impact on residential areas around Temple View, Antares Park, and the Saturn Grandview intersection. I live in the Westwood Park condos and this is very stressful, not knowing how we are going to be impacted and the Lack of affordable alternate housing. If you take Westwood Park...or distroy out propperty value by building up the freeway right nest to us...you will be displacing 100s of people who live in low maintenance affordable condos for a reason. There ARE NO COMPARABLE CONDOS on the market. Other condos or town homes are upwards of \$280, 000. So, the 22,000 you'd be willing to comp us wouldnt even touch it...if there is even anything on the market. And even if you did cover the extra 180,000 it would cost to put each person into an alternate condo, we would not be able to afford the monthly increase in property taxes, utilities, and association fees.

I-15/US-20 Connector

Submission Date	2020-08-21 14:01:05
Alternative E3:	<p>I support this alternative. it will improve the safety and operations by increasing the distance between I-15 interchanges.</p> <p>It will reduce the environmental impact as compared to Alternatives E1 and E2.</p> <p>It reduces the impacts to the Antares Park and Temple View areas.</p> <p>Reduces the need for reconstructing the Broadway interchange.</p> <p>Provides more direct access to Idaho Falls from I-15.</p>
Alternative H2:	<p>I am opposed to this alternative due to it going through a construction material landfill.</p> <p>Huge impacts to farm land.</p> <p>Impacts farmland with the new US-20 northern alignment.</p>
Name	Chelle Mangum
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-21 13:58:36
Alternative E3:	<p>I support this alternative. it will improve the safety and operations by increasing the distance between I-15 interchanges.</p> <p>It will reduce the environmental impact as compared to Alternatives E1 and E2.</p> <p>It reduces the impacts to the Antares Park and Temple View areas.</p> <p>Reduces the need for reconstructing the Broadway interchange.</p> <p>Provides more direct access to Idaho Falls from I-15.</p>
Alternative H2:	<p>I am opposed to this alternative due to it going through a construction material landfill.</p> <p>Huge impacts to farm land.</p> <p>Impacts farmland with the new US-20 northern alignment.</p>
Name	Paul Mangum
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-21 13:17:55

Alternative E3:

I think this works well for Skyline Cross Country kids running to Freeman Park with minimal traffic.

Name

Sean Schmidt

Address

Email

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-21 12:48:35
Alternative E3:	<p>This is the best plan. It keeps traffic where traffic already is. It runs travelers through the Idaho Falls City center and this encourages people to visit our city and spend their money. It gives a very easy access point to the airport which is important for the future of air travel in Idaho Falls. This also seems like it would be the least costly option and a better use of taxpayer funds as there are not miles of new roads to create. The residences and businesses in this area are already accustomed to having interstate traffic and the impact to residential and agricultural lands is minimal. This also seems like the least confusing route for travelers who are already familiar with the current interchange as they travel to Rexburg (BYU-Idaho), Island Park, and Yellowstone. The loss of an RV park and some silos is minimal and these businesses could relocate further north of the proposed interchange with even more access due to the new road exits.</p>
Alternative H2:	<p>This is the least desirable option. It seems to be the most costly option as the entire infrastructure would need to be created from nothing and miles of new roads would need to be created. The Lewisville Highway and 5th West would require costly widening and repairs in order to accommodate the increased traffic from this becoming the new exit point for travelers to enter the city. It also would discourage tourism as routing the flow of traffic away from the city and into the country, only to then drop people off in the middle of a residential and agricultural area discourages tourists from navigating back into the city center. This option will completely block access for residents who live to the north of this proposed route, both during the construction phase and after completion as pedestrian and bike traffic would have no safe way to pass through. These roads are already narrow and have homes right off the road, so trying to expand the roads here would require moving overhead power lines and destroying many homes in the path of these existing roads.</p> <p>This plan also has significant environmental problems. The "hatch pit" construction dump that this route would build through was used as a city landfill in the 80's and 90's. Longtime residents have pictures of frequent (and unenforced at that time) illegal dumping across this landfill including car batteries, oil, refrigerators and AC units, and other hazardous industrial chemicals. This was not cleaned up before it was turned into a construction dump, so these things are buried in the ground where disrupting them will continue to leak and contaminate the aquifer just below the ground. The flow of underground water here moves this contaminated area directly towards the city of Idaho Fall's water source and the three test wells that are located on the property of the dumping site regularly show contamination, so much so that residents to the west of this dump were placed on the City of Idaho Falls water programs years ago (before being annexed into the city) because it was not safe to drink from private wells in this area. This is a huge concern and will occur whether there is surface disruption to the site or deep digging to reach the bedrock levels for structural stability. In addition to the environmental pollutants, it is not smart to try and build a high use road over a landfill as settling over time will continue to disrupt these areas. Freeman Park was deemed to be a structurally unsafe path for a freeway for this very reason and the same reasons apply to this landfill area. Residents were promised by the city 20 years ago that this dump would be covered in the coming years and turned into a park for residents to enjoy due to the structural concerns here. There is even a road (Eaglewood Drive) on the Southern end of Fairway Estates that was left open and unfinished in order for the city to connect the neighborhood to this future park site.</p> <p>Property Values and the desirability of this area is another major con for Alternative H2. The neighborhoods surrounding the Sage Lakes Golf Course are among the nicest neighborhoods in the City of Idaho Falls. Homes in this neighborhood and surrounding area are currently selling for \$400,00-\$800,000. The quiet country feel of the area attracts many people and property tax revenue from these homes is a significant boost for the City of Idaho Falls. In addition, neighbors in this area are vehemently opposed to a freeway running through our private and quiet community and have the resources to hold up this option in lengthy litigation battles if needed. Residents do not want to have our friends lose their homes, deal with the construction nightmare (there is literally no way to connect our homes to the city without using 5th West), or deal with traffic noise, trash, and pollution for years to come. Federally protected Bald Eagles currently nest in the trees just west of Pevero Dr. and disruption to their nesting and feeding grounds is unacceptable.</p> <p>It is worth considering also that the stretch of I-15 north of Exit 119 (where this proposed exit will be moved to) is frequently closed due to visibility issues with dust and snow blowing as this is an area with open fields and agriculture. Moving the exit to the North will be a nightmare for travelers as in SE Idaho, wind is a common occurrence and not being able to access these roads due to poor visibility creates a traffic nightmare for the thousands of drivers who exit here to continue on to Rigby, Rexburg, and Montana.</p> <p>It is clear here that the cons for H2 warrant that this alternative be removed from future consideration.</p>
Additional comments or suggestions:	<p>Alternative H2 appears to be an underhanded and sneaky way to try and create a beltway path first discussed in the BMP traffic study 15 years ago. Population expansion has not followed the growth trajectory anticipated in that plan. This road should not be built for a secondary agenda. Doing so limits transparency and gives further grounds for legal action.</p> <p>Alternative E3 is the best option for moving traffic through the city center in a safe and effective manner. It provides familiarity, minimizes impact to residents and agriculture, and increases access to the airport.</p>
Name	Allison Hicken
Address	

I-15/US-20 Connector

Submission Date

2020-08-21 11:31:59

Alternative E3:

Do not support. Does not divert traffic away from City, seems like short term fix, too much impact on neighborhoods and waterfront recreation.

Alternative H2:

Support. This is the logical alternative. More options for possible connections to other roads - south and east. Glad to see moved south from original siting.

Name

Dina Sallak-Windes

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-21 11:22:33
Alternative E3:	<p>Less impact on homeowners.</p> <p>Eliminates Grandview exit which would eliminate constant truck exhaust brakes.</p> <p>Shorter bridge over Snake River.</p> <p>Have heard from some individuals stating that they would not go the extra 10-15 miles and this includes local and interstate trucking. Much of the traffic is recreational vehicles from Utah and I doubt they'll go the extra miles to get to Island Park.</p> <p>Better access for emergency vehicles.</p> <p>Would not impact US20 during seasonal dust storms that close I15 to Roberts.</p> <p>This would not impact Antares Park/Templeview School, but H2 would with the split diamond interchange.</p>
Alternative H2:	<p>Cons:</p> <p>Wider bridge over Snake River.</p> <p>Extra 10-15 miles added from current route.</p> <p>Need to shut down I15 during wind.</p> <p>Pros:</p> <p>Can't think of any.</p> <p>Impact on farms and Fairway Estates homeowners .</p>
Additional comments or suggestions:	<p>Thank you for removing C3!</p> <p>This has been a huge relief knowing we won't possibly be losing our home! :)</p>
Name	Jim & Terri Smith
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-21 11:10:04

Alternative H2:

will sound walls be built, since the highway is moving closer to heritage hills residential area? Will you pay to have increased sound deadening in residences that were built for residential use only? Will residents be compensated for projected and significant loss of home equity? In the landfill crossing: will methane mitigation and venting away from the highway occur (methane gas and hot catalytic converters: not a good mix); will highway foundations be built down to bedrock so as not to cause continuously sinking and fracturing roadways? Will the original plan for hiking and bicycle trails from the original PEL plans still be included during the road widening of Fremont/5th west? Is there enough right of way to broaden Fremont/ 5th West or even down to the greenbelt with the significant increase of projected traffic into downtown?

Additional comments or suggestions:

Seems

Name

Michael Smith

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-21 10:10:20

Alternative H2:

I prefer H2 alternative. It moves faster traffic away from residential and park areas of Idaho Falls. Lessens traffic in or near city.

Name

Joe Bellin

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-21 09:48:10

Alternative E3:

I vote for this alternative. This option brings visitors through the city to boost our economy.

Alternative H2:

i do not vote for this alternative. With this alternative the Lewisville Hwy and 5th west will need to be widened to make room for the increased traffic. That is costly.

Name

Charlene Deveraux

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-21 08:17:12
Alternative E3:	E3 will move US-20 traffic and noise closer to Freeman Park than it is currently
Alternative H2:	H2 will benefit the INL/ISU north campus and the Sage Lakes development and golf course by providing needed Interstate highway access.
Name	Julie Wright
Address	
Email	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-20 22:12:51
Alternative E3:	Difficult to implement because of interference with existing structures and interruption of traffic flow.
Alternative H2:	Most desirable because it allows the new roads to be built while still maintaining the current configuration.
Additional comments or suggestions:	Don't wait too long, the traffic is getting worse at the I-15 US20 interchange.
Name	Alan Christiansen
Address	
Email	
Phone	
Gender	
Are you disabled?	

I-15/US-20 Connector

Submission Date	2020-08-20 21:24:54
Alternative E3:	Of the two alternatives this seems to be the least impact on neighborhoods. I support this alternative.
Alternative H2:	The proximity to Pevero Dr., even after the routing is moved further south is unacceptable to me. The Fairway estate Home owners association is in the process of electing a board. One of the drivers for aboard made up of home owners is to address issues such as the I-15/US-20 proposals as a legal entity representing the residents of Fairway estates.
Name	Jane Welch
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-20 21:08:12
Alternative E3:	I support this option because it improves safety and operations by increasing distance between I15 interchange and provides more direct access to the Idaho Falls Airport while reducing environmental impacts and reduces impact on Anteres Park/Templeview area. This option also reduces the need to reconstruct the Broadway interchange.
Alternative H2:	I do not support this option as it has an impact on our agricultural area and working farmlands
Name	Diane Paulus
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-20 20:54:41
Alternative E3:	This alternative provides the greatest benefit to the city of Idaho Falls with keeping traffic closer to business and hotel centers. This option also provides easier access and visibility to the IF airport.
Alternative H2:	<p>The hatch pit dump was used a city landfill for 30 years. Illegal dumping was common. Disruption will further contaminate the aquifer.</p> <p>Structural concerns with building over a landfill are very valid and reportedly the reason that an alternative was removed from consideration for building through Freeman park.</p> <p>The Split Diamond interchange is confusing for drivers.</p> <p>The Lewisville Highway and 5th West will need to be widened and improvement made to manage increased traffic flow from the new interchange.</p> <p>Traffic and construction noise for adjoining neighborhoods will be ongoing resulting in plummeting property values.</p>
Additional comments or suggestions:	<p>The registered professional engineer who actually recommends building this connector over an existing construction and demolition landfill should have their licensed revoked by the State of Idaho. It certainly doesn't meet the Primary Obligation to protect the safety, health, and welfare of the public as well as the Standard of Care required by IDAPA 24.32.01.</p>
Name	William Reed
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-20 20:49:35

Alternative E3:

We are in support of Alternative E3. The traffic flow will provide safer access to the Airport. The Grandview traffic flow will be dramatically improved. The new Olympia exit might even encourage some economic development by attracting new businesses. Additionally, Alternative E3 appears to impact private home owners the least.

Name

Joanne Malmo

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-20 18:25:41
Alternative E3:	I support alternative E3 because it would bring people closer to the airport and also create an alternate way to cross the river.
Alternative H2:	I oppose alternative H2 because I15 north of Hwy20 is often closed due to high wind causing visibility issues.
Additional comments or suggestions:	Thank you for considering these facts
Name	MiChelle Deveraux
Address	I
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-20 17:40:56

Alternative E3:

After reviewing all the options, I think this option can work, but its a short sighted approach, as it continues to keep significant traffic close in to the core of Idaho Falls with significant access and traffic in the north corridor of the city and doesn't really move the traffic headed to Rigby/Ririe and beyond away from Idaho Falls. This option has to be more expensive in condemning property, building bridges and the disruption that will be happening in the Johns Hole area.

Alternative H2:

I believe this is the better it pulls all the traffic away from the core of Idaho Falls, it will allow for smoother transitions of traffic going to or coming from Rigby/Ririe and beyond. Construction and disruption costs will be much lower by moving all the major work out of Idaho Falls and to a place where is mostly just farm land, it will ease congestion out of the Johns Hole and north Idaho Falls area and allow easier development of housing and business in that area, which is somewhat constrained by the current highway 20 flow.

Additional comments or suggestions:

Which ever selection you make, please do it as quickly as possible. As a land owner impacted by this project, the quicker the decision the better as we can then adjust based on E3 or H2 and move forward. Today we can't do anything as we don't know which option will be taken.

Name

Fred Pond

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-20 17:34:54
Alternative E3:	This alternative will ruin livability in Idaho Falls neighborhoods, parks, along the river, and community. We urge you to discard this alternative and do not build.
Alternative H2:	This alternative will create stimulus for growth outside a congested city. It is preferable because of no negative impact to existing residential neighborhoods. We support this alternative strongly.
Additional comments or suggestions:	Idaho Walk Bike Alliance wants to work with ITD on their final project to improve safety, mobility and economic opportunity for everyone who does NOT travel in a motor vehicle.
Name	Cynthia Gibson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-20 16:38:26
Alternative H2:	<p>Please explain or justify the interchange at 5th West. 5th West is currently a poorly maintained county road with many driveways and close by homes. It is not really capable of safely handling current traffic. There seems to be little reason for an interchange here. This would require significant improvement to handle extra traffic. What is the long term projection for 5th West that would show any need for an interchange here?</p> <p>This alternative negatively affects two established neighborhoods served by 5th West. Both neighborhoods have expressed interest in litigation to oppose this alternative. The City of Idaho Falls has "promised" a city park at the Hatch Pit landfill when it is full - is this still feasible with this alternative?</p>
Name	Roger VAWTER
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-20 16:11:46

Alternative E3:

I prefer this alternative in that it seems to have the least impact to existing businesses, meets the goal of improving northbound traffic flow from I-15 onto US20, AND provides a much more convenient access to the regional airport.

Alternative H2:

I do not prefer this alternative because it results in to much disruption to the traditional traffic flow and does not help improve access to the airport.

Name

Swen Magnuson

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-20 11:33:51

Alternative E3:

I want to be very direct in saying that I am strongly opposed to "Alternative H2", however when reviewing both Level 3 Alternatives", "Alternative E3" seems to clearly list significantly more Features and Benefits for the entire area than "Alternative H2". And although there will also be some impact on residential properties with Alternative E3, the overall impact on a single residential community appears to be less than that in Alternative H2.

Alternative H2:

With the exception of moving the frwy about 100-200 yards further south of Pervero, this slightly modified version of the original plan will have the same devastating effect on the adjoining Fairview Estates community. The noise and traffic that will be created will completely alter the desirability of this community as a place of "quiet enjoyment". This is a higher end community where residents have invested heavily in their homes, and having a freeway get constructed next to your community is not only a disaster, but is truly a breach of faith between the community residents and their local government agencies.

Name

Michael Brown

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-20 11:30:03
Alternative E3:	I feel E3 is the best option. It seems to me that this all came about because of the congested Grandview Dr off ramp. This option eliminates that problem and helps the flow of both local roads and the highway.
Alternative H2:	I oppose this option for several reasons. After watching the proposed video you will see the local traffic is more congested with this option. I also feel that the highway takes a longer route to get to US20 and doesn't need to. I am also building a home in Fairway Estates and don't like the idea of a noisy major highway that will sit close to that neighborhood as well as other houses and neighborhoods. This could cause a decrease in our property values and changes our "country living" lifestyle. People that move to this area move to be away from traffic not right next to traffic. I feel that this option doesn't fix the problem and many of us in these neighborhoods are upset.
Additional comments or suggestions:	Please listen to your residents. We DO NOT want H2 because it doesn't solve the problem.
Name	Sarah Williams
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-20 09:48:47

Alternative H2:

1. The move south eases the impact on Fairway Estates, but increases the impact on Heritage hills. Will there be any visual/sound screening along the highway?
2. What fraction of the current exit 119 traffic will be diverted through the connector?
3. Has the landfill been sampled? Do you know what is needed to build across the landfill?
4. Do we really need the interchange at 5th west?

Additional comments or suggestions:

1. A listing and discussion of the properties impacted by each alternative would be useful.
2. A discussion of the routes to the major destinations (downtown, airport, DOE offices ...) for each alternative would be useful.

Name

Robert Schindler

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

Submission Date

2020-08-20 09:19:27

Alternative H2:

Against - Traffic and construction noise for residence will be ongoing. Property values will plummet. This alternative is the most costly and it's not a prudent use of taxpayer money.

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-20 08:38:42

Alternative E3:

E3 does not look far enough into the future that will see growth to the north of the city. Keeping the interchange near the current river crossing will add more noise in the area of Freeman park and the green belt.

Alternative H2:

This alternative provides growth options to the north and moves the traffic that is headed to Hwy20 out of the traffic of the city. This alternative also moves congestion and noise away from the greenbelt and Freeman park.

Name

Randy Lee

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-20 08:28:54

Alternative E3:

I think this would be a very functional interchange as it provides another local river crossing and forces and distinguishes local vs highway traffic. Also great that it provides direct access to the airport.

Alternative H2:

I live in Fairway estates, and am appreciative that highway 20 has moved south ¼ mile. While that is appreciated, I recognize that ¼ mile is not enough reduce highway noise. However, I actually view the highway close as a somewhat positive thing for greater accessibility. In addition, it seems that H2 is a little more forward thinking for future growth. My main concern, however is that having H2 so far out of the way won't alleviate the problems that are currently experienced. I work out at the site and depending on the traffic, I will take Grandview or the freeway. You will notice that a huge amount of the freeway traffic getting off at Grandview/Highway 20 is getting on at Broadway. This won't be an option with H2, so a huge remaining portion of that traffic will still funnel through either Grandview or Broadway. As INL plans to add upwards of 1500 people in the next decade, this will get much worse. Living in Fairway Estates, I personally would use the new connector daily.

I-15/US-20 Connector

Submission Date

2020-08-19 23:35:59

Alternative H2:

We like this idea better, for all traffic involved and peoples neighborhoods.

Name

Margaret Fraser

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 23:02:27

Alternative E3:

This plan seems to use the best existing infrastructure without too much interruption. A few business effected instead of a large number of family dwellings. Also, this route seems to provide the safest route for young teens going to school (skyline high school).

Alternative H2:

A few concerns with this plan...1. Home values for all of those properties in the fairway estates neighborhood and heritage hill neighborhood...this could be devastating and you would be a complete jerk not to consider how many people this would effect. 2. Does this plan really divert that many people from using the existing highway 20?? I foresee that many will still take the split diamond interchange exit and still use highway 20 as it is currently being utilized. 3. There are eagle habitats established in the path of this plan...if we can't even pick up the damn eagle feathers without a fine, how can you destroy their habitat without any repercussion!?!?!?!

Name

Erin Wight

Address

I-15/US-20 Connector

Submission Date

2020-08-19 22:42:22

Alternative E3:

This is the alternative I want because it is closer to the airport

Name

Jordyn Selley

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 22:42:13

Alternative E3:

This is the one I want because it is closer to the airport.

Name

Joseph Kirby

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 22:41:41

Alternative E3:

this one because it's closer to the airport

Name

Kathryn Kirby

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 21:10:39

Alternative E3:

This option seems short-sighted and disruptive to current greenspaces.

Alternative H2:

This seems to be the best option in my view. Plus, as our town is quickly growing this option allows for expansion north of town especially for businesses. As a person who frequently walks the green belt moving the traffic away from current greenspaces is a plus.

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-19 20:28:47
Alternative H2:	I oppose this design due to the following reasons. 1 federally protected bald eagles nest in the trees directly adjacent to Fairway Estates, how will this impact them. 2. Property values in surrounding area will decrease. 3. This alternative moves traffic away from downtown. Decreasing the potential for thru travelers to stop and spend money.

I-15/US-20 Connector

Submission Date	2020-08-19 18:33:04
Alternative H2:	I support this option as it will promote and preserve both the walking and biking ability and preserve the beauty of the area. It will also promote growth northward And reduce congestion along the paths. It will be better for the Sage Lakes developement and the Idaho National Laboratory as well as ISU and UI campus.
Name	Lyle Castle
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-19 18:01:32

Alternative E3:

Even though it may be difficult in the beginning, this is the best option for multiple reasons. It keeps large infrastructure closer to existing commercial areas that will benefit from this. For those traveling through to Rexburg, etc., it's a shorter distance to travel than in H2. We need to keep improving and building up inside the city instead of spreading out like the H2 option would promote. This option also uses land already in use for transportation instead of reducing the amount of agricultural land like H2.

Alternative H2:

This is the worst option when looking at the long-term effects. Communities all over the country are suffering from this type of design mentality. I'm afraid too many will want this option because it's easier in the beginning. But I don't see how this alternative can have positive effects further down the road. Even from a traveler's standpoint, it doesn't make sense. A junction like this should be in a city, not past it. It will take tourists well past the hotels, restaurants and other downtown businesses that has taken so much work to revitalize. It's also unclear what's going on with the current overpass at 15th East. It looks like those coming from the north on 15th East will have to drive a half mile out of the way to continue on the same road into town. It doesn't seem like this option was completely thought through, or at least it wasn't presented in its complete form.

Additional comments or suggestions:

I really appreciate that you're getting public input and letting us be a part of the process. I studied landscape architecture along with city and regional planning in college. I just want people to understand the difference between long-term and short-term benefits and challenges of these two options. I think those should be included when these are presented to the public.

Name

Braden Miskin

Address

Email

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 17:52:51

Alternative E3:

Move heavy traffic farther north to less populated areas.

Alternative H2:

To close to Fairway Estates and Heritage Hills. Will increase traffic flow on 5th west which has seen a increase flow of traffic due to new subdivisions being build with no access other than 5th west.

Name

Kim Berrett

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 17:28:12

Alternative E3:

Quick access to the Idaho Falls airport

Name

Wanda Kirby

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 17:03:10

Alternative E3:

What I really like about this is it appears to fix the congestion problem at the I-15/HWY20 intersection. Based on the models, traffic in all area's flows very well.

Alternative H2:

I do not believe the split diamond intersection actually fixes the congestion problem. Based on the model, it appears that we are making the intersection safer by moving the congestion off of I-15 over to the split diamond, but the congestion still exists.

Additional comments or suggestions:

I am not opposed to the northern route of H2, however the split diamond doesn't appear to solve the congestion problem like the E3 alternative appears to. If the purpose is to fix traffic flow, I would go with E3, if the purpose is to move dangerous stopping traffic off I-15 to a side road only, I would go with H2. Until I saw these models, I was for option H, but after seeing how they actually flow, I just don't want to deal with poor intersection when there is an alternative that seems to fix the problem.

Name

Tyson Williams

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-19 16:59:30

Alternative H2:

I like this alternative because it recognizes the need for future expansion and minimizes impacts to Fremont Park. Also, less construction in the more densely developed areas of the city. This alternative will take some pressure off of existing streets so that pedestrian and bike use can be safer.

Name

Robert Peel

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-19 15:38:23
Alternative E3:	<p>This option is my preferred option. It is much more streamlined and cost effective. This option also doesn't disturb prime agricultural land. I like the fact that it keeps traffic in the same areas and provides better access to the airport. I also like the fact that local traffic doesn't have to interact with higher speed highway traffic. I feel like this option is much less confusing. I also like the fact that tourism has easier access to our city center with this plan. I would hate to see businesses go out of business like they did when highway 20 moved away from St. Anthony. The traffic used to go through their main street and that town has shrunk economically ever since the change. I would hate to see that happen to the Idaho Falls city center. Smitty's and lots of other food establishments will be negatively impacted.</p>
Alternative H2:	<p>I am intensely opposed to plan as We have lived in Fairway Estates for 22 years and the City of Idaho Falls has promised repeatedly that nothing will built behind except for a park. I know for a fact my property value will plummet. We specifically built in this neighborhood to be further away from town and highway 20 traffic. And to be next to a future park on to be on the golf course. This new road that would run adjacent to Fairway Estates will increase the noise significantly. Right now our neighborhood is quiet and peaceful which is how I would like it to stay. This option would also take away some peoples homes as they would need to be demolished. This is immoral even with market value compensation. Option E3 will only effect commercial property, most of which, are vacant anyway. The split diamond is also confusing in my opinion and wouldn't flow as well as option E3. I also don't like this option because 5th West would need to be widened because of increased traffic. There are a lot of children, and pets that can wonder off and be struck by fast moving vehicles that is next to our quiet residential 25 mph roads. If this option is picked I and many neighbors will sue the State of Idaho because of the damage that will be done to the aquifer by drilling through the garbage dump. There are lead acid batteries, pressurized cylinders, and many other hazardous chemicals in the dump that if not completely remediated will enter the aquifer.</p>
Name	Oliver Hannan
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-19 15:14:53

Alternative H2:

The only viable option in my opinion with the least impact on everyone concerned is the Split-Diamond interchange option!!!

Name

Lib Yates

Address

Email

Phone

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 15:11:27

Name

Dick Yates

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-19 13:05:56

Alternative E3:

I think that this alternative is better since it will help drive economic improvements in Idaho falls and increase business utilization in the area.

Additional comments or suggestions:

I think E3 is the best option.

Name

Austin Kinghorn

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-19 12:04:10
Alternative E3:	I approve of this alternative. It uses the footprint already in place. I provides a good access to the airport. There is minimal impact to farmland and residential areas. It is less confusing for travelers going north.
Alternative H2:	<p>I want to express my opposition to this alternative. To begin with, the idea of building a multi-lane highway over a decades old landfill has not been thoroughly though through. Disrupting the landfill could be catastrophic. Settling and movement of the land will occur.</p> <p>Taking this alternative north away from Idaho Falls will negatively impact the tourism and visitors passing through the city. The proposed split diamond interchange is very confusing.</p> <p>My husband and I live in Heritage Hills development. 5th West will need costly widening which will directly affect this community. Our property values will plummet.</p> <p>There are federally protect bald eagle nests in the trees directly adjacent to Fairway Estates.</p>
Name	Laurie Johnson
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-19 11:23:13

Alternative E3:

Easier for traffic going to BYU and Yellowstone. Keeps the north end of Idaho Falls open for growth.

Alternative H2:

Opposed because the value of the homes will plummet, it will stunt the growth, development and revenue for the North end of Idaho Falls

Name

Diana Van Wagenen

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-18 23:18:27

Alternative E3:

This sounds like a much more sustainable option.

Alternative H2:

No. This option involves the disruption of farm land, property values, etc.

Email

I-15/US-20 Connector

Submission Date	2020-08-18 22:50:55
Alternative E3:	I like E3 because it would be good to have another bridge over the Snake River, as well as keeping quick access to the airport.
Alternative H2:	I don't see any point in disrupting the homes north of Idaho Falls, when E3 is such a good option. I would vote against H2.

I-15/US-20 Connector

Submission Date

2020-08-18 20:16:39

Alternative E3:

The E3 alternative looks like the best one to go with.
The distance is a lot shorter from I-15 to US 20.
The bridge over the Snake River is shorter and will have a lesser impact on the environment.
The airport traffic has a shorter distance to go.
The impact is minimal to residential and agricultural for this alternative.
I think E3 is better for visitors to take advantage of our downtown area. It will also be less confusing for people traveling to the park areas along US20.

Alternative H2:

This alternative is more costly than E3. The bridge over the Snake River is longer. There is a lot more construction involved with the longer connector from I-15 to US-20.
A section of this 4-lane highway will be placed on top of the 50 year old (more than construction waste) Hatch Pit Landfill. The land will settle over time and is not be suitable for a high traffic road. It may also impact the water quality in the aquifer.
This alternative will move traffic away from our downtown business area. 5th West already has a problem with traffic and speed. This road will need widened, the irrigation ditch will need to be buried, and would need a lot of room for the split diamond interchange.
The areas north of this proposed construction will be cut off from direct access to town and will have to go north and east to be able to reach town. This will also affect school bussing.
The property values will greatly decrease due to this H2 alternative. Some of the homes will be gone and the others will have to put up with the noise factor. There are also nesting bald eagles in the trees along 5th West.
I STRONGLY urge you to drop this alternative from your consideration.

Thank You

Name

David Ker

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-18 19:50:57
Alternative H2:	This will destroy the value of my property and home. I will fight against this with every resource I have. I'm sure there is not a proposal next to your home, so don't put one by mine.
Name	Matt Kane
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-18 19:50:05

Alternative H2:

This will ruin farmland, my parents just bought property where they are planning on building this highway and they would be out of all of that money!! Don't ruin all of this land and spend a ton of tax payer money trying to build over the dump that land would never be stable enough to justify building there unless you want to risk a collapsed highway.

Name

Mikayla Kane

Address

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-18 19:07:04
Alternative E3:	We feel E3 is the better route with minimal impact on residential areas and farmland. Better access to downtown businesses and the airport, and will keep the traffic flow in the same area.
Alternative H2:	I hate this option. You put a major highway in our neighborhood and adjoining farmland. This is the most expensive alternative, and cost will keep going for widening of 5th West and Lewisville highway.
Name	Paul Pence
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-18 19:00:36

Alternative H2:

I note that one of the reasons you eliminated Alternative C3 was due to challenges such as "impact of surrounding neighbor hoods as well as neighborhoods east of the Snake River". Yet in the challenges section of Alternative H2 you make no reference of any impact to the Fairway Estates neighborhood. We will be impacted by noise and air pollution, scenic disruption, and most importantly a tremendous financial loss off property value. Your only big issue with H2 seems to be a concern with the impact on agricultural land. Did you even consider the impact to Fairway Estates?? If so, why was it not mentioned and factored into your Level 2 Analysis??

I did note in your Level 2 Analysis your concern, as you put it, " of delays due to opposition which can lengthen the schedule, which impacts cost, Neighbors who fight us that tend to delay and even stop projects, getting elected officials involved which takes time and raises the stakes". (If our property values are devalued, so is the City of Idaho Fall's tax base).

Please note that H2 will disrupt the lives of many people. Many of us are retirees counting on the value of our homes to carry us into our later years.

Please note that "We will not go silently into the night".

Name

George Papaioannou

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-18 18:09:30

Alternative E3:

I like this one. It allows visitors to be directed towards our city center where they will stop and spend money. This route looks great!

Alternative H2:

This is a TERRIBLE route! The split diamond interchange is confusing for drivers. Property values will plummet.

I-15/US-20 Connector

Submission Date	2020-08-18 15:33:59
Alternative E3:	I highly recommend this option. It keeps traffic closer to existing businesses who need the economic impact. Moving the interchange north of town totally circumvents the City of Idaho Falls and will divert potential business away from our city center. This is the best option.
Alternative H2:	Bad option. Wider river bridge. Goes through an old landfill and diverts tourist dollars around Idaho Falls. Many businesses have purposely located near Highway 20. Please do not choose this option
Name	Steven Frei
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-18 15:13:54
Alternative E3:	This option is nice as it gives a secondary way in and out of the Airport. It also keeps traffic close enough to the city center to benefit local businesses. Railroad is a concern though.
Alternative H2:	Pulls traffic away from Idaho Falls businesses. Makes land that could be a good tax base into useless fodder. Good option for those who want to bypass IF altogether.
Additional comments or suggestions:	There are no "slam dunks" in this group of options. Things will have to be destroyed in order to move forward with this project. The congestion at I15/Grandview will only get worse.
Name	bill behymer
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-18 13:33:35
Alternative E3:	Looks like this option will be more cost effective and won't destroy residential areas or the environment
Alternative H2:	No on H-2 I just bought property that will be destroyed by this alternative. Hatch pit is a dump site and digging or disturbing the pit will cause environmental issues will land and water. This option will effect more residential areas and looks like it will cost more.
Additional comments or suggestions:	No on H-2
Name	Hallie Kane
Address	
Email	
Phone	
Are you disabled?	

Submission Date	2020-08-18 12:43:04
Alternative E3:	<p>This seems like the better option. The changes made to the highway will affect areas already impacted by HWY usage. While it seems like some business will be affected, other businesses will receive a boost because there is better access to those industrial areas. Plus, this area of town needs to be revitalized anyways with the recent additional around the greenbelt and the nearby hotels upgrading their business models. There is also a significantly reduced risk of long term litigation going after businesses that would likely benefit from a buyout due to the age of the buildings.</p>
Alternative H2:	<p>I don't know about impacted two large and growing subdivisions with there are better options out there (E3). The EIS that will be completed as part of the NEPA process must include social-economic analysis along with a simple cost analysis. Alternative H2 is set to go near one of the highest price neighborhoods in the city. A HWY would surely affect housing values (new homes are approaching \$400k). It is a fact that moving a HWY to a location where there is a guaranteed reduction in property value for a significant percentage of a city's population violates the regulations set forth in NEPA. Further, there is a very slim chance the program could go forward on schedule due to the high amount of legislation brought against ITD for failure to provide an adequate EIS in the NEPA process. As we know, these can drag on for decades. One other aspect to consider, if H2 is chosen the NEPA process will have to identify a response to the drastic increase in noise pollution. As part of the cost analysis, you will need to include a 10' sound barrier along the entire north section of the new HWY. Only placing the barrier wall near current development would not be suitable because future residential growth will occur in the area.</p>
Additional comments or suggestions:	<p>In the NEPA process, it is always easier to construct in already affected areas than it is new justify affecting new areas. We have also had report of multiple Cougar and cub sightings in the area of H2. As cougars are classified as a "decreasing population", habitat destruction would have to be included in the NEPA process.</p>
Name	J Wall
Are you disabled?	No

Submission Date	2020-08-18 10:26:40
Alternative E3:	Please see my comments below in additional comments or suggestions:
Alternative H2:	Please see my comments below in additional comments or suggestions:
Additional comments or suggestions:	<p>Building more roads to relieve traffic congestion, is like trying to lose weight by loosening your belt. Before the advent of cars, cities were built and designed for people. I think this is proven that cars are first in city planning in the fact that in the features, challenges and benefits of the proposed E3 and H2 pedestrians and bicyclists are not even mentioned once.</p> <p>The H2 alternative would be a better solution to move major traffic further north of current City of Idaho Falls established neighborhoods, instead of through its heart like E3 would. It would also move a major road away from the Freeman Park area. Many people enjoy Freeman Park as a place to go and get away from vehicle traffic and the noise associated with vehicles. The E3 option moves Us 20 traffic and noise closer to Freeman Park than it is currently. E3 also is going to increase traffic close to existing residential neighborhoods. Eventually urban sprawl will continue north of Idaho Falls to the area of the proposed H2 design, but home buyers will have a choice at that time not to buy or build next to busy roads. The current residents in the area of the proposed E3 won't have that choice if that option is chosen.</p> <p>Please keep bicyclists and pedestrians in mind during planning regardless of the option chosen.</p> <p>Thank You</p>
Name	Brett Hutchens
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-18 09:17:05
Alternative E3:	I strongly SUPPORT E-3. We have a cabin at Island Park and we travel there several times a year. We stop often in Idaho Falls to buy groceries, gas, dinner and we often enjoy talking a walk along the river. H-2 option will take us away from the city and into the farmlands. We would probably stop in Rexburg instead. H-2 would cripple the tourism for Idaho Falls. Also H-2 option will also hurt the growing and residential development on the North End of Idaho Falls. Their value of newly built homes will plummet and the area will be less desireable to build let alone live...which would once again decrease the money tax base for Idaho Falls. The inviting approach to build or move to the area would also cripple the area due to added freeway noise, lack of pedestrian and bike access and the beautiful farming fields and Idaho sunsets.
Alternative H2:	I strongly OPPOSE H-2. It will hurt the tourism for the city Idaho Falls and the residents that live on the North End of Idaho Falls. It will hurt the city's revenue, residential growth and development.
Additional comments or suggestions:	Also split diamond interchanges are confusing for drivers that are not familiar with the roads which would lead to more accidents and death upon your roads.
Name	Cathy Jensen
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-17 22:15:27

Alternative E3:

I SUPPORT E-3 as the better option because the area is not sitting on an old land fill. H-2 option will cost more in the end due to constant repair. The structural weakness in the roads will cost the state of Idaho more money. If there is constant construction going on perhaps we will look for other locations to visit or go through Jackson instead. I don't want to deal with construction because of poor structure stability of your roads and making our trip longer. Utah has to deal with enough construction. may Idaho not follow suit.

Alternative H2:

I oppose this option

Additional comments or suggestions:

I would think H-2 would also have a negative financial impact on the city itself since it would draw tourists away from the city.

Name

Mike Jensen

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-17 21:41:24

Alternative E3:

The nice thing about this plan is that the current location is being used for the roads... no ones current location for homes etc will be disturbed. No current property value will decrease due to changes on freeway configuration.

Alternative H2:

This seems like a more costly option.

Name

Lynette Sayre

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-17 20:52:40

Additional comments or suggestions:

Your posted email at the website does not work.

Name

Terrell Smith

Address**Email****Phone**

I-15/US-20 Connector

Submission Date

2020-08-17 20:09:10

Alternative E3:

This is the best least impactful option and should be selected.

Alternative H2:

This option will destroy farmland and have a HUGE impact on residential properties. Nothing is mentioned in the write up about this as a downside. Why was that?

Additional comments or suggestions:

How legal was it to move from 3 options to 2 options with no citizen comments? The website said there were 3 options.

Name

Terrell Smith

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date	2020-08-17 17:59:18
Alternative E3:	My only concern is that the traffic on Anderson St. is already congested. Diverting even more interstate traffic through the area could be dangerous for A. H. Bush Elementary and the subdivision around it.
Alternative H2:	While the moving of traffic out of Idaho Falls would be nice, it would be absolutely terrible to damage farmland. There's so little to begin with and it's disappearing all the time.
Additional comments or suggestions:	Excellent designs! Thank you for opening up discussions for public comments.
Name	Alexander Locker
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-17 17:25:25

Alternative E3:

This seems to be the best alternative and solution. It keeps the potential business from the freeway in the area of most interest, and has a less impact on the area and residential areas.

Alternative H2:

This seems to be more impactful to the environment, farming, and residential, not to mention the landfill issues. And a new interchange area taking business away from town.

Additional comments or suggestions:

There needs to be a solution. And sooner than later will be of greater value to the community. We recognize the effort that goes into this and appreciate it. Alternative E3 seems to be the best solution. The sooner it happens the better for all players involved.

Name

Jack Blackwell

Address**Email****Phone**

I-15/US-20 Connector

Submission Date	2020-08-17 17:07:10
Alternative E3:	I prefer this alternative. Impacted areas are already use to the traffic.
Alternative H2:	I don't like this alternative. Goes over dump, and is going through a primarily residential area. Noise is going to be a big problem.
Additional comments or suggestions:	I was hoping highway could be channeled just south of the church on 5th west. A lot of that ground is already for sale, and it is close to the existing road so it will have less impact.
Name	Kirk Hart
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-17 14:33:16

Alternative E3:

Alternator E3 seems like the best option. It keeps traffic to the highway area and around Falls. I think the local businesses would really grow and bring business to Idaho Falls. Also, the construction would keep you out of hatch pit there was illegal dumping back in the day.

Alternative H2:

Alternative H2 would not fix the problem but just relocate the traffic more north. Then tourists and people trying to get through would start traveling through 5th street or river road thag is a one lane road. Also Hatch pit has been known to contain hazardous materials from known illegal dumping. This would cost millions to try and clean up. Alternative H2 would pull people away from having a chance to stop in Idaho Falls and check out the falls and local businesses, where alternative E3 would allow people to check oht the falls and local businesses. Plus, Noise deceasing home values would tie this Alternative H2 in multiple lawsuits (I'm already seeking counsel). There is also limited exits out of the neighboring communities and would cause even more congestion.

Additional comments or suggestions:

Alternative E3 is your best bet

Name

Aldo Lopez

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-17 12:14:56

Alternative E3:

This alternative appears to create a real difficult mixture for non-locals to attempt to decipher at high speed. I find this issue in many places as I travel.

Alternative H2:

This alternative appears to address more of the long term issues of multiple, closely located, high speed intersections without construction of large scale aerial structures. Moving hwy. 20 traffic out of the local business traffic mix is a better long term solution as well as reducing business impacts and losses from preemption. This route also improves local traffic access to I-15 with the inclusion of Broadway into the split diamond interchange.

Additional comments or suggestions:

I appreciate the opportunity to comment on the future planning for the area.

Name

Paul Arpke

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date	2020-08-17 10:09:30
Alternative E3:	I am in support of E3. Minimal impact to the residential and agricultural areas.
Alternative H2:	I live on tradition ct. this on ramp will be feet from my back yard. I live alone and I chose this neighborhood because I felt it would be safe. I no longer feel this would be a safe place to live with the increase in traffic. I'm worried about my property values. I am also concerned about noise that would come with construction and traffic. Please consider another route.
Additional comments or suggestions:	Please don't build in my back yard.
Name	Cynthia Browning
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-16 23:05:11

Alternative E3:

This alternative gives us quick access to the airport and reduced congestion traveling to work at Temple View Elementary and Skyline High Schools. This also reduces the impact on our neighborhood.

Alternative H2:

This would greatly impact our neighborhood and increase traffic on 5th west which has already become a busy, dangerous 2-lane road. Entrance to and from our neighborhood is already risky as well as biking or walking into town.

Name

Gregg Baczuk

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-16 22:21:17
Alternative E3:	<p>This option is my preferred option. It is much more streamlined and cost effective. This option also doesn't disturb prime agricultural land. I like the fact that it keeps traffic in the same areas and provides better access to the airport. I also like the fact that local traffic doesn't have to interact with higher speed highway traffic. I feel like this option is much less confusing. I also like the fact that tourism has easier access to our city center with this plan. I would hate to see businesses go out of business like they did when highway 20 moved away from St. Anthony. The traffic used to go through their main street and that town has shrunk economically ever since the change. I would hate to see that happen to the Idaho Falls city center. Smitty's and lots of other food establishments will be negatively impacted.</p>
Alternative H2:	<p>I am intensely opposed to plan as I have just built a new home just south of this new interchange in the Heritage Hills neighborhood. I know for a fact my property value will plummet and I specifically built in this neighborhood to be further away from town and highway 20 traffic. This new road that would run adjacent to Heritage Hills will increase the noise significantly. Right now our neighborhood is quiet and peaceful which is how I would like it to stay. This option would also take away some peoples homes as they would need to be demolished. This is immoral even with market value compensation. Option E3 will only effect commercial property, most of which, are vacant anyway. The split diamond is also confusing in my opinion and wouldn't flow as well as option E3. I also don't like this option because 5th West would need to be widened because of increased traffic. Another reason I built in this neighborhood because there isn't much traffic in this area. There are a lot of children, and pets that can wonder off and be struck by fast moving vehicles that is next to our quiet residential 25 mph roads. The construction would inhibit my ability to visit friends and family in Fairway Estates for a long period of time. There is also a safety concern with this. If an ambulance or fire department needed access to Fairway Estates or any neighborhoods north of that there would be a significant time delay as there is no access to Fairway Estates from the Lewisville Highway. Lives could be at stake. Also this area of I15 has high winds pretty regularly and all of that traffic would need to go somewhere if the road were closed and that would cause more congestion which is what we're trying to avoid here altogether. There are Federally protected bald eagles just yards away from the proposed interchange. Additionally, the dump area would need to be carefully remediated if a road were to go in there. And if not done properly could pollute our aquifer and water source. I also know for a fact that if this plan moves forward there will be significant lawsuits filed against the IDT which will cost taxpayers millions of dollars.</p>
Additional comments or suggestions:	<p>Please choose Alternative E3. It is the most cost effective and least disruptive to residents of the area and will greatly improve tourism and airport access and will not effect property values as the road is already there.</p>
Name	Christopher Hannan
Address	
Email	

Submission Date	2020-08-16 21:02:03
Alternative H2:	Alternative H2 brings up many concerns. First, there was illegal dumping at the hatch pit that was used by the city 30 years ago. Second, structural concerns with building over a landfill. Third, money. This option is extremely pricey and is not a good use of tax payer money. Fourth, this option takes away traffic from local downtown businesses. And fifth, a split diamond interchange is very confusing for driver's especially on a busy freeway. Please reconsider and do not use H2 as an option.

I-15/US-20 Connector

Submission Date	2020-08-16 20:16:17
Alternative E3:	<p>If you remove access to and from I-15 at the original exist, why do you need to remove the Lindsey Blvd ramps?</p> <p>How will local traffic access Lindsey?</p> <p>How will tourists get to the hotels on the river? By the Broadway exit instead?</p> <p>Will that cause congestion there?</p> <p>The map indicates a bigger exit 309, but no enhanced Science Center Drive road. That bit of road is not big enough to handle increased traffic to INL.</p> <p>The map doesn't address improved pedestrian access under the existing bridge.</p> <p>I hope it will be handled for the new bridge as well.</p>
Alternative H2:	<p>This option will introduce significant road noise in what is currently a very quiet area. If this option is selected, it will be extremely important to provide noise deadening walls and landscape, or you'll trash the asthetic and property values of those neighborhoods.</p> <p>Will the highway go over or under 5th West?</p>
Additional comments or suggestions:	<p>I understand the need for an online meeting. Nevertheless I am disappointed that there is no way to ask questions or discuss the maps. Just one way comments. A question or chat feature or even a FAQ would make this more of a dialog.</p>
Name	Kent and Kvarfordt
Address	
Email	
Phone	

I-15/US-20 Connector

Submission Date	2020-08-16 20:03:30
Alternative H2:	I oppose the freeway in my back yard for the following reasons; This is a residential area not a business development area. The freeway will increase traffic in the residential area and will be unsafe for my family, especially my grandchildren and my parents. The value of my home will decrease. I am about to retire and do not want to listen to increased traffic at all hours.
Name	J Hernandez
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-16 19:46:53

Alternative E3:

this alternative only postpones the need to move the interchange out of Idaho Falls.

Alternative H2:

This is the best choice because it is a long term change, not one that is good for only 20 years.

Name

Greg Horton

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-16 15:58:46

Alternative E3:

Alternative E3 is a better choice for locating the connector in terms of:

- 1) IMPACTS LESS PEOPLE. The location in the E3 proposal will impact a comparatively low number of people compared to the neighborhood routing in H2.
- 2) NOISE IMPACT. Noise from the connector will be less of an impact as it is located through a current industrial area of the city and is relatively near the current location of I-15/US 20 where noise impacts already exist.
- 3) SHORTER ROUTE TO US 20 AND THE AIRPORT. E3 provides a shorter travel route to join US 20 rather than locating the connector further north. Access to the Idaho Falls Regional Airport would be greatly improved with less mingling of city traffic.
- 4) CONSTRUCTABILITY. Although there may be some planning required to handle traffic during the construction phase of the E3 connector, this would be a temporary impact until construction is complete. The H2 connector would be easier during the construction phase but would result in permanent impacts to residents in nearby neighborhoods. The E3 route would also eliminate costly remediation of the Hatch Pit to accept high volume/high speed traffic.

Alternative H2:

Alternative H2 should be eliminated for the following reasons:

- 1) DEGRADATION OF QUALITY OF LIFE. The connector will seriously and permanently degrade the quality of life for residents because of high-speed road noise and increased traffic. The noise/traffic impact to nearby residents would be completely new. Part of the reason we purchased our retirement home in Fairway Estates was for the quiet, country-like feel of the neighborhood. The noise would be impossible to remediate effectively.
- 2) FINANCIAL HARDSHIP. Alternative H2 will cause property values to drop. Road noise and increased traffic is not a desirable feature when trying to sell a home and would result in lower purchase prices. The City of Idaho Falls would also see drop in tax revenues.
- 3) ELIMINATES THE POSSIBILITY FOR A COMMUNITY PARK. Former landfill sites have often been redeveloped as parks after the sites have closed. The City of Idaho Falls has noted that Fairway Estates residents have expressed a desire for a community park adjacent to the neighborhood at the current Hatch Pit location. The neighborhood developer has designed access roads off of Pevero for this purpose. Initial compacting efforts and long-term settling over the years at the landfill site would be an expensive cost for building and maintaining the connector.

Additional comments or suggestions:

As a resident of Fairway Estates, I am expressing my vehement opposition to Alternative H2 for the I-15/US 20 Connector. In spite of moving the proposed connector route slightly to the south and over the landfill (instead of running directly behind Pevero Drive in Fairway Estates as presented in public meetings in 2019), locating a high-speed roadway will severely impact hundreds of residents of three neighborhoods (Fairway Estates, Heritage Hills, and River Acres) and individual homeowners on East River Road.

Name

Diana Russell

Address

Submission Date	2020-08-16 13:54:15
Alternative E3:	<p>Alternative E3 takes advantage of underutilized areas in town where businesses and the railroad are already starting to phase out for better locations.</p> <p>It also has a big benefit of adding connectivity to the growing IDA Airport and surrounding businesses.</p>
Alternative H2:	<p>Alternative H2 adds time to numerous commutes over the next decades. Several minutes taken from each of millions of commuters adds up to a big waste of people's time.</p> <p>H2 has several potential problems that haven't been fully considered - including the Bonneville County Landfill that is still planned to be used for many more years.</p> <p>Building new infrastructure outside of the current metropolitan area encourages urban sprawl and downtown decay. The purpose of this study does not include attempts to foster growth into rural areas - especially not prime farm ground designated to be preserved by the county land use plans.</p>
Additional comments or suggestions:	<p>No one wants roadways built in their backyard. The larger number of urban people shouldn't be allowed to simply out-vote their rural neighbors though. The decisions should be made based on honest analysis of the cost-benefit metrics.</p>
Address	Idaho Falls

I-15/US-20 Connector

Submission Date	2020-08-15 23:34:00
Alternative E3:	Looks like this option will be more cost effective and won't destroy residential areas or the environment
Alternative H2:	No on H-2 I just bought property that will be destroyed by this alternative. Hatch pit is a dump site and digging or disturbing the pit will cause environmental issues will land and water. This option will effect more residential areas and looks like it will cost more.
Additional comments or suggestions:	No on H-2
Name	Hallie Kane
Address	
Email	
Phone	
Are you disabled?	

Submission Date

2020-08-15 21:00:02

Alternative E3:

This works best for the local businesses. It is the best option.

Alternative H2:

This option does not seem like a viable solution. This would impact many homeowners and their property values negatively. This is something that many people, including me, will strongly be against.

Name

Hailie Oldham

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-15 20:37:27
Alternative E3:	This seems like a fair decision that does not impact homeowners.
Alternative H2:	You seem to be falsely locating the East West connector several hundred feet from Pevero Street. In reality, this will put a major highway in many taxpayers back yards. This will unfairly devalue Idahoans property value to benefit out-of-state traffic. Please remember that you work for Idahoans and they pay your salary. This is a horrible option. There is an eagle nest right in that area. There is also acres of farmland that you seem to think you can just take over. The Farmland Protection Policy Act prevents such acts. Shame on you for thinking this was even kind of ok!
Name	Kari Oldham
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-15 20:28:54

Alternative E3:

This is the best solution.

Alternative H2:

You seem to be falsely locating the East West connector several hundred feet from Pevero Street. In reality, this will put a major highway in many taxpayers back yards. This will unfairly devalue Idahoans property value to benefit out-of-state traffic. Please remember that you work for Idahoans and they pay your salary. This is a horrible option.

Name

Nathan Oldham

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-15 19:53:53

Alternative E3:

I like this option because it adds an exit for the airport and eliminates the Grandview access for I-15.

Name

Katherine Saul

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-15 18:00:17
Alternative E3:	This appears to be the best option. Residents would be least impacted.
Alternative H2:	This will impact my home as this will be yards from my home. Under a flight pattern.
Additional comments or suggestions:	I am wondering about the FFA rules. H2 may conflict with flight patterns. Would noise reduction walls be a part of the design for H2? Why not have an elevated freeway over the current freeway ? Would we be financially compensated for loss of home value? Widen the current interchange.
Name	Theresa Gerstner
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-15 07:02:29
Alternative E3:	This is the BEST option as it is already closer to the Airport AND will not impact farmland or as many homes as H2. It is a "more commercial" area already and close to the existing connection. Clearly THE ONLY WAY TO GO.
Alternative H2:	This is NOT an option. Moving it further SOUTH from the original plan has not been enough . The Farmland we have in Idaho Falls MUST be preserved and there are also Eagles nests near here that cannot be disturbed. Also, the impact to the hatch pit would eliminate the PARK which was supposed to be built here . Further, the LDS church is nearby and many children are out near the Picnic area tables. Too dangerous.
Name	peter salisbury
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-14 14:30:55

Alternative H2:

This idea moves the interface far enough away from the present bottleneck to avoid another similar situation in a few years.

Name

Ron Nelson

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date	2020-08-14 10:53:54
Alternative E3:	<p>I have concerns regarding alternative E3. Building an exit onto Olympia St will place an elevated roadway less than 900 ft from the end of runway 17-35. Additionally, connection to Foote St appears as though it would be lost, which is the only access road to the hangars located on the east side of the airport. As a pilot and a hangar owner, I believe this would cause a significant safety hazard both for air traffic attempting to use the runway, as well as the distraction it would create for motorists. For example when compared to the Salt Lake City airport, It is considered distracting to motorists who drive along I-80 just south of the airport, and the distance from the freeway to their runways is a minimum of 2500 ft or more.</p> <p>Furthermore it would be associated with a substantial financial loss to myself and all private and businesses who own hangars on the airport's east side. I urge the council to reject this option and consider others. Please contact me to discuss this further.</p>
Name	Steven Todd
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-13 22:29:48

Alternative H2:

My preferred alternative since it appears this provides overall better traffic flow for long term growth. Minimizes the impact to local traffic, neighborhoods near the airport, and allows for better land use near green belt area of Idaho falls.

Name

Ken Schreck

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-13 10:31:35
Alternative H2:	Consider moving H2 to just south of 33rd north. It is not residential.
Additional comments or suggestions:	at least consider moving H2 a few more feet south to the southern end of the vacant land,
Name	Daniel Devasirvatham
Email	
Are you disabled?	

I-15/US-20 Connector

Submission Date

2020-08-12 19:52:57

Alternative H2:

It is my opinion that this alternative is the best choice for the future alignment of the I-15/US 20 connection. I had submitted an earlier idea that I thought the interchange should be moved further north to the State line interchange. However, that would probably cause many problems such as a connector to Highway 26. This alternative would move the traffic north of the city and still allow access to the traffic wishing to access the city, and still give those who want to bypass the city from either the north or the south to smoothly transfer from I -15 to Highway 20 or the opposite from Highway 20 onto I-15 and avoid the stop signal on Grandview going north and the sharp curve trying to access the interstate from Grandview on to I-15. Lets make with happen, the sooner the better. for all.

Name

Steve Knapp

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-12 15:22:28

Alternative E3:

My single biggest concern with E3 is it continues to concentrate all the traffic in the city core. I think in the short to intermediate term it would get the job done but it does not look to me like a good long-term solution.

Alternative H2:

H2 provides a good long term solution. It allow for growth in both the volume of traffic and and the city itself. I have seen examples in the past of best practice city planning that involves stretching the city out so there is room to grow. A recent example, the addition of exit 116 on I-15. That has stretched the city and encouraged development where there is room.

H2 will do that. I think there is a good chance it could also allow for a planned beltoute to dovetail into US-20 at the new interchange north of IF. H2 provides good access to US-26 off the 49th North interchange. As you know US-26 feeds to Swan Valley, Alpine and Jackson, as well as Grand Teton NP and the south entrance of Yellowstone NP.

The valued added from H2 looks to far exceed that of E3.

Additional comments or suggestions:

As the eastern Idaho corridor (Pocatello to Rexburg) grows, good roads will be a major asset in that growth and the lack there of will be just the opposite. The Idaho Falls/Rexburg/Blackfoot Combined Statistical Area (CSA) has a population of 251K. The Pocatello Metropolitan Statistical area is 95K for a total population of 346K.

A May 15, 2019 article in the Jefferson Star Newspaper said Bonneville county had grown 12% from 2010 thru 2018 and the rate of growth was increasing. County commissioner Roger Christense was quoted saying. "One of our greastest challenges is roads."

Thanks for the opportunity to comment.

Name

Kirk Larsen

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-12 09:45:17

Alternative E3:

This alternative will require shortening runway 17-35 at the Idaho Falls airport because of FAA approach clearance zone requirements. Further shortening of the runway will eliminate its use for most larger commercial aircraft and thus remove the runways practical use. This would have a detrimental impact on business, corporate, private aircraft traffic and options for operations at IDA.

Additional comments or suggestions:

I am surprised this process has gone this far without recognizing the significant negative impact caused to the Idaho Falls airport runway 17-35 by option E-3. That option would effectively close that runway to business, corporate, private general aviation aircraft usage.

Name

Steve Laflin

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-11 21:31:57

Additional comments or suggestions:

I feel our best and least expensive option is to widen the overpass over Lindsey boulevard giving right turn off of I15 of a lane to merge into 20, maybe even two lanes wide! Maybe a light at the southbound exit. DON'T reroute highways and build bridges, close exits and the other pricey options you are proposing.

Name

Kevin Clapp

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-11 21:03:57
Alternative E3:	Seems like the best solution with minimal new road construction and utilizes areas that are not currently developed or in use. Better access to airport from I15 is a plus. Will not eliminate ag land and require relocation of the Hatch Pit. Provides easy access to INL offices
Alternative H2:	Pulls traffic away from existing exits of I15 but will have major negative impact on ag areas. Also, will bring noise to major residential area to the north of the connector.
Additional comments or suggestions:	I have a very strong preference for Alternative E3
Name	Kevin Flaherty
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-11 19:17:06
Alternative E3:	This seems like a short-term fix. It spreads the distance from Exit 118 north to the new exit, but not very far. Exit 116 has worked well because there is a 2 mile distance between it and Exit 118. I really like the streamlining traffic from I15 to US 20 and the long road from 118 to either I15, US 20 or the airport. The hotel industry is important to Idaho Falls and the hotels along the greenbelt. In looking at traffic from Yellowstone entering IF, is there a direct way to access those hotels? Is it exit 118?
Alternative H2:	The new exit further north makes a lot of sense and it would be nice to have construction in phases to minimize impact to motorists. That's what happened with Exit 116 when the new bridge was built. It seemed like it was completed with little negative impact. H2 also moves the "rejoining" to the current US 20 further east, which reduces congestion in the middle of town. I worry about the impact of the split-diamond, knowing the impact on the area around Temple View Elementary but it seems like the plan that will best meet future needs.
Additional comments or suggestions:	I wish this process could be streamlined. I laughed you have a no-build alternative. Anyone who has tried to go east on Grandview between 4-6 pm knows it's a nightmare so you plan a different route. We attended meetings at Skyline High School in 2018 and have answered questionnaires. Six years from now before construction begins?! Is there anything you can do to speed up the process! I appreciate all the thought that has gone into planning these alternatives, but I sure wish it wasn't like most government projects that take so long.
Name	Jeannine Larsen
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-11 16:28:00
Alternative E3:	If E3 is chosen, what enhancements will be done for North Skyline Drive to handle the increased traffic?
Alternative H2:	If H2 is chosen, it is not obvious how I, a westside Idaho Falls resident, would get to US 20 northbound.
Additional comments or suggestions:	E3is obviously the preferred routing.
Name	Alan Udy
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-11 15:40:33
Alternative E3:	this alternative seems like it would impact the local houses and neighborhoods close to 1-15
Alternative H2:	this looks like the better choice with less impact to local businesses including hotels and restaurants which impact our tourist business. It also seems like it would help move local traffic with better safety.
Name	Linda Beck
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-11 15:07:02
Alternative E3:	It seems that this option will sufficiently fix the problems where they are. The bike/pedestrian traffic interaction with these current exits needs to be fixed. This option will provide for that. The construction concerns don't outweigh the need to fix these roadways where they are. Construction traffic is an expectation when it comes to making improvements and not a valid excuse for not fixing a broken roadway/system. Traffic flow through these exits must be improved, which is sufficiently addressed by this option.
Alternative H2:	This option seems to be passing the buck with respect to the issues we have with out current roadways. Turning them over to be local streets does nothing to fix the weaving and traffic issues, especially for bikers and runners between the Greenbelt and Freeman Park. Also, 5th is not set up to handle the traffic. This road would at least need to be widened to include wide shoulders and sidewalks. Anything less is unacceptable and unsafe. If this option is selected, the new connector should be just North of the church and South of the dump.
Additional comments or suggestions:	Please don't pass the buck to the local departments; these problem roadways need to be fixed where they are.
Name	Samantha Lopez
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-11 14:58:44

Alternative E3:

The clear choice for balancing current needs and future growth. The additional bridge over the Snake River is a welcome addition, and I love the continued use of Grandview Ave through the existing alignment. I think the collector road between Exit 118 and the new exit (here forward Exit 120) at Olympia is a needed addition that should reduce the merge issues that currently exist. The preservation of Lindsay Boulevard is an excellent choice that shows ITD's commitment to listen to its constituents. Reduced weaving is also a great choice, which the move from Grandview to Olympia helps with. I also appreciate the removal of one of the loop ramps, which I think are a major contributor to some of the weaving issues we see present. I like the additional offramp onto Fremont/Riverside as well.

Now as for some concerns with Alternative E. With a collector road in place, I think the offramp to Grandview Ave needs to stay, but in a right-turn only configuration. This would allow for continued access to Lindsay Avenue businesses from travelling tourists and to local traffic, and with only a right turn, it would discourage west side traffic from using it. I can also see the argument made that the cost does not produce enough benefit, though. In addition, I recommend further work be done on the Broadway interchange. See my notes in the additional comments section. I do worry a bit about the cost (which I would not be shocked to see in the high nine figure range) due to the bridges and ROW acquisitions required. That said, I can see a greater benefit as a whole that would make the greater cost acceptable. I also would suggest turning Exit 309 on US-20 into a full tight diamond or SPUI interchange instead of using another partial interchange with loop ramps. Having one good full functioning interchange between Lindsay, Riverside, and Anderson would be helpful for the removal of the existing 20 as an arterial, especially between Riverside and Anderson.

Alternative H2:

While I prefer Alternative E, Alternative H has a number of positive benefits. The ability to connect to US-20 to the west and create an additional belt route leg would be beneficial, provided growth continues there and not to the east and south. I can also see this choice spurring development along the new US-20 corridor. The split diamond exit also seems to be an innovative solution to the weaving issue, though potentially at the cost of some of the homes in the Temple View area.

However, I share a number of concerns with Alternative H. The biggest concern I have is what a detriment this plan is as a whole to the residents, the businesses, and the municipality of Idaho Falls. Tourist traffic will likely continue past Idaho Falls without closer access to existing businesses. Increased distances to US-20 will also put additional pressure on Broadway, Grandview, Holmes, and Riverside/Fremont/5th East. The local traffic problem will be shifted to Idaho Falls roads without increased funds to deal with upgrading these roads to the appropriate standard. This situation is further exacerbated by the removal of exits in the new US-20 configuration, with two exits handling the traffic of five. In addition, I can see a number of the rural residents of Idaho Falls concerned about the encroachment of US-20 on their properties, changing the nature of their properties and neighborhoods, and potentially leading to reduced property value for the residents and property taxes for the City of Idaho Falls. Finally, I do not see a tremendous advantage to the redesign of Exit 311 to connect with 49th North. That is a lot of added cost for connecting into 49th North. I have additional notes below that apply for both of the alternatives here.

Additional comments or suggestions:

What is the current progress on the short-term solution? I recall there being an option on the table to widen the Exit 119 NB offramp to accommodate semi traffic and the potential of a pedestrian underpass beneath the offramp to allow for unimpeded right turns onto US-20. I heard 2021 for the funding on that option; is this still happening? I would love to see the pedestrian underpass go in as I have a vested interest in that project: not only do I now live on the west side of I-15, but I was part of the BYU-Idaho Capstone Project that explored those options.

I also hope that this project will spur some options for reducing the traffic on eastbound Broadway. I know that is more on the shoulders of the City of Idaho Falls, but the 2045 no-build scenario is concerning, particularly when coupled with the pattern and quantity of accidents at the Exit 118 ramps. My personal recommendation for this area would be to lengthen the NB offramp to the south edge of the Walmart building and to attempt to remove the hill in the offramp. I have observed many who do not begin decelerating until after they clear the hill in the offramp, exacerbating speed conditions. I also recommend removing the WB Broadway to SB I-15 loop connection, as there is simply not enough room to accelerate safely onto I-15 in this alignment. Now, this would be difficult due to the alignment of the remaining SB ramps, but perhaps a split light or otherwise reconstructing the SB off and on ramps into a tight diamond configuration would allow for resolving these safety issues. Then, both the signals for SB I-15 and NB I-15 traffic could be synchronized and improved.

As Idaho Falls continues to grow, I would also encourage analysis into a potential Exit 117 be initiated, or at least an additional overpass between Pancheri and Sunnyside. Beginning this analysis ahead of the opening of the planned Mountain America Events Center will allow Idaho Falls and ITD be better prepared for continued traffic count increases on the west side of Idaho Falls. The most difficult part of deciding where to place an additional I-15 crossing is designating a location that would improve connections to local arterials on both sides of the interstate as well as provide a potential additional Snake River crossing. It would be nice to see something tie into 25th South on the east and 17th South/Grizzly Ave on the west in the long-term plans, though Oldcastle, Tautphaus Park, and the railroad would increase the complexity.

Another concern that should be addressed, since 49th North is a large part of the linkage plan, is the triad of Ammon Road, US-26, and 49th North. The free right from SB Ammon Road to SB US-26 is dangerous because of the frequent speeds motorists travel on it. This causes risky weaving between that free right and those seeking to turn right onto 49th North from SB US-26. Removing the free right on SB Ammon Road and forcing traffic to turn onto SB US-26 from a new right turn only lane (added to the existing lanes) at the signal would help resolve this issue very easily.

I would add that improving access to 49th North from the existing Exit 311 would be easier than reconstructing the interchange entirely. Instead of continuing 15th East due south, have 15th East curve into 49th North, with Woodruff Avenue/15th East south of 49th North creating a tee connection. I think the land acquisition costs would be much less than the cost of rebuilding Exit 310/311 into a SPUI.

One final road suggestion: for a number of these exits, the exit names do not typically include the Idaho Falls road name. It would be helpful for visitors and newer residents to include those names as well (Exit 310 as Holmes Avenue, Exit 311 as Woodruff Avenue, Exit 309 as Anderson St, etc) cosigned with the existing designations as well.

One last comment: I think it would be beneficial to have additional representation from cities and towns in the upper valley on the project committee. Though this affects Bonneville and Idaho Falls most significantly, the chosen route will ultimately impact Rigby, Rexburg, and beyond. Adding these voices to the committee would be great to help the entire community at large feel involved in this major decision that ultimately affects all of ITD District 6.

Please feel free to contact me if you have any questions, comments, or concerns about my suggestions. As I noted above, this project is very important to me, and I would love to stay in the loop regarding its progress.

Name

Eric Parker

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-11 11:22:20
Additional comments or suggestions:	neither of these properly accounts for the INL facilities on Fremont Ave. and vicinity. Alternative H2 access is too far North, while access for E3 is ?what? Traffic to/from INL is significant and an important consideration.
Name	John Walter
Address	
Email	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-11 10:04:15
Alternative E3:	E-3 looks like intense decision making time during rush hour traffic. To many opportunities for drivers to make a mistake if they are unfamiliar with the configuration
Alternative H2:	H-2 separates the Grandview and Broadway interchanges more. Gives unfamiliar drivers more time to make driving decisions and filters out some through traffic. I think I like this configuration best.
Additional comments or suggestions:	What a menagerie of ciaos. I just want to erase the blackboard and redesign the whole area, neighborhoods, business districts, airport and all. GOOD LUCK
Name	Jonathan Crosier
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-10 22:24:16

Alternative H2:

THIS IS NOT AN OPTION! to the residents of Fairway Estates. This will reduce the value of our higher end homes, increase noise in a neighborhood that we purchased to get out of the city noise and increase the traffic in an already congested area of our subdivision.
All of the new construction in our neighborhood of higher end homes has created more than enough traffic and noise. No more please.

Name

Mike Bolender

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-10 20:30:44

Alternative E3:

I prefer this plan. I like the idea of easier access to the airport.

Alternative H2:

I do not like this design. I am concerned about traffic noise in the Sage Lakes area. I'm also concerned about the eagle nest at the corner of N 5th and Pevero. We have lived in the area for five summers now and have enjoyed seeing bald eagles nest in that site.

Additional comments or suggestions:

Thank you for providing the information and allowing us to comment!

I-15/US-20 Connector

Submission Date	2020-08-10 20:25:25
Alternative H2:	Will there be an overpass over 5th West or just an intersection? How many homes are impacted by this alternative?
Additional comments or suggestions:	We would be interested to know a cost projection for each alternative. When will this be available?
Name	Duane and Yvonne Allen
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date

2020-08-10 10:46:22

Alternative H2:

Why is it that you list the impact to homes and businesses in the challenges for Alternative E3, but there is no mention of the impact to the homes that will need to be removed in Alternative H2?

Why is there an intersection at 5th West in this Alternative? It is unnecessary and will only create more traffic in an area that is primarily housing developments. Local residents could still access US20 using the same routes we currently use. Please eliminate this intersection and just use an overpass as you are proposing for 5th East.

Name

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-10 09:24:01

Alternative E3:

I have an office on Lindsay Blvd and I'm just south of the main grain elevators. How is this model going to impact my office? My business is National Quality Inspections. We have been here for 26 years now.

I-15/US-20 Connector

Submission Date

2020-08-09 22:45:16

Alternative E3:

We prefer this alternative because it reduces the impact to the Temple View area and the associated elementary school.

Alternative H2:

We do not like this option because it brings highway traffic and noise through an agricultural area and the quiet neighborhoods of Heritage Hills and Fairway Estates.

Name

Matthew Anderson

Address

Email

Phone

Gender

Are you disabled?

Submission Date	2020-08-09 18:17:03
Alternative E3:	I have concerns with the Olympia Interchange and the neighborhood west of Skyline Drive can be protected from "lost" highway traffic in a neighborhood that is very much a pod. I like the Science Center Drive Interchange where land that has not been developed for over a hundred years could find a use. This would be a great place to locate a sculpture that might recognize the history of science in the region. It also use difficult to develop land north of the current John's Hole Bridge.
Alternative H2:	This is my preferred alternative. First, I would hope there has been engineering history on how create a solid route over the landfill location. As the buried contents settle, I would not want to see a washboard base show up. I can see creating a multi section low bridge over the area An interchange at 5th West make an opportunity to make a consistent name for a street that is currently Riverside/Fremont/5th West/East River Road. I think it would be nice to refer to entire corridor as Riverside Drive. The impact of an interchange at 49th North should be evaluated on how it would affect traffic once connected to US 26 at Beaches Corner. It might work to restore the gridded streets from Riverside to Science Center. A pedestrian and bicycle trail with tree would be a good use of the land north of the proposed relocated highway 20.
Additional comments or suggestions:	Find a bunch of money and plant hardy trees.
Name	Gary Mills
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

Submission Date	2020-08-09 18:09:15
Alternative E3:	<p>To be this is the better option. It includes the more direct access to the airport. It does not seem to affect as many residential houses.</p> <p>The route keeps things closer to the business district of Idaho Falls. The other alternative will route traffic past Idaho Falls and substantial revenue would be lost.</p>
Alternative H2:	<p>In the flyer it states this alternative have the challenge of going through a construction landfill. That is not a true statement. The portion of the landfill that will be involved was not a construction landfill. It has been used as a landfill for over 50 years. There is all kinds of waste under the ground. Very unstable when you start putting a highway over it.</p> <p>Also, the amount of farmland that is going to be impacted is scary. There has already been significant farm ground lost in Bonneville County to development. We lose our farmland we lose our food.</p> <p>Not included on the report is the expansion of 5th West. If this is the chose route the road will have to be extensively widened to allow for residential and commerical traffic. Semi trucks and other commercial vehicles will be utilizing 5th West which has many existing residents. They will not even be able to get our of their driveways.</p> <p>Not to mention the residential housing that will be impacted by this route.</p>
Additional comments or suggestions:	<p>In the meantime, why not make the current Rigby Exit 119 a 2 lane road turning right. Do not allow left hand turns. This would allow twice the amount of traffic to merge.</p> <p>Traffic going to the airport should be routed to the Broadway Exit 118. Signs could be installed to show that this exit is the only exit to the airport.</p>
Name	Riki Nagle-Ker
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-09 08:11:09

Alternative E3:

Too much happening. Would cause major traffic disruptions during the building process.

Alternative H2:

This alternative is the cleanest option. It's the most forward thinking to bring all major highways connected. We need to have growth and have it the right way. This alternative meets those needs.

Name

Stephanie Mickelsen

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-08 17:54:30
Alternative E3:	does little to solve congestion problem of traffic exiting I15 to go to yellowstone or Jackson which is only increasing and will further increase congestion at Anderson and Yellowstone Highway
Alternative H2:	looking to the future, this is best alternative for yellowstone, island park and jackson traffic to bypass idaho falls without unduly increasing traffic pressure in idaho falls while still providing acceptable access to Idaho Falls/Ammon shopping and EIRMC for traffic from areas North of idaho falls and eventually makes best loop sense for traffic exiting I15 south of idaho falls that visits Ammon/Idaho Falls shopping and then proceeds to US 20/26
Name	Enoch Miles
Address	
Email	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date	2020-08-08 17:47:35
Alternative E3:	<p>This is a great option. It's near the airport, has a more "commercial" feel to it and will allow the farms to remain. Putting the connector here is a no brainer as it's already close to the existing exit. GREAT JOB. Thank you.</p> <p>WE LOVE IT</p>

I-15/US-20 Connector

Submission Date

2020-08-08 15:05:20

Alternative E3:

This seems like the best option. Yes, it will impact some things but in order to do it right, some areas will be impacted. It would also be the most intuitive configuration, in my opinion.

Alternative H2:

H2 may reduce traffic on I15 and US20 but it will push that traffic into Idaho Falls. This seems like a poor solution. In addition, it may be more confusing to travelers unfamiliar with the configuration that is proposed.

Name

Jeanette Cook

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-08 12:15:07

Alternative E3:

I feel this option causes too much disruption to the area east/west of I-15 between Broadway and current US20. There likely is "room" to the east but less apparent there is room for the western part. Also, it disrupts many more areas over a long period of time.

Alternative H2:

I prefer this option as it takes all the disruption to locals mostly out of the picture. Either way there are bridges over the river but E3 happens in the middle of everything whereas H2 is away from everything. If the I15-US20 part is done will there still need to be changes to the Broadway-John's Bridge area? The need for this is less apparent with the exchange moving away from the city. I really like how this option can be done in phases, as well.

Additional comments or suggestions:

With the H2 option, would I-15 north of current US20 blowing wind/dirt problems be North of the new exchange or right at the area of the exchange. I don't really know where the blowing dirt area is that periodically closes I-15 North.

Name

Roy Keyes

Address**Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

Submission Date

2020-08-07 15:27:16

Alternative E3:

This E3 alternative seems like the best option for not impacting nice neighborhoods north off of east river road. It still meets the traffic needs while not causing large drops in property value like H2.

Alternative H2:

This alternative will create a lot of noise and increase traffic through the Heritage Hills and Fairfield Estates neighborhoods. Because this area has a lot of farmland, there are no trees or structures to block highway noise from the potential new road. This will probably lead to a drop in the value of the properties in this area and really cause a turnover from nice neighborhoods to lower-class subdivisions. Please consider this as well as the impact to the river and ecosystem for building another bridge.

Submission Date

2020-08-07 15:25:49

Alternative E3:

I think this a preferred option and potentially will be the safest and cost the city the lowest in upgrades and modification. So this is my preferred option.

Thanks for the study and thinking of the future.

Not recommended.

PIYUSH SABHARWALL

Alternative H2:

Name

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-07 10:56:18
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Alternative E3:	I prefer this option.
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Name	David Martineau
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Address	
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Phone	
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Gender	
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Are you disabled?	
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Race and Ethnicity	
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I-15/US-20 Connector

Submission Date	2020-08-07 10:00:05
Alternative H2:	I like this one best. I regret losing some farm land but that is easier than going through the rail yard. I like the idea of a split diamond though implementation could be a problem.
Name	Myrtle Siefken
Address	
Email	
Are you disabled?	

I-15/US-20 Connector

Submission Date

2020-08-07 09:08:40

Alternative E3:

I feel that E3 would put traffic too close to Bush Elementary School. Exits and entrances appear to be close to the children’s playground. Thinking of the future growth of Idaho Falls and the attraction of the national parks, traffic is going to get heavier in the future. Think of the future by putting this connector further out into the countryside and undeveloped land. Elementary children and our residents don’t continue to need a heavily trafficked highway so close.

Alternative H2:

This is the best alternative, providing relief to inner city residents. Future growth would be enhanced with this plan. In fact, it could even be placed further north, making even a smaller impact.

Name

Betty J Erickson

Email

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-07 08:01:07

Alternative E3:

I highly prefer option H2 over E3. This E3 traffic layout looks like a mess and seems short sighted. The E3 option would make it difficult to give clear directions to someone. Also, people living in Idaho Falls will quickly learn to use alternative routes like Lindsey Blvd., creating new problems.

I prefer a no-build option compared to the E3 option.

Alternative H2:

The H2 option is the most clean and forward-thinking option. I highly prefer this option.

Additional comments or suggestions:

The H2 option seems the most forward-thinking option that would accommodate continued growth anticipated in Eastern Idaho, specifically in Idaho Falls.

The E3 option seems

Name

Aaron Craft

Address

Email

Gender

Are you disabled?

Race and Ethnicity

Submission Date

2020-08-06 16:53:43

Alternative H2:

We have a couple questions. Would you purchase the homes on 49th N between Lewisville Hwy. and Hwy. 20? We are very concerned about our property values falling if we are left surrounded by Hwys. and Interchanges. I can't imagine the noise from all the roads surrounding our homes.

Todd & Kim Smith

Please call us or email us back to answer our questions. Thank you.

Additional comments or suggestions:

Name

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date

2020-08-06 16:47:51

Alternative H2:

We have a couple questions. Would you purchase the homes on 49th N between Lewisville Hwy. and Hwy. 20? We are very concerned about our property values falling if we are left surrounded by Hwys. and Interchanges. I can't imagine the noise from all the roads surrounding our homes.

Todd & Kim Smith

Name

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-06 16:29:20
Alternative E3:	This seems like the alternative that has the least amount of negative side effects. I like it.
Alternative H2:	Among the "challenges" you completely neglect to mention the negative impacts to the Fairway Estates neighborhood especially to the south end of that development. I believe you should be more concerned with the hundreds of residents negatively impacted with this Alternative than with the few businesses impacted by Alternative E3.
Additional comments or suggestions:	If you end up choosing Alternative H2 you need to push the connector south to near the LDS church to mitigate the negative impact on all of the residents north of there.
Name	Steven Krogue
Address	
Email	
Phone	
Gender	
Are you disabled?	
Race and Ethnicity	

I-15/US-20 Connector

Submission Date

2020-08-06 15:59:10

Alternative H2:

Where the connector crosses 5th west happens to be exactly where my home and property is. Naturally this will impact me. This will turn an already very busy narrow and noisy road (5th west into a totally dangerous loud mess. The fields it will cross are prime habitat for bald eagles and has been for years.

Name

David Cutler

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	
Alternative E3:	I think this one will be more impactful and cause a lot more stress and will be harder to try and pull off. When you are talking about moving residences and businesses people tend to push back harder and that would make this one more difficult to pursue.
Alternative H2:	I like this one a lot better. You can do this one in phases and that will be easier. Buying the land and people not really being affected as much will be easier to deal with. This one makes more sense. I think where you get on hwy 20 needs to be moved and moving to a new intersection is the way to go.

I-15/US-20 Connector

Submission Date

2020-08-06 13:03:53

Alternative E3:

With C3 Removed do any of the alternatives impact my home at 1445 Antares? Including moving I-15 any closer. Also are there any plans to install noise barriers,the trees and shrubs where cut down last year.

Name

Curt Johnson

Address

Email

Phone

Gender

Are you disabled?

Race and Ethnicity

I-15/US-20 Connector

Submission Date	2020-08-06 09:15:52
Alternative H2:	This appears to be the most viable option. It gives additional separation between exits 118 and 119. It minimizes impact during construction and has the fewest challenges.
Additional comments or suggestions:	This was an excellent presentation and meeting format. It is much easier to be involved than having to meet live at a set time. Thanks.
Name	Marlene Griffin
Address	
Email	
Gender	
Are you disabled?	
Race and Ethnicity	

original
August 23, 2020

Idaho Transportation Department,

Please consider the following letter to be representative of all those whose names and signatures appear at the bottom of the letter. Not all members of the subdivision were contacted, but 100% of the people contacted were opposed to the H2 Alternative. Residents would appreciate an in-person meeting before the final decision is made. This meeting should take place when the current Covid-19 restrictions are lifted.

Let it be noted for the public record that we are absolutely opposed to the alternative labeled H2 as it pertains to the Interstate/US Highway 20 Connector Project. There are several reasons for this opposition.

- We are residents and close friends of residents of the Heritage Hills Subdivision which is located just south of the H2 proposed location of the 4-lane divided highway. The subdivision was created in a rural area and we are currently blessed with foxes, deer, hawks, eagles and many species of birds and small mammals visiting our quiet subdivision. If the new US 20 were to pass a few hundred yards to the north of us all this would rapidly and drastically change.
- Our property values would decrease.
- The H2 location of US-20 would divide family farms, add noise to the rural environment and impact hundreds of current residents of the area.

We support the E3 Alternative for a variety of reasons as listed below:

- The E3 proposal keeps US-20 in its approximate course which is near hotels and restaurants and the green belt which have been located to draw travelers from the highway.
- The E3 alternative provides easy access to the Airport.
- The E3 Adds a bridge for local traffic and visitors to cross the river which improves access to the downtown businesses in Idaho Falls.

In addition, if the best alternative is to move the I-15/US-20 northward, we would encourage the ITD to consider moving the connector to 8771 North along 5th West. There are several reasons why we could support this location.

- No housing developments would be impacted.
- A large power line is already planned to run from Ririe Reservoir along that approximate route.
- Water needed for construction would be readily available from the Ririe Dam outlet located nearby.
- There are as many as four gravel pits near this route.
- Agricultural land is already for sale on both sides of 5th West and both sides of the canal. (Arnold Realty is the listing agency.)
- US-20 would be a natural boundary to the City of Idaho Falls. By moving it 1.5 miles north of the H2 location, the City of Idaho Falls could easily grow to the north relieving pressure on southern growth.

Please consider our serious opposition against the H2 Alternative and support for E3 and other options further north as sincere and formulated after much thought and research.

Sincerely,

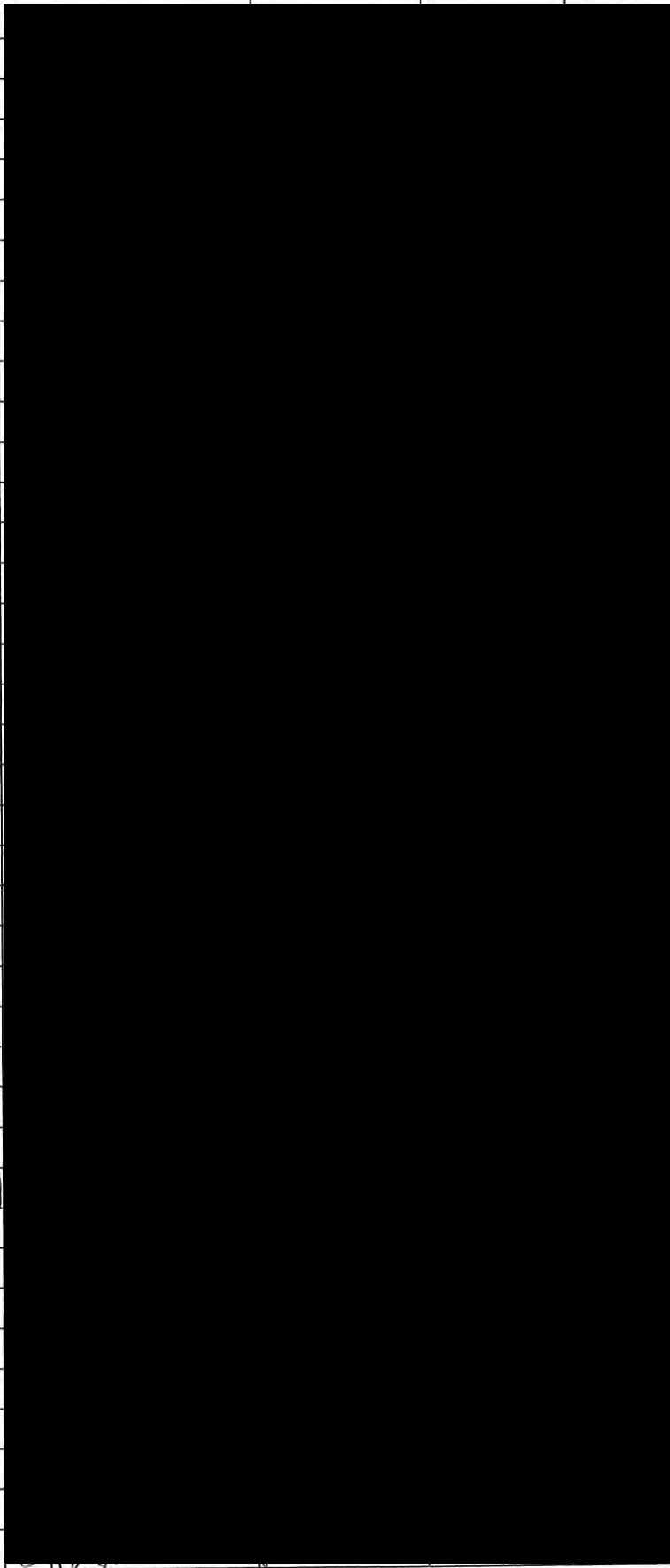
The Residents and Friends of Heritage Hills Subdivision

(See Attached Sheets)



Name	Address	City	State	Zip	Signature
Kenneth C. Jones					Attached with photocopy
Christine W. Jones					Attached with photocopy
Keith N. Banner					Attached with photocopy
Jessica D. Banner					Attached with photocopy
Christopher Hannan					Attached with photocopy
Vanessa Hannan					Attached with photocopy
Donna Hannan					Attached with photocopy
Oliver A. Hannan					Attached with photocopy
Nathan Sharp					Attached with photocopy
Marianne sharp					Attached with photocopy
Carol D. Hayball					Attached with photocopy
Bill J. Hayball					Attached with photocopy
Adrian Butikofer					Attached with photocopy
Brianna Sharp					Attached with photocopy
Garrett W. Larsen					Attached with photocopy
Sage R. Havens					Attached with photocopy
Jason Wharton					Attached with photocopy
Laura Kelley					Attached with photocopy
Michelle Deveraux					Attached with photocopy
Charlene Deveraux					Attached with photocopy
Dustin Stegman					Attached with photocopy
Micaela Stegman					Attached with photocopy
Chase Hebdon					Attached with photocopy
Chris Jensen					Attached with photocopy
Nicole Jensen					Attached with photocopy
Kristi Richey					Attached with photocopy
Johanna Green					Attached with photocopy
Greg Butikofer					Attached with photocopy
Cory Taylor					Attached with photocopy
Amanda Neibergall					Attached with photocopy
Jeri Roberts					Attached with photocopy
Karisa Baczuk					Attached with photocopy
David L. Gillins					Attached with photocopy
Jennifer Gillins					Attached with photocopy
Doug TenEyck					Attached with photocopy
Abby Taylor					Attached with photocopy
Brock Sondrup					Attached with photocopy
Sarah Jemmett					Attached with photocopy
Matthew Jemmett					Attached with photocopy

Name	Address	City	State	Zip	Signature
Debra Lindemood					Attached with photocopy
Don Johnson					Attached with photocopy
Joe Uptergrove					Attached with photocopy
Teresa ??					Attached with photocopy
Teresa Caselle					Attached with photocopy
Greg Hansey					Attached with photocopy
Lyle Kirkpatrick					Attached with photocopy
Doreen Kirkpatrick					Attached with photocopy
Celena Miller					Attached with photocopy
Calyn Miller					Attached with photocopy
Goldie Ledbetter					Attached with photocopy
Sam Jones					Attached with photocopy
Kevin Webb					Attached with photocopy
Danella McLaughlin					Attached with photocopy
Robert McLaughlin					Attached with photocopy
Ferrell Butikofer					Attached with photocopy
Toni Butikofer					Attached with photocopy
Alena Hoffman					Attached with photocopy
Candis Srb					Attached with photocopy
Theresa Gerstner					Attached with photocopy
Douglas Gerstner					Attached with photocopy
Kylee Kishiyama					Attached with photocopy
Braden Kishiyama					Attached with photocopy
Leigh Emerson					Attached with photocopy
Taylor Lang					Attached with photocopy
Daniel Jensen					Attached with photocopy
Carissa Jensen					Attached with photocopy
Stephanie Silva					Attached with photocopy
Pamela Taylor					Attached with photocopy
Sam Kraayenbrink					Attached with photocopy
Carol Deane					Attached with photocopy
Nancy Erickson					Attached with photocopy
Paula Pence					Attached with photocopy
Paul Pence					Attached with photocopy

Name	Address	City	State	Zip	Signature
Kenneth C. Jones					Attached with photocopy
Christine W. Jones					Attached with photocopy
Keith N. Banner					Attached with photocopy
Jessica D. Banner					Attached with photocopy
Christopher Hannan					Attached with photocopy
Vanessa Hannan					Attached with photocopy
Donna Hannan					Attached with photocopy
Oliver A. Hannan					Attached with photocopy
Nathan Sharp					Attached with photocopy
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Carol D. Hayball					Attached with photocopy
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Michelle Deveraux					Attached with photocopy
Charlene Deveraux					Attached with photocopy
Dustin Stegman					Attached with photocopy
Micaela Stegman					Attached with photocopy
Chase Hebdon					Attached with photocopy
Chris Jensen					Attached with photocopy
Nicole Jensen					Attached with photocopy
Kristi Richey					Attached with photocopy
Johanna Green					Attached with photocopy
Greg Butikofer					Attached with photocopy
Cory Taylor					Attached with photocopy
Amanda Niebergall					Amanda Niebergall
Jeri Roberts					Jeri Roberts
Karisa Baezok					Karisa Baezok
David L. Gillins					David L. Gillins
Jennifer Gillins					Jennifer Gillins
Ray Ten Eyck					Ray Ten Eyck
Abby Taylor					Abby Taylor
Brook Sondrup					Brook Sondrup
Sarah Lemmett					Sarah Lemmett
Matthew Lemmett					Matthew Lemmett

[illegible]

[illegible]

Kenneth C. Jones -

Christine W. Jones -

Keith H. Banner -

Jessica D. Banner

Christopher Hannan

Vanessa Hannan

Donna Hannan

Oliver A. Hannan

Nathan Sharp

Marianne Sharp

KC Jones

Christine Jones

K Banner

Jessica Banner

Vanessa Hannan

Donna Hannan

Nathan Sharp

Marianne Sharp

Carol R. Hayball

Bill J. Hayball

Adrian Butiker

Brianna C. Sharp

Joshua B. Sharp

Garrett W. Larsen

Sage R. Havens

Jayson Wharton

Laura Kelley

Michelle Deveraux

Charlene Deveraux

Austin Stegman

Milada Stegman

Chase Heddon

Chris Jensen

Nicole Jensen

Krist Richey

Johanna Guen

Greg Butiker

Cory Taylor

Carol Hayball

Bill Hayball

Adrian Butiker

Brianna C. Sharp

Joshua B. Sharp

Garrett W. Larsen

Sage Havens

Jayson Wharton

Laura Kelley

Michelle Deveraux

Charlene Deveraux

Austin Stegman

Milada Stegman

Chase Heddon

Chris Jensen

Nicole Jensen

Krist Richey

Johanna Guen

Greg Butiker

Cory Taylor



SALT LAKE CITY UT 840

21 AUG 2020 PM 1



Idaho Transportation Dept

ITD District 6

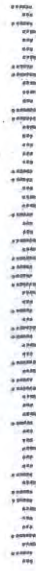
206 N Yellowstone Hwy

Rigby Idaho 83442



At Megan STAX

83442-566106



Aug 19, 2020

Idaho Transportation

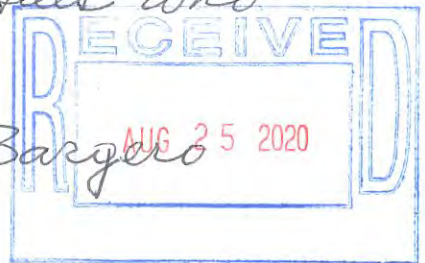
It saddens me to learn that ITD is considering running Fairway Estates, by moving I-15 exit 119 interchange to connect I-15 to Hwy 20.

This quiet residential area is home to many tax paying citizens. What will happen to our home value? We have been living here for 22 years.

It is a known fact that traffic and population growth in Idaho Falls is increasing. Why doesn't ITD improve access to downtown and the airport?

I am opposed to "Alternative #2". Please give consideration to all the families in Fairway Estates and Heritage Hills who love this area.

Emilia Bagero

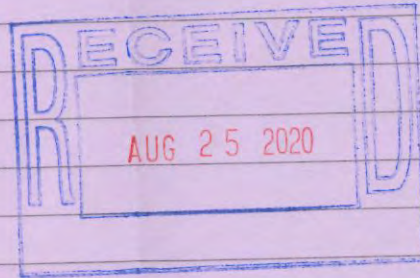


I had my house built
in 1995 in Fairway Estates
it was very quiet and not
much Traffic. Thats what we
liked about it.

I oppose - H2 -
We don't need any more Traffic
& Noise,

We don't need any more
Confusion with roads
and Traffic.

Thank you
Joy Baldwin

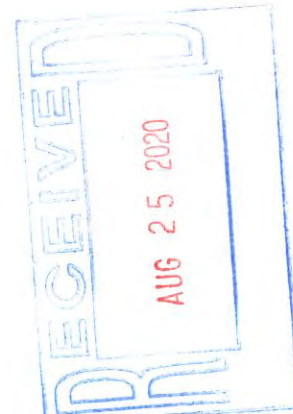


SALT LAKE CITY UT 840

21 AUG 2020 PM 1 L

ITD District 6

ATTN: Megan Stark, ITD
206 N. Yellowstone Hwy
Rigby, Id. 83442



83442-566106

8-20-20

To Whom It May Concern:

I'm writing in regards to the Alternative H2 project. I live in Fairway Estates and this is very disturbing to have a freeway through our area.

This is a very special place to live, quiet, good neighbors, safe place to live.

This idea to put a freeway through fairway Estates is a terrible thing. The value of our homes would plummet. The traffic and noise would be terrible.

I don't know who come up with this idea, but it's not right to do this, and ruin so many peoples lives. They better think again.

A angry Homeowner
M. Wagoner

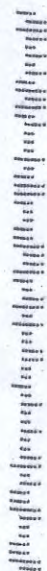


Ms. Sally Wagoner



Attn: Megan Stahl ITD
ITD District 6
206 N. Yellowstone Hwy
Rigby, ID. 83442

83442-556106



SALT LAKE CITY UT 840

20 AUG 2020 PM 2 L



Idaho Transportation Department
Attn: Megan Stark ITD
Public Information Officer
ITD District 6
206 N Yellowstone Highway
Rigby, ID 83442

To Whom It May Concern,

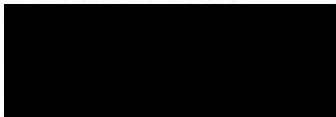
I am writing to express that I am not in favor of the H2 plan for the following reasons:

- Beautiful homes would have to be destroyed. Many would have a freeway in their backyard. Compared to ugly, unkempt grain silos, unused railroad tracks, etc., H2 seems like a poor choice. Most everything in the area of E-3 is in such disrepair. It could use a new facelift. The west side of town, which many tourists pass through on the way to Jackson and West Yellowstone, needs some work. A very small KOA campground does not seem comparable with lovely homes or farmland.
- Country living and farmland would be compromised. This is a beautiful area, which we should keep that way. Property values would take a dive. There is not a lot of infrastructure on this side of town and we feel that keeping a peaceful area is important. It is the quality of life that attracts others to live in our area (Pevero Drive), not convenience to shopping, doctors, hospitals, etc.
- The other option gives a direct connect to the airport, which is a plus.
- Our son-in-law and other engineers in the area don't feel that a freeway over a landfill is a safe option. It has been said that it would cause instability and would require great, costly compacting. Has this been considered?

Thank you for letting me express my opinion. I am certain your task is not an easy one.

Sincerely,

Katherine Smith
Katherine Smith



*Please see
second page of
concerns.* →

ADDENDUM: Page 2

This is an addendum to the previous page regarding concerns I have if the H2 plan is adopted.

-I believe H-2 would move tourist business away from our beautiful, downtown IF area, which we need to keep and build up. H-2 puts downtown businesses at a disadvantage. Tourists will by-pass us to get to the Yellowstone and Jackson areas.

-I believe H-2 would impact the Sage Lakes Golf Course in a negative way. The last several holes are on the backside of Pevero Dr. Sage Lakes has been termed the premier golf course in Idaho Falls. A freeway would have impact on the beauty and serenity of the course.

-We currently are in the flight pattern of the airport. Freeway noise would be an added nuisance. We also get the echo of the train crossing south of us about a ¼ mile. We do not need further noise.

-We pay \$400 in property taxes each month. We are willing to pay these relatively high taxes for the quality of country life we enjoy. If that changes and we are near the freeway, our neighborhood becomes much less desirable to live in. Building in this area is exploding at present; a negative impact would most likely impact building and the future tax base that you would receive from this area.

-H-2 is at a significant higher cost to the taxpayers. The other option E-3 is less to build.



SALT LAKE CITY UT 840
19 AUG 2020 PM 4 L



MEGAN STARK
ITD District 6
206 N. Yellowstone Hwy
Rigby, ID 83442

83442-566106



Megan Stark, ITD District 6

206 N Yellowstone Hwy

Rigby, ID 83442

Comments on the I-15/US20 connector:

H-2 Proposal

This alternative is more costly than E3. The bridge over the Snake River is longer. There is a lot more construction involved with the longer connector from I-15 to US-20.

A section of this 4-lane highway will be placed on top of the 50 year old (with more than construction waste) Hatch Pit Landfill. The land will settle over time and is not suitable for a high traffic road. It may also impact the water quality in the aquifer.

This alternative will move traffic away from our downtown business area.

5th West already has a problem with traffic and speed. This road will need widened, the irrigation ditch will need to be buried, and would need a lot of room for the split diamond interchange.

The areas north of this proposed construction will be cut off from direct access to town and will have to go north and east to be able to reach town. This will also affect school bussing.

The property values will greatly decrease due to this H2 alternative. Some of the homes will be gone and the others will have to put up with the noise factor. There are also nesting bald eagles in the trees along 5th West.

I STRONGLY urge you to drop this alternative from your consideration.

E-3 Proposal

The E3 alternative looks like the best one to go with.

The distance is a lot shorter from I-15 to US 20. The bridge over the Snake River is shorter and will have a lesser impact on the environment. The airport traffic has good access. The impact is minimal to residential and agricultural for this alternative.

I think E3 is better for visitors to take advantage of our downtown area. It will also be less confusing for people traveling to the park areas along US20

Thank You

David Ker



John Ferebauer

SALT LAKE CITY UT 840
25 AUG 2020 PM 1 L



IDAHO TRANSPORTATION DEPARTMENT
ATTN: MEGAN STARK
ITD PUBLIC INFORMATION OFFICER
ITD DISTRICT 6
206 N. YELLOWSTONE HIGHWAY
RIGBY, ID 83442

83442-565105

John Ferebauer

Aug. 24, 2020

ITD District 6- Attn: Megan Stark
ITD Public Information Officer
206 N. Yellowstone Hwy.
Rigby, Id. 83442

Ref: I-15/ U.S. 20 Connector

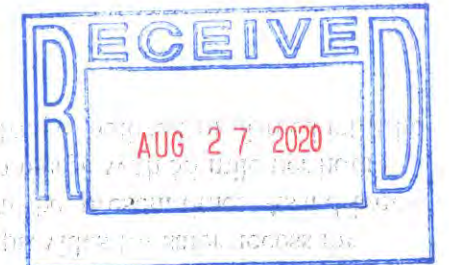
Dear Ms. Stark:

Please accept the following comments regarding the above referenced connector online meeting. I would like to go on record as opposing alternative H² I support alternative E3 with its connection to Olympia Drive.

I understand that there will be several years delay due to the NEPA process in constructing the improvements proposed under any of these alternatives. As an interim safety measure, I would suggest reducing the speed limit as Highway 20 enters Idaho Falls from the north from 70 miles per hour to 35 miles per hour, rather than 70 miles per hour to 55 miles per hour which is the present speed limit reduction. A 35 miles per hour speed limit provides for safer access for westbound traffic entering Highway 20 from Fremont Street. At the present time, As a driver merging into Highway 20 traffic from Fremont Street, I have to merge with 55 mile per hour traffic, while trying to keep from running off the Snake River Bridge, before I'm forced into the Lindsay Boulevard off ramp.

I appreciate the efforts of the Idaho Transportation Department to relieve traffic congestion and weaving on Highway 20 in the John's Hole Bridge, Exit 119 area. If I can clarify any of my comments, and suggestions, please do not hesitate to contact me.

John Ferebauer



Received & accepted
10/1/00

Idaho State Transportation
Att. Megan Stark
ITD Public Information Office
ITD Dist. 6
206 N Yellowstone Highway
Boise, ID 83725



To whom it may concern

I am writing this letter to provide my insights into the propose highway 15/20 interchange.

As property owner located at 4316 North 5th East, I am concerned for my property as I am sure everyone is that is involved. Personally, I feel that the E3 proposal would be the best as it gives access to the airport and still access to Idaho Falls without going North and then having to come back into town using the off ramp on 5th west or even over at the connection on highway 20. I am not sure if you have done a traffic count on Lewisville highway in a given day or week, but there is a large amount of traffic that uses this road to access Idaho Falls and the proposal H2 would block that access off moving that traffic to either the west or east. If the H2 proposal is the one to be used, I am not sure why the road could not be move perhaps another 300 feet north which still brings it through the land fill and fields on both sides of Lewisville highway and would make the road miss the four house located where the current proposal would come through.

As perhaps a personal insight I have personally built the house in which I live which took me 9 years to complete and have a lot of personal attachment to this property. I have establish my business which is Valley Overhead Door, which if the road was to come through my property, we would have to relocate the business along with my living quarters. We have built us a a great clientele which knows were our place of business is, and moving that can be a detriment to any business. Not only that, It would be almost impossible to find another location which would accommodate the equipment, the storage and warehouse space with a retail office and allow us to live on the same premise. I would implore you to take these thought into consideration.

Sincerely,

Val Lowder



SALT LAKE CITY UT 840
12 AUG 2020 PM 4 1



Idaho Transportation Department
Attn: Megan Stark
ITO Public Information Officer
ITO District 4
206 N Yellowstone Highway
Rigby Idaho 83442
83442-556106

Megan Stark

8-10-20

The Alternative E3 is Perfect - People from Airport can have two choices. This would not crowd Grandview Dr. so bad.

They can go to Government offices from OLYMPIA Dr.

This would STOP the bank up on Grandview Dr - When site Buses and workers get off work.

That was my problem on Thursday night trying to get anywhere 6:00 P.M. until 7:00 P.M. Sometime traffic would be backed up PAST SATURN Ave.

I hope you do that one. One happy Person

Sande



stjude.org/givehope

Voting for
Alternative H2

Thanks
Gene



SALT LAKE CITY UT 840

15 AUG 2020 PM 2 L

Gene Cook



ITD Megan Stark
Attn: Megan Officer
ITD Dist 6
ITD Dist 6
206 N. Yellowstone Hwy
Bozeman, MT 59717

63442-2880

Aug. 22, 2000

Feed back

on Connector 1-15 / U.S. 20

My husband Jack (74) and my self (69) definitely are voting in favor of Alternative 3

We moved from the east side of IF especially to this small addition. This is our tie we die home. We wanted a farm feeling, fewer people, quiet area, where we know know almost everyone & picnics in the summer

If a freeway runs down our back yard, the noise of a freeway and long haul trucks will not only drive me crazy or to drink

The wild life we have here, moose, geese, swans, 15-16 different species of birds, 2 pr. of returning nesting ducks will go, and not come back. Our views of the Tetons and mountains, Lemhis, Sawtooths, Bitterroot. Our small addition will lose its charm and resale value.

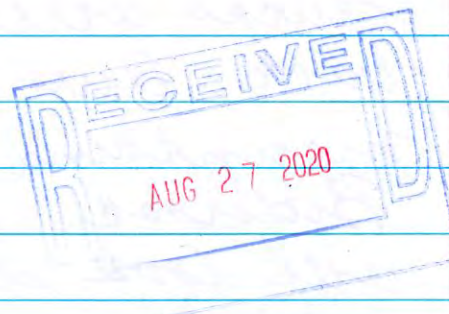
Progress doesn't have to always be the winner —

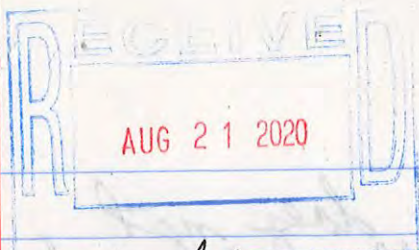
truckers and personal
drivers are never going
to miss or know what was
here, but we love and ~~do~~ live
here.

I know its a hard disassion
for all, but living in the
place we love and plan on
staying for a few ~~to~~ more years

Thanks for your
consideration
Jack & Sue Walton

Alternative





August 17, 2020

Attention: Megan Stark, ITD

I cannot believe alternative H₂ is still an option for the new freeway! Alternative E₃ would be by far the better choice.

You list the "hatch Pit" as a Construction dump - - This is untrue. This dump is still being used today as a City dump!

There is a Bald Eagle nest in the area of 5th St. Bald eagles are Federally protected. This nest has been in the same location for several years.

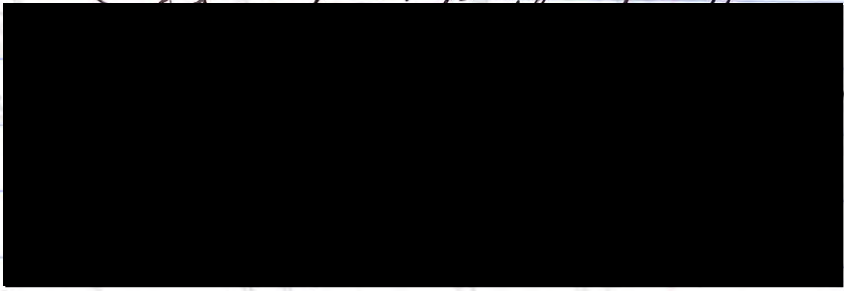
The H₂ alternative would be the most costly as the housing development in this area has some of the most valuable houses in Idaho Falls. There is also very valuable farm land.

OSUS 1 S 00A
The H2 alternative does not provide access to the Idaho Falls airport. Very poor decision!

The H2 alternative would make property values plummet. Poor decision.

Please be diligent in making the proper decision for the free way. I truly do not think H2 is the better of the 2 remaining options!

Betty Meier,



From: Cynthia Gibson <cynthia@idahowalkbike.org>

Sent: Wednesday, August 19, 2020 3:42 PM

To: Cynthia Gibson <cynthia@idahowalkbike.org>

Subject: Comment on US-20/I-15 interchange project, now through Aug. 24th

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Idaho Falls Community Member,

Idaho Walk Bike Alliance strongly urges you to submit your comments on the proposed Idaho Transportation Department (ITD) US-20/I-15 interchange as a bicyclist, a walker, and a citizen. The **deadline to submit comments is next Monday, August 24.** After two years of public outreach, two alternatives are being considered: E3 or H2. You can view details of each at this [online meeting link](#). You will see a "Comment" button at the top right of your screen to share your comments. It is easy and fast.

IWBA supports alternative H2 for several reasons. We have outlined our reasons below and invite you to select some of these bullets to include in your comments to ITD, if they apply to you. We also recommend writing something personal about your own mobility situation.

Alternative H2 would:

- move through traffic well north of the existing congested area;
- simplify construction logistics through a less congested area;
- reduce negative impacts to existing residential neighborhoods;
- preserve the beauty and recreational uses (e.g. fishing) along the Snake River corridor between Freeman Park and the existing John's Hole river bridge;
- add a new river bridge several miles north of the existing John's Hole (US-20) river bridge, which offers motorists more travel options; and

- create a new interchange at 5th West that would benefit the INL/ISU north campus and the Sage Lakes development and golf course by providing needed Interstate highway access.

In contrast, Alternative E3 would:

- create a second river bridge very close to the existing John's Hole bridge;
- move US-20 traffic and noise closer to Freeman Park than it is currently;
- increase traffic close to existing residential neighborhoods.

Again, you can submit your comments in less than ten minutes by clicking on the [Comment button](#). Your input could play a major role in the future of your beautiful city, which we hope to see become more bikeable and walkable for younger generations rather than clogged with large roadways and motor vehicles. Please submit your comments as someone who loves to ride a bicycle, walk your children to school, spend time in a park, or any other time you actively spend outdoors. Your voice is critical; now is the time for all of us to raise our voice and speak up for more vulnerable road users.

Cynthia

--

Cynthia Gibson | Executive Director
Idaho Walk Bike Alliance

O: 208-345-1105 | M: 208-336-5821

cynthia@idahowalkbike.org

P.O. Box 1594 Boise, ID 83701

idahowalkbike.org



Go Places...Safely!

From: I15US20Connector
To: [Borders, Stephanie](#)
Subject: New Comment Recieved
Date: Wednesday, August 19, 2020 5:14:30 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

New comment submitted

The I15/US-20 Connector project has received a new comment.

Comment Title:

Submitter Name:

NA

Comment Source:

Map Comment

Comment Topic:

Comment:

Alternative H2 may be easier in the short-term, but this isn't the best option when looking at the long-term effects. I agree with others who realize the importance of keeping this in town.

[Go To Comment](#)

From: I15US20Connector
To: [Borders, Stephanie](#)
Subject: New Comment Recieved
Date: Tuesday, August 18, 2020 1:13:09 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

New comment submitted

The I15/US-20 Connector project has received a new comment.

Comment Title:

Submitter Name:

N/A

Comment Source:

Map Comment

Comment Topic:

Comment:

We just moved into Fairway Estates and am writing to oppose Alternative H. I strongly believe that Alternative C is the best option.

We moved here to get away from the constant sound of vehicles. I'm not familiar with the history of this town yet but I have heard and read about the problems that can possibly happen if H is chosen. Like: I have been told that there are significant structural concerns with building over the hatch pit. It was also a city landfill in the 80's and there was a lot of illegal dumping in that area which is concerning if they start digging around there. The city's water source and aquifer are below it and the test wells just west of the dump show contamination.

We also have valid concern with proximity to the airport runway approaches too and those need to be pushed heavily.

I strongly believe that Alternative C is the best option for this town.

[Go To Comment](#)

From: I15US20Connector
To: [Borders, Stephanie](#)
Subject: New Comment Recieved
Date: Friday, August 14, 2020 10:21:14 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

New comment submitted

The I15/US-20 Connector project has received a new comment.

Comment Title:

Submitter Name:

Adam Jacobs

Comment Source:

Map Comment

Comment Topic:

Comment:

I really like option H. Moving the exit a mile north out of Idaho Falls would create less confusion for those wanting to get off into Idaho Falls and for those just wanting to head up to Rexburg or West Yellowstone. Additionally, option H seems to allow for higher speeds along I-15 whereas currently you need to drastically slow down for exits. Turning the current exit into a local street would be good for Idaho Falls growth as well.

[Go To Comment](#)

From: I15US20Connector
To: [Borders, Stephanie](#)
Subject: New Comment Recieved
Date: Thursday, August 13, 2020 4:04:17 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

New comment submitted

The I15/US-20 Connector project has received a new comment.

Comment Title:

Submitter Name:

N/A

Comment Source:

Web comment

Comment Topic:

Comment:

Plan to have a Belt route that goes from I-15 through Ammon/Iona that connects to US-20. Make a safer and quicker route to Ammon/Iona and possibly reducing traffic on the current I-15/ US20 connector.

[Go To Comment](#)

From: I15US20Connector
To: [Borders, Stephanie](#)
Subject: New Comment Recieved
Date: Wednesday, August 12, 2020 10:00:41 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

New comment submitted

The I15/US-20 Connector project has received a new comment.

Comment Title:

Submitter Name:

Murissa Morgan

Comment Source:

Map Comment

Comment Topic:

Comment:

The intersection at St Leon has high traffic and low visibility. Creating more traffic on 49th will create a larger problem for the traffic on St Leon which is growing and has lots of kids that walk down this road. Having the bipass connect through this area will be dangerous. St Leon needs to go to lower speeds because of the high crashes at the intersection by the junkyard. All of these issues need to be addressed when thinking about putting more traffic on these roads.

[Go To Comment](#)

From: I15US20Connector
To: [Borders, Stephanie](#)
Subject: New Comment Recieved
Date: Monday, August 10, 2020 7:45:02 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

New comment submitted

The I15/US-20 Connector project has received a new comment.

Comment Title:

Submitter Name:

Krs n/a

Comment Source:

Map Comment

Comment Topic:

Comment:

Alternative H looks to offer the best long term option for additional growth in the area, with less impact to the current exit. Don't make the current area more complex, keep it simple, reduce risk, and move the exits to an area with more room to work with.

[Go To Comment](#)

From: Lew Frye
To: [Borders, Stephanie](#)
Subject: Re: I-15/US-20 Connector project
Date: Friday, August 14, 2020 11:57:35 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My wife and I are in favor of Alternative H2. It would require less construction headaches and move the road areas away from already established neighborhoods. The splitting off of Telford Road would allow for easier access going north on I15 and allow for a new 4 lane road over to US 26 and the Costco. The US [20 access to Hitt and St. Leon](#) roads needs upgrading anyway. This will create opportunities for new commerce in the areas and improve access. The split diamond interchange for Exit 118 & 119 will reduce impact to those areas also. Over it is the best idea.
Thanks

Sent from my iPhone

On Aug 14, 2020, at 9:22 AM, Borders, Stephanie
<Stephanie.Borders@hdrinc.com> wrote:

Hi,
If you just want to send your comments directly to me, I'll make sure they are included in the project record and meeting summary.

I'm a consultant to ITD and my role has been to lead the outreach efforts.

[Stephanie G. Borders](#)
Sr. Public Involvement Coordinator

HDR
River Quarry at Parkcenter, 412 E. Parkcenter Blvd.
[Suite 100, Boise, ID 83706-6659
[D](tel:208.387.7012) 208.387.7012 [M](tel:208.608.6635) 208.608.6635
stephanie.borders@hdrinc.com

hdrinc.com/follow-us

From: James Reynolds
To: [Borders, Stephanie](#)
Cc: [Margie Zadosko](#); [Paul Pence](#); [Bill Behymer](#)
Subject: Re: I15US20 comment form PIM4
Date: Tuesday, August 18, 2020 1:09:26 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

E3 = too expensive and does not move major traffic flow into a better area.
H2 = DEFINITELY NOT!! Moves major traffic into developed and developing residential areas.

Suggestion: move the US 20 exit from I-15 3 to 5 miles north, where it can be routed through agricultural land.

Stephanie, I tried to use the link to the website but it would not let me submit my comments. I appreciate your help, but find the ineffectiveness of the website to be more than curious. I wonder if our US Congressman and State Representative are aware of this issue?

On Mon, Aug 17, 2020 at 3:43 PM Borders, Stephanie <Stephanie.Borders@hdrinc.com> wrote:

Hello James,

I'm sorry you are having trouble submitting this online. You can either use this Word document or just send me an email and I'll make sure it gets into the project record.

Thank you!

[Stephanie G. Borders](#)

Sr. Public Involvement Coordinator

HDR

River Quarry at Parkcenter, 412 E. Parkcenter Blvd.
[Suite 100, Boise, ID 83706-6659
[D 208.387.7012](tel:208.387.7012) [M 208.608.6635](tel:208.608.6635)
stephanie.borders@hdrinc.com

hdrinc.com/follow-us



I15/US20 Connector Public Meeting

August 2020

Welcome

Thank you for your participation in our I-15/US-20 Connector online meeting. We would like to share updates and receive your input on the project's development. Your feedback is important for moving this project forward.



Your Safety • Your Mobility
Your Economic Opportunity



Project Overview

For the past three years, ITD has been working closely with the City of Idaho Falls and Bonneville County on a Planning and Environmental Linkages (PEL) study.

The PEL study is focused on developing a range of alternatives to address improvements to the I-15 and US-20 in or near Bonneville County and Idaho Falls.



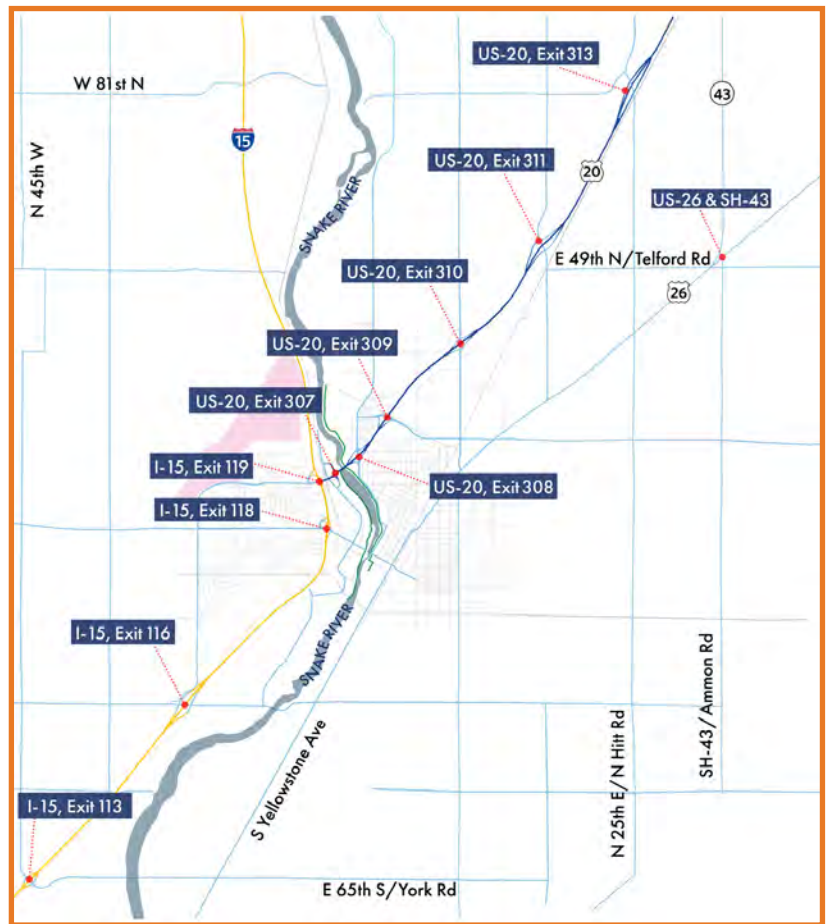
To review the project purpose and needs, visit:

i15us20connector.com/#about



For more on the PEL process, watch the overview video:

hdr.wistia.com/medias/27h7ugngxy



How We Got Here

The project team has been actively engaging the public throughout the project development process to determine how the corridor can be improved to best serve Idaho Falls citizens and the growing region.

Project Start

Summer 2018

Concept Alternative Development and Level 1 Screening

Level 1: Resulted in 10 alternatives, including the no-build alternative, which were presented to the public at an open house meeting in September 2018.

May 9, 2018

Public Involvement Meeting #1

Winter 2019 – Spring 2019

Concept Alternative Refinement and Level 2 Screening

Level 2: ITD presented alternatives to the public at a meeting held on May 16, 2019. There were 341 people in attendance and 194 comments were received.

September 5, 2018

Public Involvement Meeting #2

Winter 2019 – Spring 2020

Concept Alternative Refinement and Level 3 Screening

Level 3: Screening occurred over the past few months which resulted in two recommended alternatives moving forward. Those alternatives are the focus of this online meeting.

May 16, 2019

Public Involvement Meeting #3

Summer 2020

Public Involvement Meeting #4

Summer – Fall 2020

Prepare, Review with Agencies, and Publish PEL Report.

2+ Year Process

NEPA Process

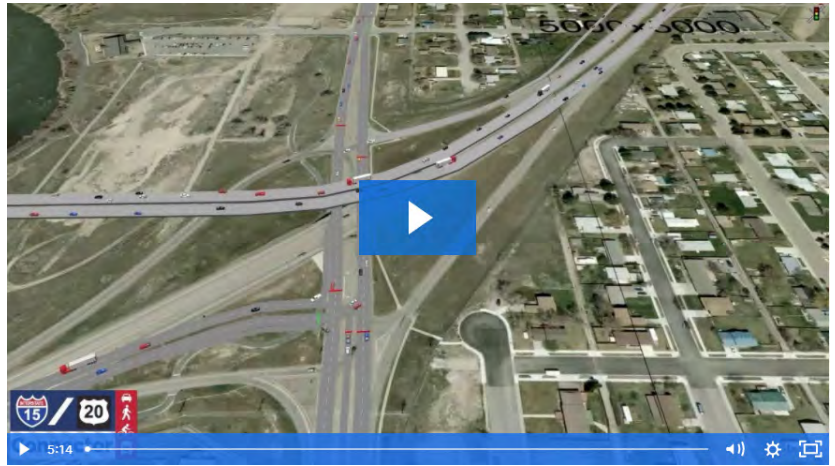
Alternatives Development

The project team developed and refined concept-level alternatives based on study criteria and public input. Each alternative is analyzed and screened to determine if it meets the Purpose and Need of the PEL.

The PEL report will be completed by Fall 2020 and recommended alternatives, along with the no build alternative, will move into the National Environmental Policy Act (NEPA) process.

To view the video, visit:

hdr.wistia.com/medias/gihprwlvhe



Alternative C3 — Removed From Consideration



Map Legend

- Roadway
- Structure
- Roadway Obliteration

Features

- Provides direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20
- Separates the local and through traffic between Exit 118 through the City Center/Riverside Exit 308A

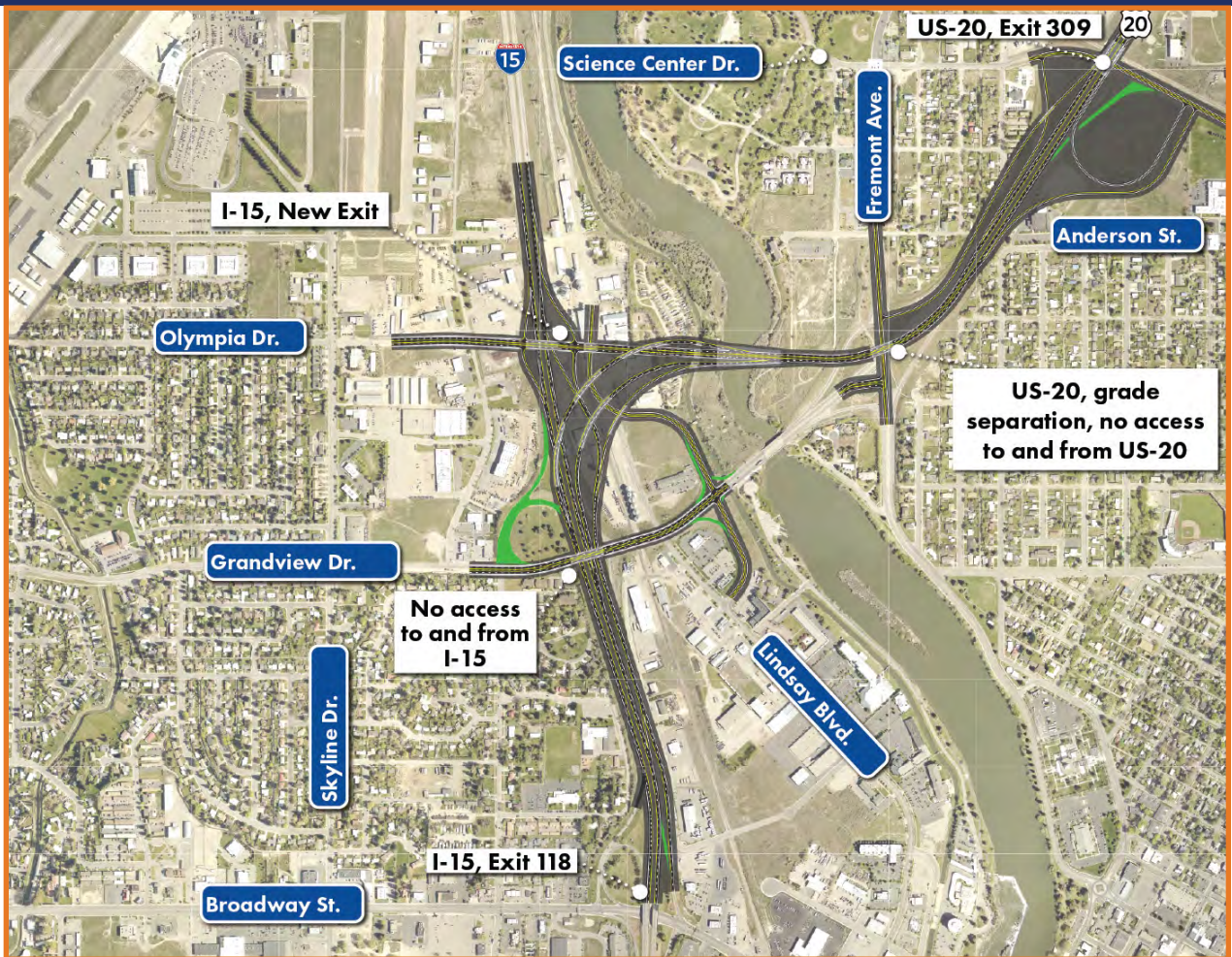
Benefits

- Reduces weaving concerns on I-15 between Exits 118 and 119

Challenges

- Eliminates US-20 Exit 307 at Lindsay Boulevard, which impacts direct access from US-20 to area hotels
- Multilevel elevated structures are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of the Snake River
- Could impact traffic during construction as it reconstructs much of the existing roadways
- Challenging weave with the merge of the direct ramps near Science Center Dr., Exit 309
- Could be difficult to reconstruct

Alternative E3 — Recommended For Consideration



Features

- The I-15 Broadway Interchange Exit 118 and New I-15/US-20 Olympia Drive exit are farther apart and connected with direct access ramps
- US-20 is realigned to the north
- The new I-15/US-20 Olympia Drive exit is north of the existing Exit 119 at Grandview
- Converts current US-20 between Grandview Drive and Fremont Avenue to a local street
- The Alternative E3 US-20 location results in a shorter new Snake River bridge crossing
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20

Benefits

- Improves safety and operations by increasing the distance between I-15 interchange

- Reduces environmental impacts as compared to Alternatives E1 and E2
- Reduces impacts to the Antares Park/Temple View area
- Reduces the need for reconstructing the Broadway interchange, with changes to the northbound on-ramp and southbound off-ramp
- Provides more direct access from I-15 to the Idaho Falls Airport via the new I-15/US-20 Olympia Drive Interchange

Challenges

- Impacts to grain silos, an RV park, and other local businesses east of I-15
- Relocation of the businesses served by the railroad and buyout of the railroad
- Constructibility may impact existing businesses and motorists

Alternative H2 — Recommended For Consideration

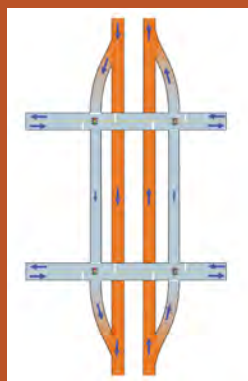


Features

- Moves the east/west portion of the new US-20 alignment farther south than previous Alternative H
- Converts current US-20 between Grandview Drive and the Lewisville Highway to a local street
- Realigns US-20 and connection to I-15 first, followed by a possible split-diamond interchange at Exits 118 and 119

Benefits

- Moving the east/west portion of US-20 alignment reduces overall impacts. Improves traffic operations of the I-15 interchanges by separating regional through traffic and local traffic
- A split-diamond interchange would remove weaving and backup on I-15
- Allows for construction in phases to minimize impacts to motorists



Split-Diamond Interchange

The split-diamond interchange is a potential option to address the existing conditions. More analysis will need to be performed during the NEPA process to develop options on I-15 between Exits 118 and 119.

Challenges

- Alignment goes through a construction material landfill
- Presents impacts to farmland
- Provides a new northern alignment for US-20 through an agricultural area

What's Next?

Using public comments gathered through this online meeting, the project team will complete the final PEL Study report and submit it to the Federal Highway Administration (FHWA).

FHWA will work with ITD to determine the next steps in National Environmental Policy Act (NEPA) planning and project development.



2021—2024

NEPA Environmental Preliminary Design *

** Pending project funding*



2027—Beyond

Construction



2025—2026

Final Design



still waiting for summary document for Public Meeting #4



I-15/US 20 Safety and Mobility Study:
Planning and Environmental Linkages (PEL) Study Report

81ST STREET NEIGHBORHOOD MEETING



YOUR *Safety* ••• YOUR *Mobility* ••• YOUR *Economic Opportunity*

Appendix M.
Community and Public Involvement



81st Neighborhood Meeting Summary

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)



81st Street Neighborhood Meeting
 7 p.m. – 8:30 p.m.
 November 8, 2018
 Fairview Elementary School
 979 E. 97th N.
 Idaho Falls



Your Safety • Your Mobility
 Your Economic Opportunity



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).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Brad London				
Jeanine London				
Sharon Hefner				
Damond Watkins				
Fred Olson				
Nola Sargent				
Kim Smith				
Loraine Spivey				
Erica Richardson				
Shawna Adams				



81st Street Neighborhood Meeting
7 p.m. – 8:30 p.m.
November 8, 2018
Fairview Elementary School
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Idaho Falls



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2

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Patti Foster				
Laruta Ogden				
Melinda DeVoe				
Glenn DeVoe				
Mike Henderson				
David Plazier				
VAL KOSTER				
Gary Messenger				
Pat Bonebright				
Lori Plazier				



81st Street Neighborhood Meeting
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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Brad London				
Jeanine London				
Sharon Hefner				
Damond Watkins				
Fred Olson				
Nola Sargent				
Kim Smith				
Loraine Spivey				
Erica Richardson				
Shawna Adams				



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3

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Matt Hyde				
Douglas Wagner				
Calvin Trane				
BLAKE FORD				
Norma Ford				
Nancy + LaRalph Christens				
Eileen Bird				
Connie Mike				
Shirley Gentry				
Shanna Johnson				



81st Street Neighborhood Meeting
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4

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Dan Ogden				
<div> <div> Audie Beck </div> <div> Floyd Beck </div> </div>				
Roger D. Sawyer				
<div> Clarena Cliven </div> <div> Woolstenhulme </div>				
Phyllis Delgado				
<div> Ken Stueve </div> <div> Karen </div>				
Doug Gnetting				
Ron Altek				
Tom Jensen				
<div> Amy & Andy </div> <div> Beasley </div>				



81st Street Neighborhood Meeting
 7 p.m. – 8:30 p.m.
 November 8, 2018
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 Idaho Falls



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5

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Corey & Vicki Leutham				
Pat & Maru Olson				
Larry & Jenev Trop				
Myrtle Siefken				
Ben Meyer Michelle Meyer				
Justin & Melissa Nichols				
Tom Little				
Doug & Rita Dempsey				
Todd & Shannon Ricks				
Matt Meng				



81st Street Neighborhood Meeting
7 p.m. – 8:30 p.m.
November 8, 2018
Fairview Elementary School
979 E. 97th N.
Idaho Falls



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6

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Sheila Purser				
Susan Hindman				
Sadie Gruker				
Talitha Cramer				
James Thomason				
Olivia John J. Callie				
Melenna Creager				
Marie Creager				
Glea Feng				
Bob & Brenda Shurley				



81st Street Neighborhood Meeting
 7 p.m. – 8:30 p.m.
 November 8, 2018
 Fairview Elementary School
 979 E. 97th N.
 Idaho Falls



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7

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).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Lynn & Marcy Aeschbacher	208-251-	1941 E 97th		
Rich & Theresa Dixon				
Thomas Lillo				
Myron Creager				
Inken Grant				
C. Ladd Holmanist				
Greg Housley				



81st Street Neighborhood Meeting
7 p.m. – 8:30 p.m.
November 8, 2018
Fairview Elementary School
979 E. 97th N.
Idaho Falls



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8

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).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Doyle Batt				
Katie Jones				
Kathryn Anderson				
Linda Sommer				
Tommy & Tiffany Walker				
Clayton + Natalia Hanks				
Randy Waters				

3



81st Street Neighborhood Meeting
7 p.m. – 8:30 p.m.
November 8, 2018
Fairview Elementary School
979 E. 97th N.
Idaho Falls



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9

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Chad Bare				
Sherrin Harvey				
Michelle Walton				



Appendix B

Handouts

- Meeting Agenda
- Universe of Alternatives



Welcome to the I-15/US-20 Connector 81st Street Neighborhood Meeting

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!



Scan this QR code with your smartphone camera to visit the project website



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

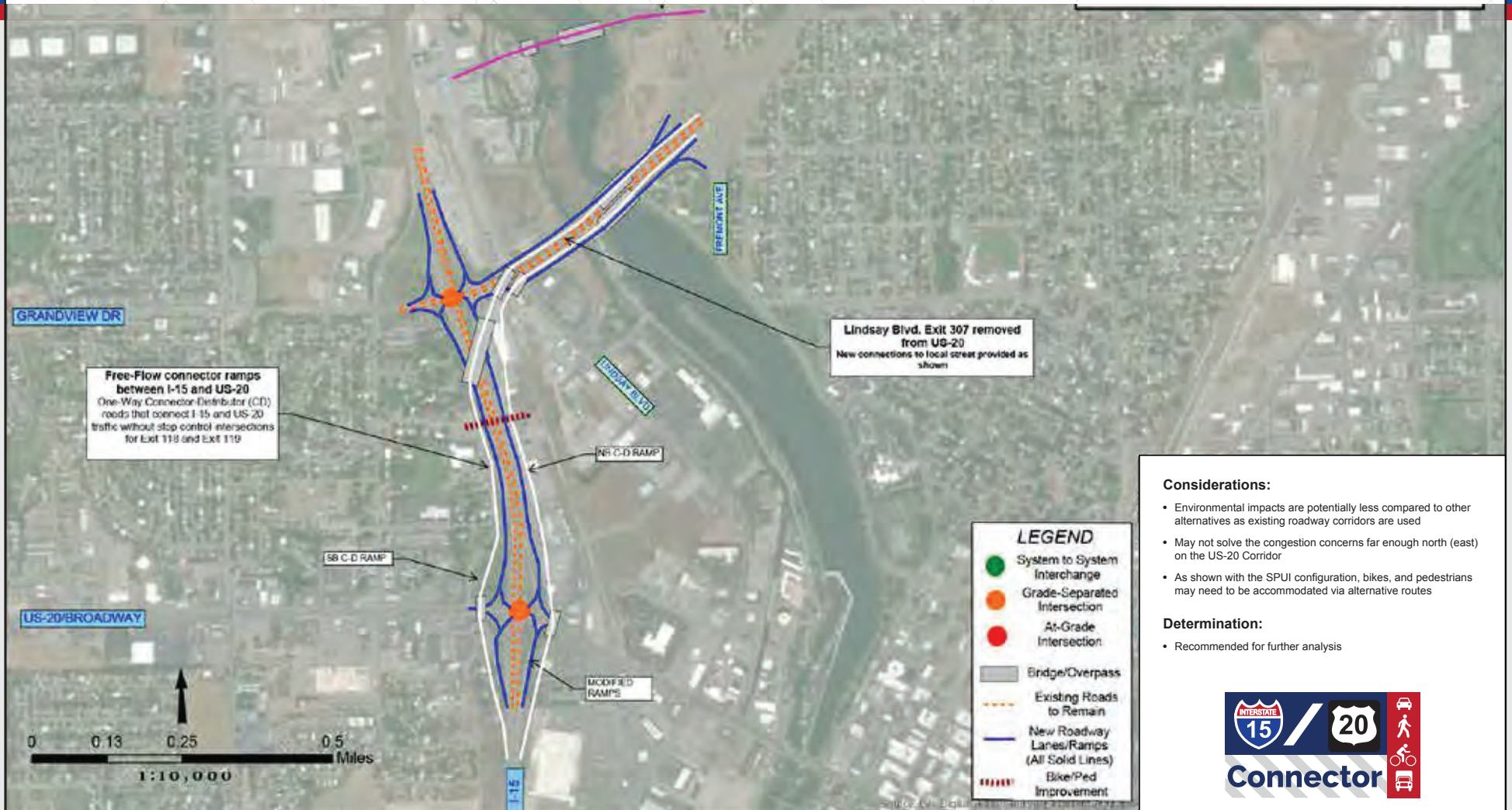


The goal of the meeting is to share concept-level alternatives and gather your feedback on those alternatives.

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:

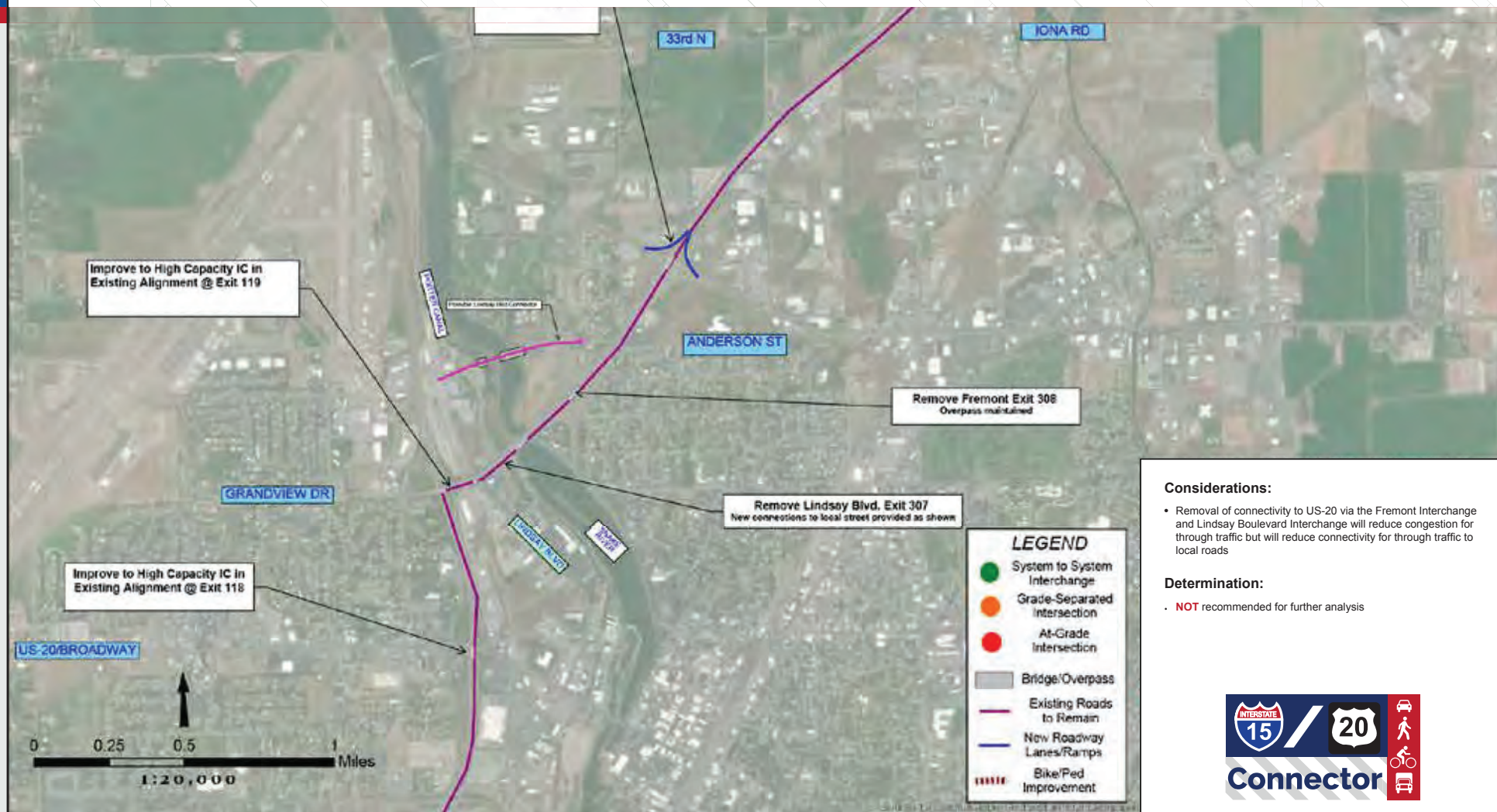
- Environmental impacts are potentially less compared to other alternatives as existing roadway corridors are used
- May not solve the congestion concerns far enough north (east) on the US-20 Corridor
- As shown with the SPUI configuration, bikes, and pedestrians may need to be accommodated via alternative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

Determination:

- Recommended for further analysis







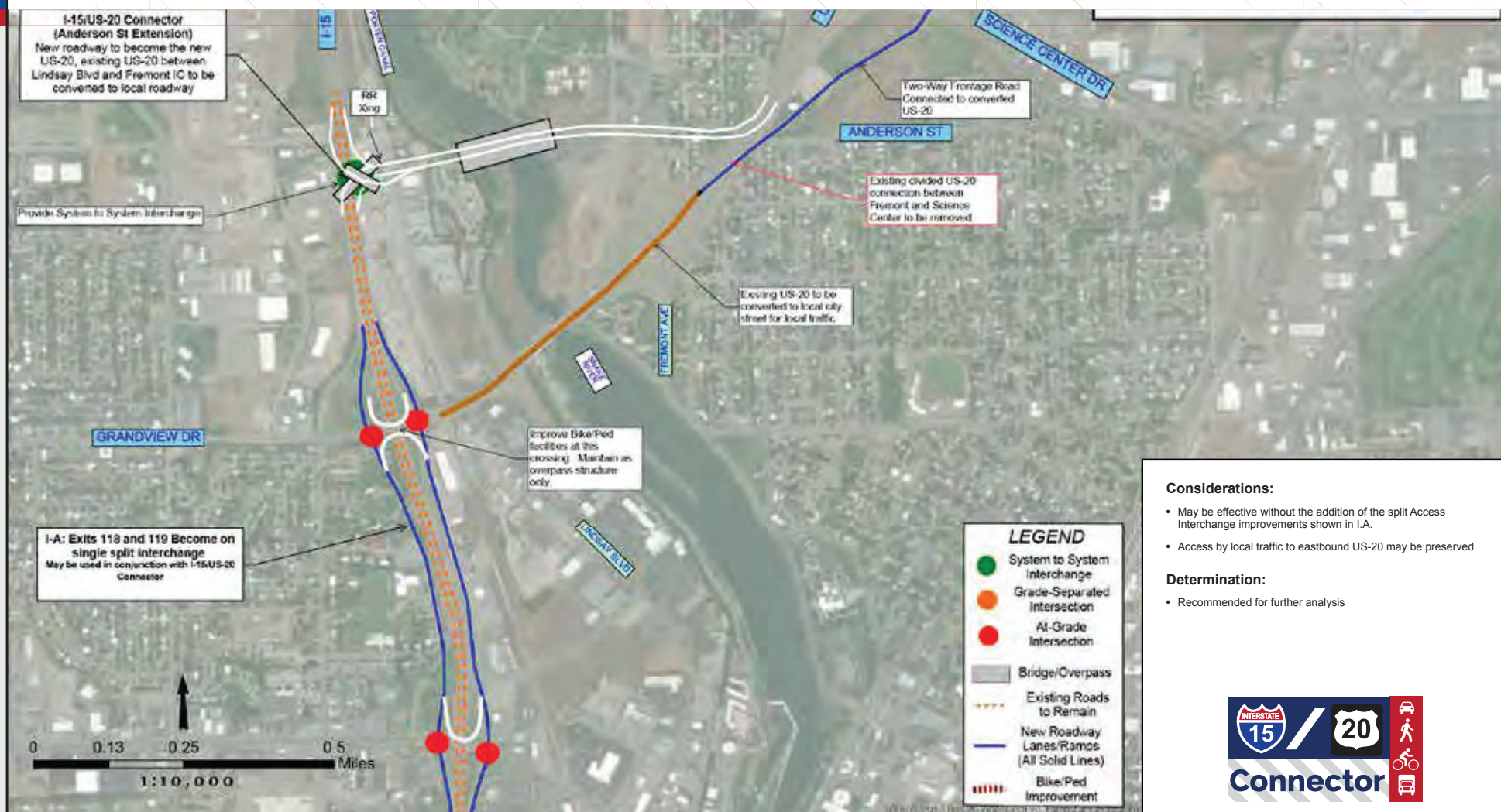
Considerations:

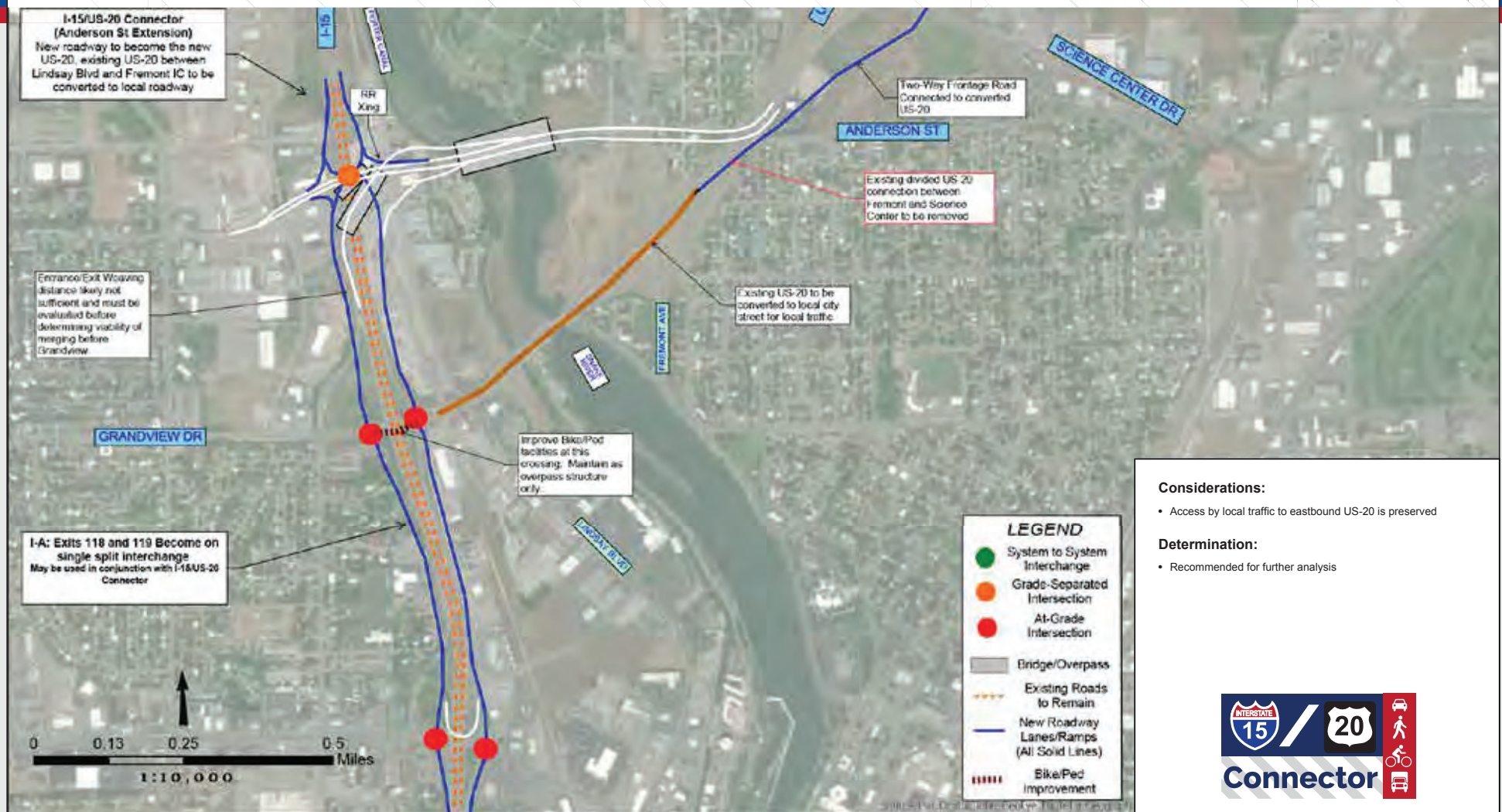
- Removal of connectivity to US-20 via the Fremont Interchange and Lindsey Boulevard Interchange will reduce congestion for through traffic but will reduce connectivity for through traffic to local roads

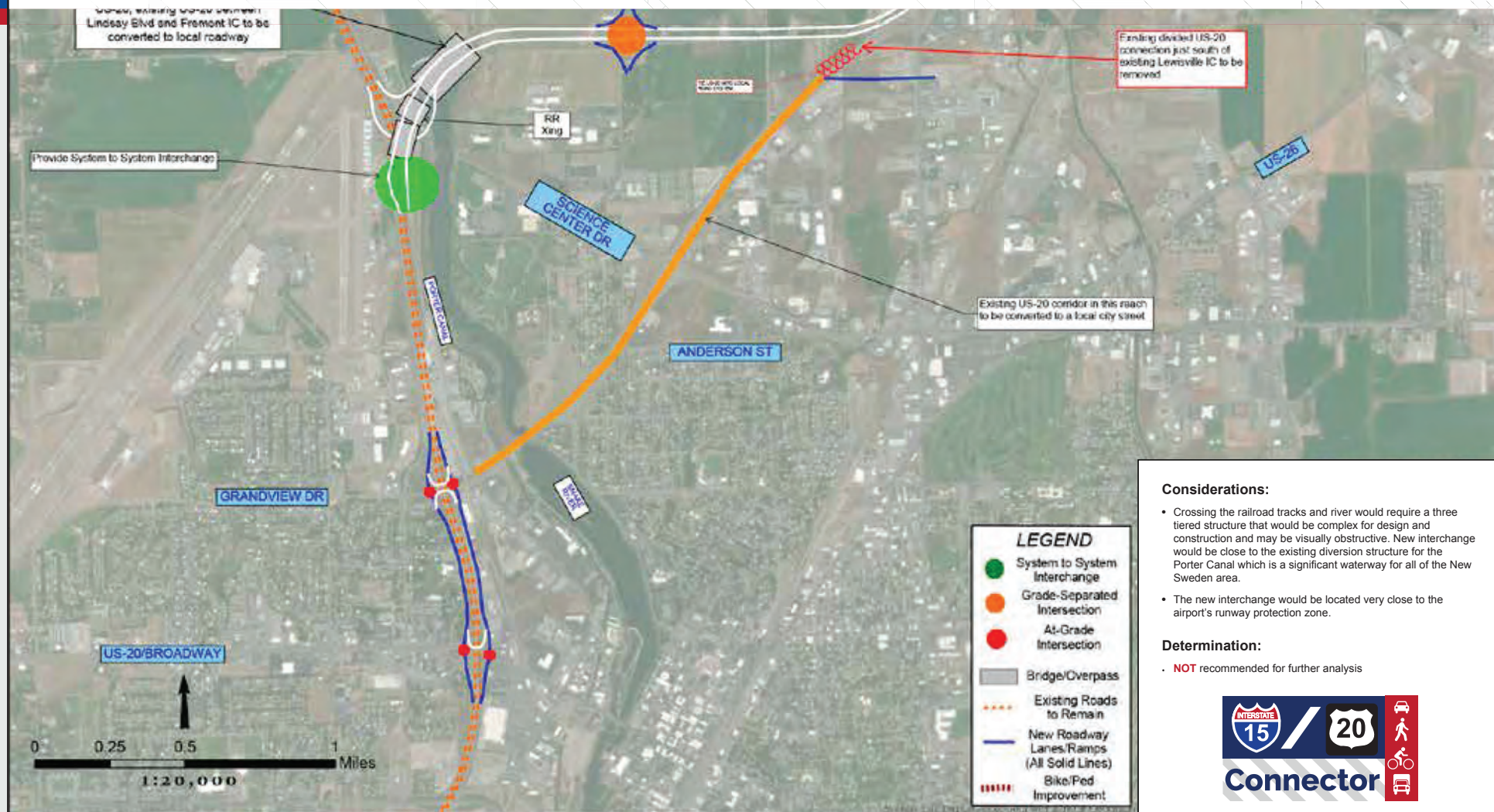
Determination:

- NOT** recommended for further analysis

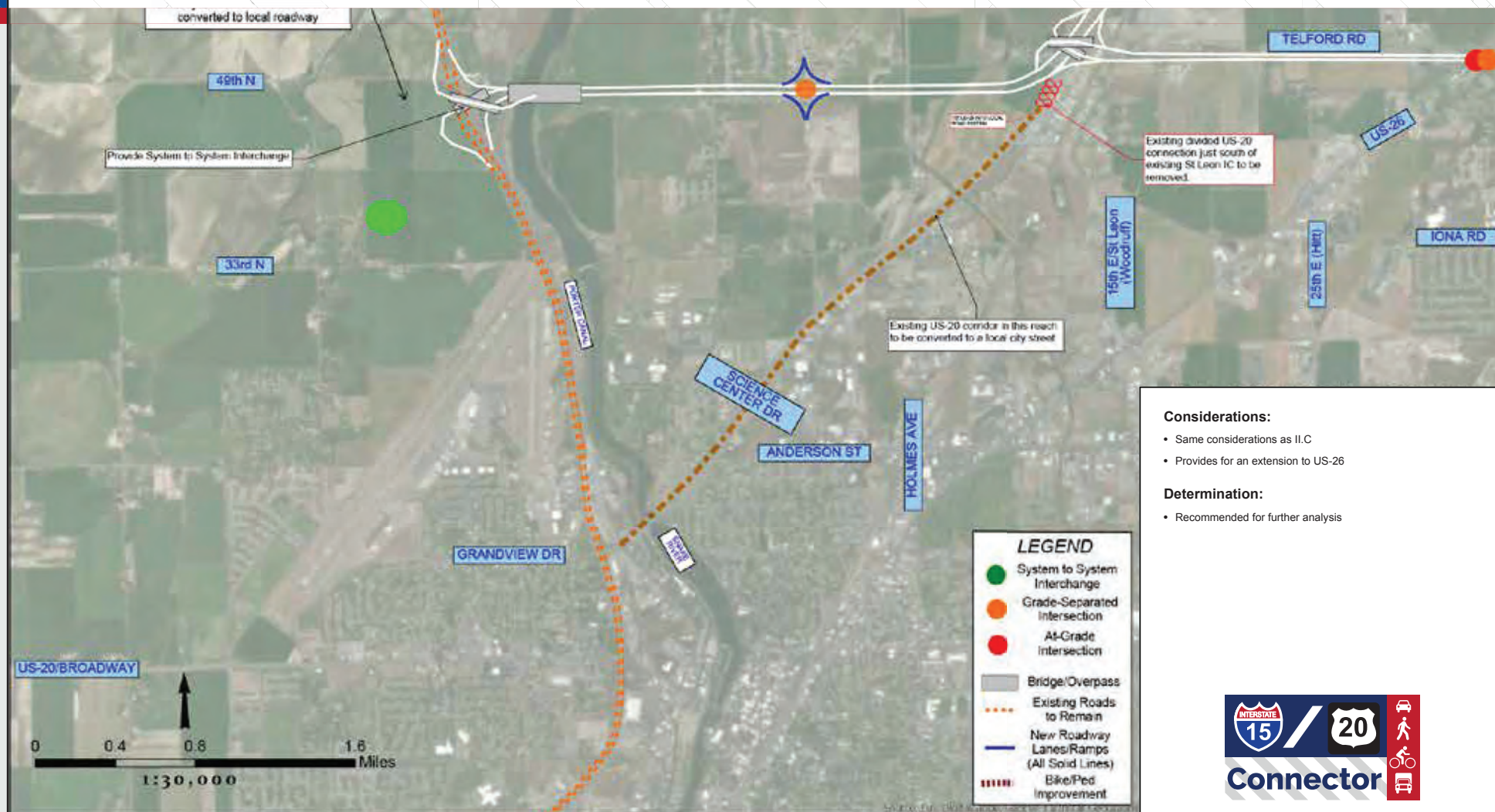


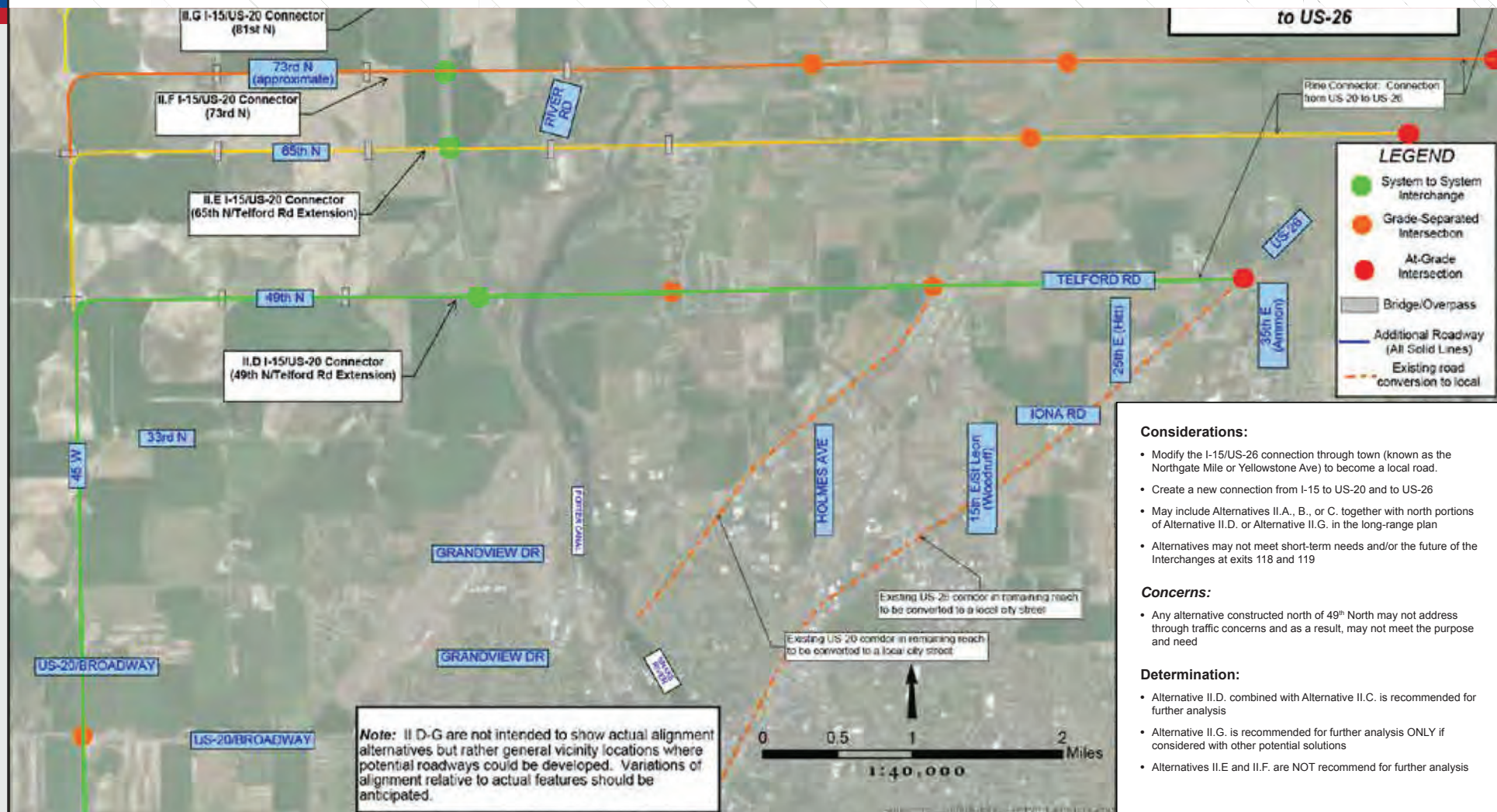






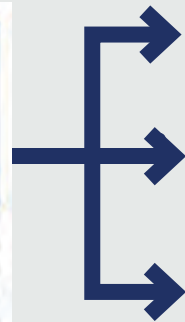








There are several ways to get and stay involved in the I-15/US 20 Connector study:



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)



81st Street Neighborhood Meeting
7 p.m. – 8:30 p.m.
November 8, 2018
Fairview Elementary School
979 E. 97th N.
Idaho Falls



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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

*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 lane
- Elevate roadway to alleviate future congestion
- remove Lindsay Blvd.
- 4 lanes both ways? I-15 / US-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-

Name: _____

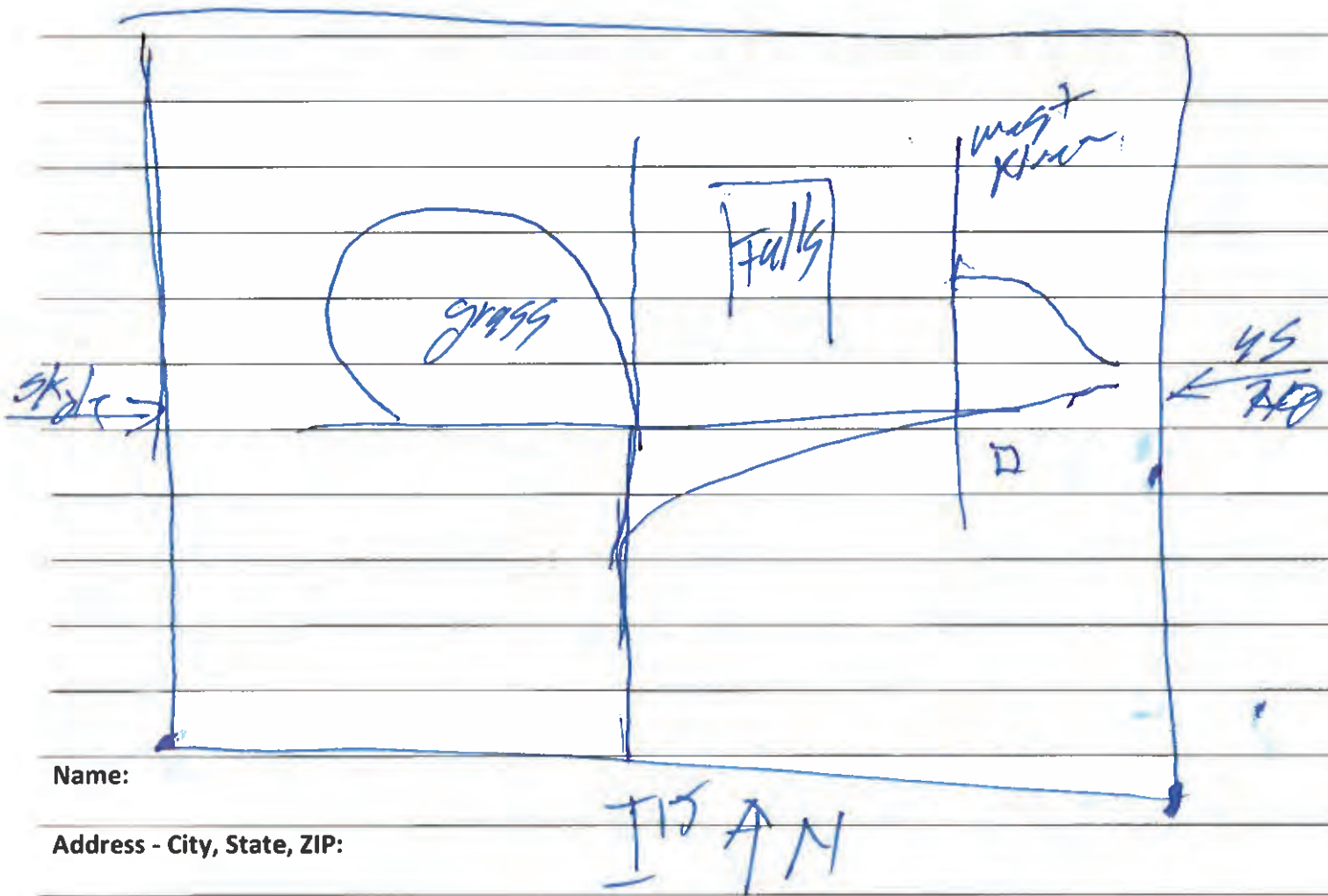
Address - City, State, ZIP:

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



Name:

Address - City, State, ZIP:

Email:

Phone:

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206 North Yellowstone Highway
PO Box 97
Rigby, ID 83442-0097
megan.stark@itd.idaho.gov



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ITD District 6
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megan.stark@itd.idaho.gov

*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 INL to build a high speed train out to the site & in town to further alleviate traffic. As an INL employee, this would provide faster travel & 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-

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

Name:

Address -

Email:

Phone:

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



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 and 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.

Copy
Antonia Zuko
10/23/2018



Appendix D

Power Point Presentation



Welcome to the I-15/US-20 Connector 81st Street Neighborhood Meeting

November 8, 2018

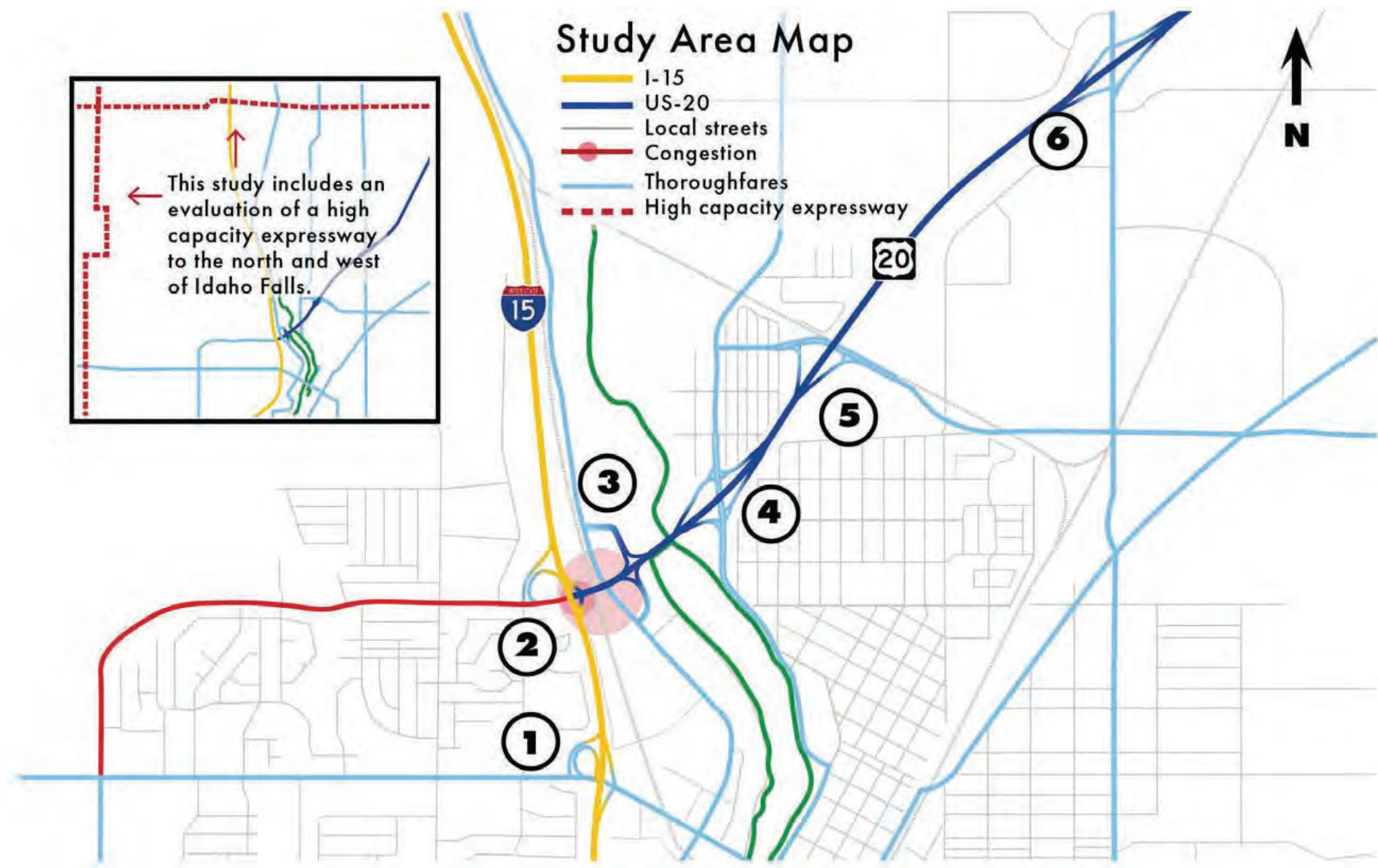


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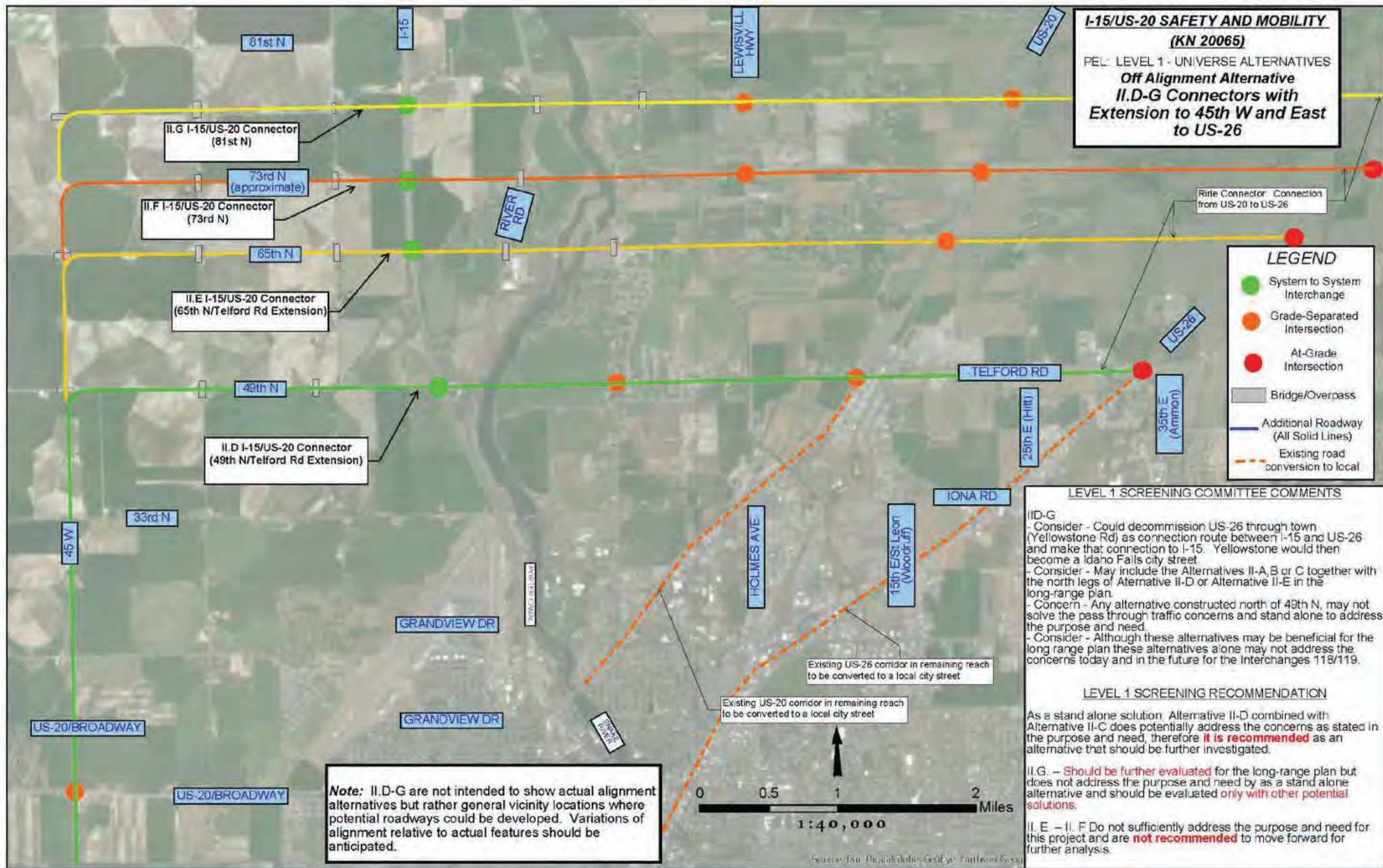


Your Safety. Your Mobility. Your Economic Opportunity.

Project Area



Alternative II D-G



Your Safety. Your Mobility. Your Economic Opportunity.

BMPO Transportation System Alternatives Study

May 2011

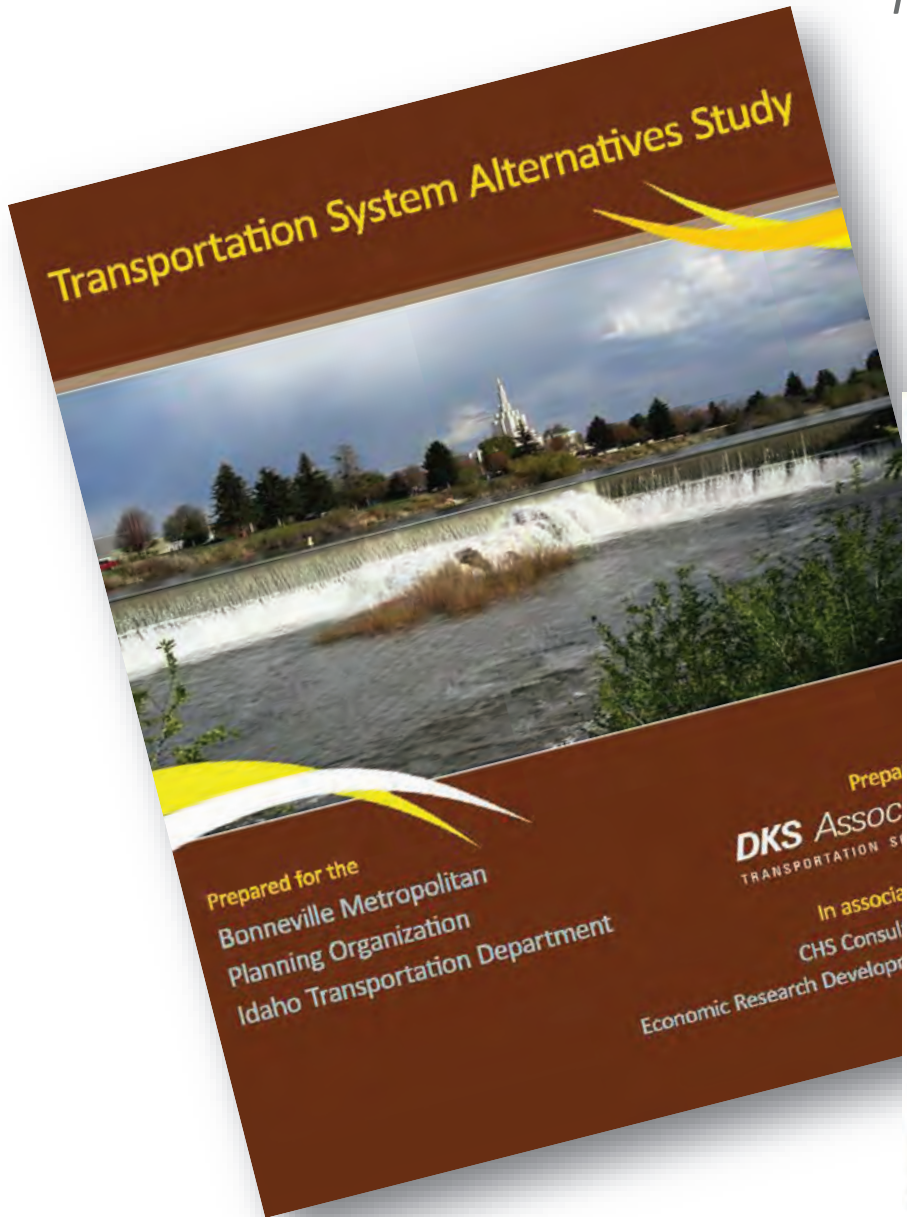


Figure 6-1 Major Beltway Options



Your Safety. Your Mobility. Your Economic Opportunity.

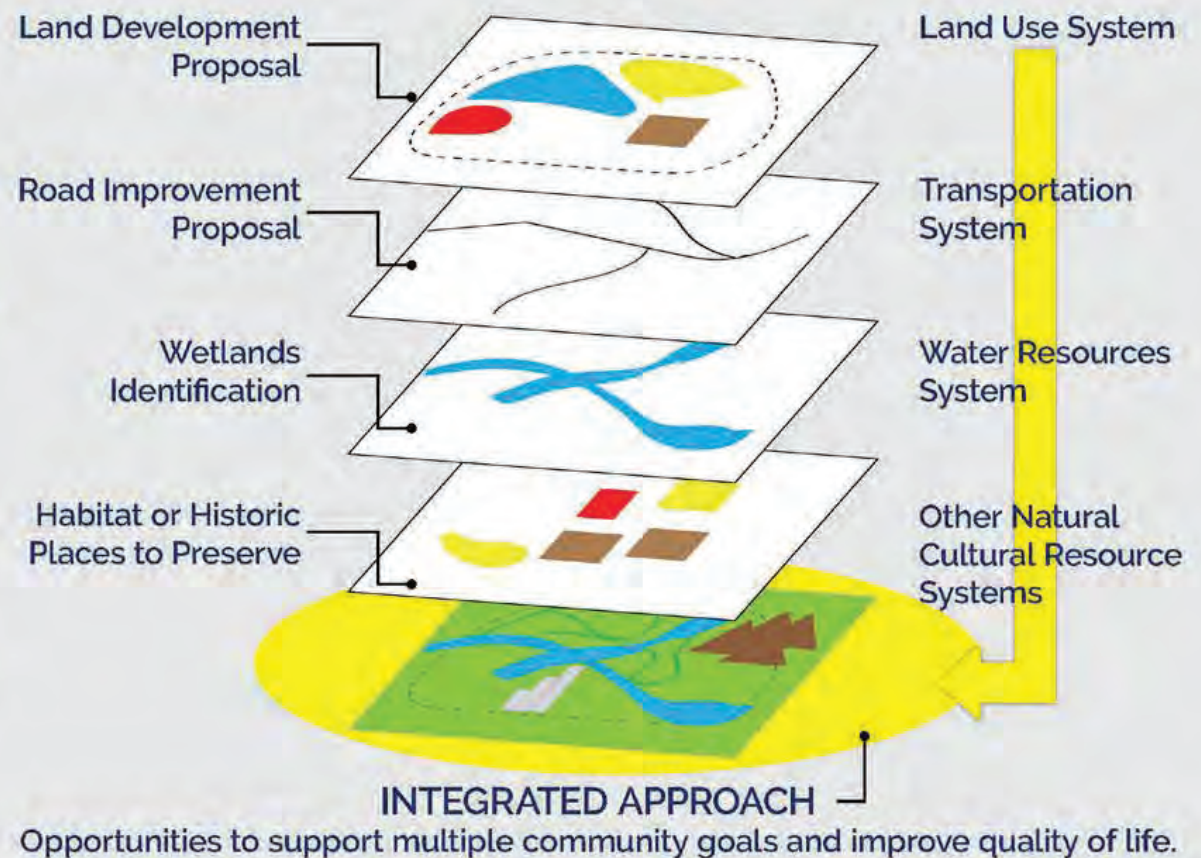
Planning and Environmental Linkages (PEL) Study

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.



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



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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:

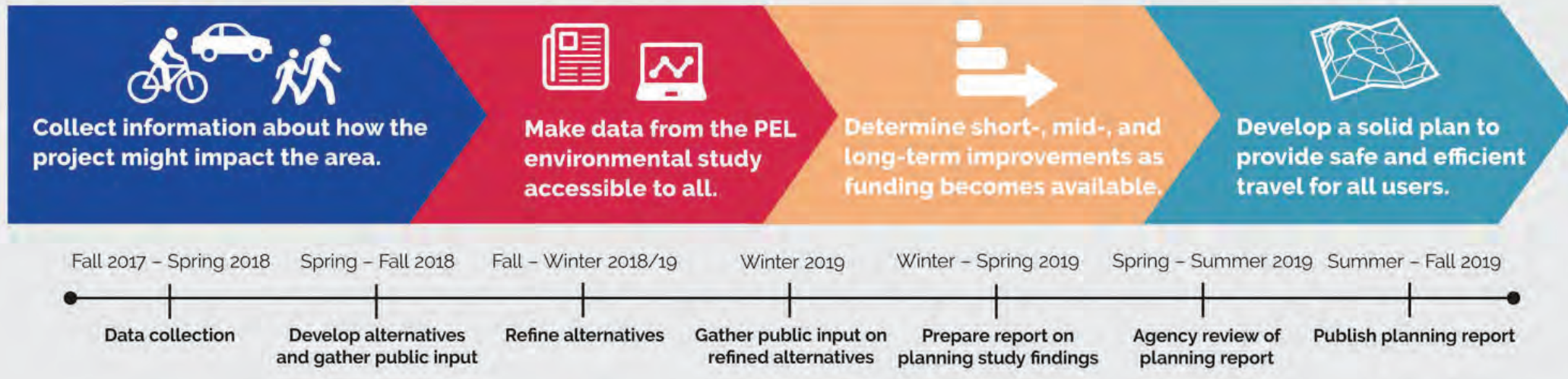
- Address unsafe travel conditions on I-15 and US-20
- Reduce congestion
- Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
- Address future travel demands forecasts



Universe of Alternatives – Level 1



PEL Schedule

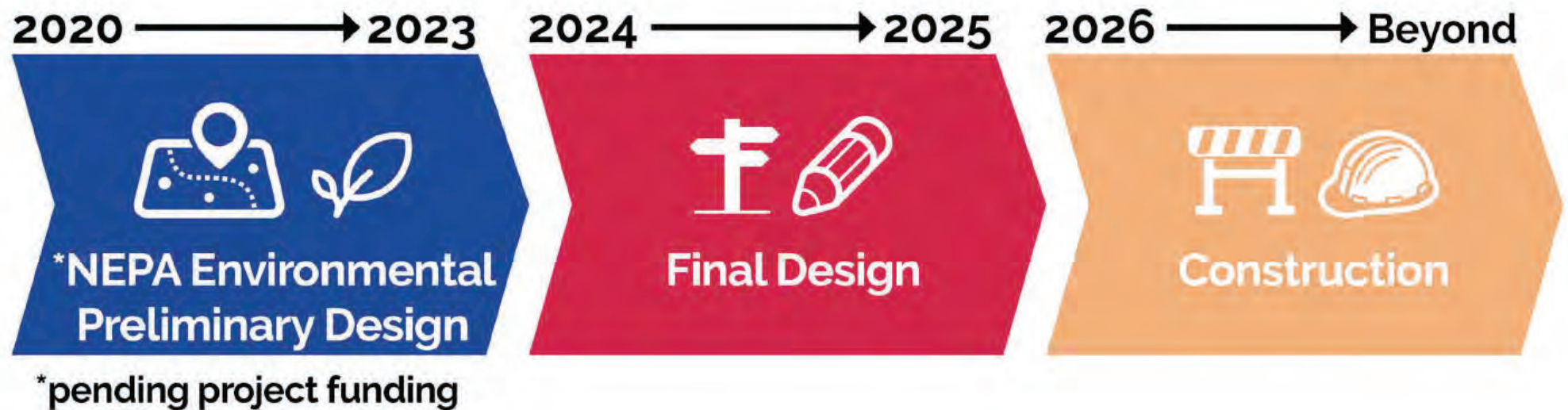


★
we are here



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Project Development Schedule



Public Involvement to Date

Open House #1



CWG Meetings



Open House #2



Additional
Community Outreach



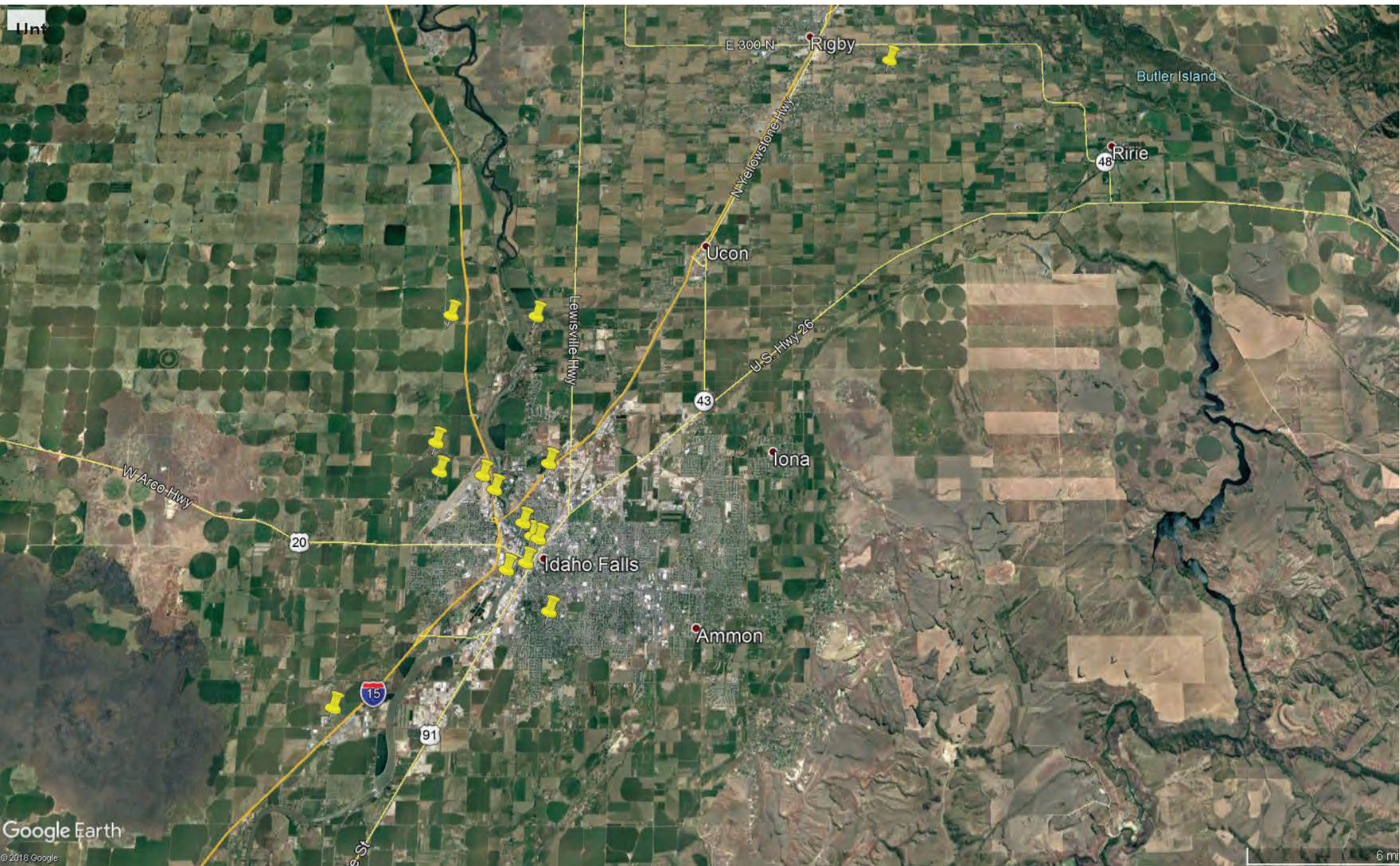
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Community Working Group (CWG)

- 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



CWG Members



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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!



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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 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

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.



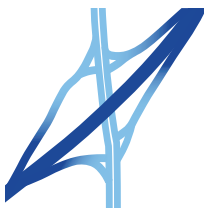
3

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.





Area Map





PEL Study

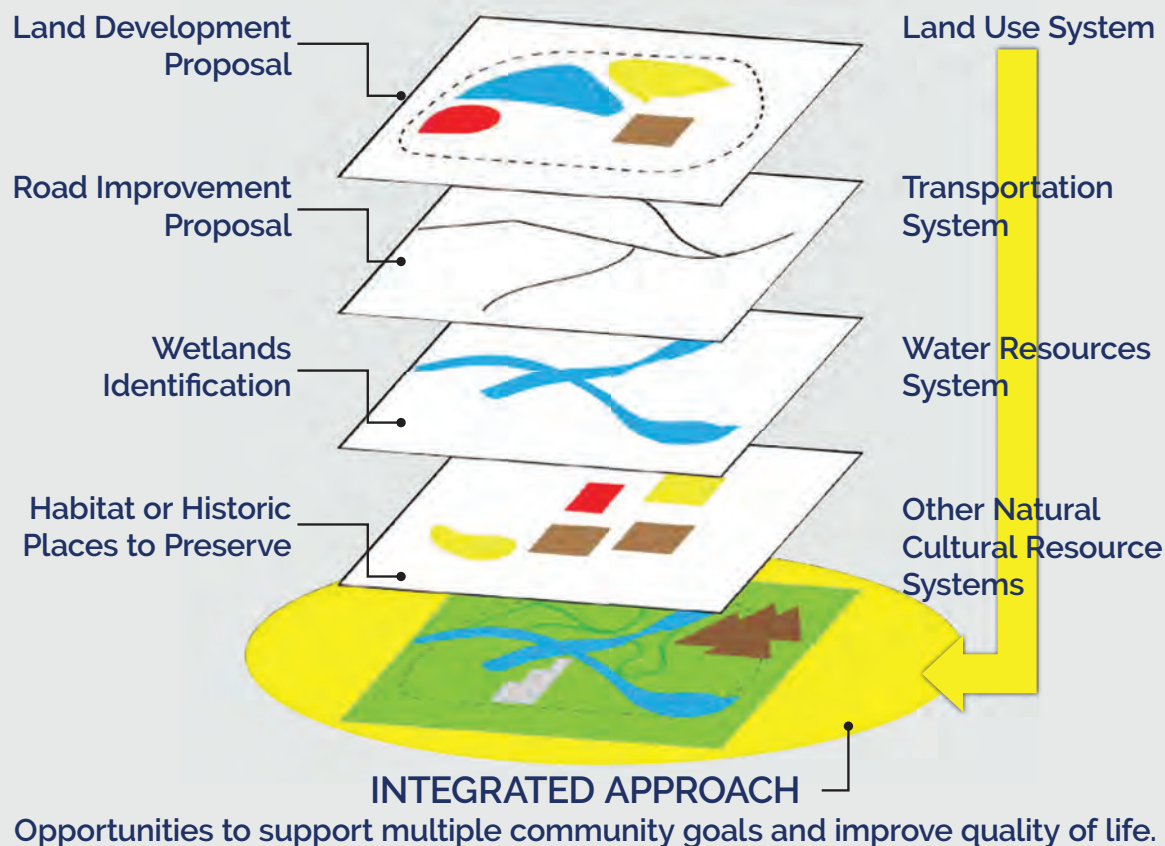
Planning and Environmental Linkage Study

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





Level of Service

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

Best



Worst

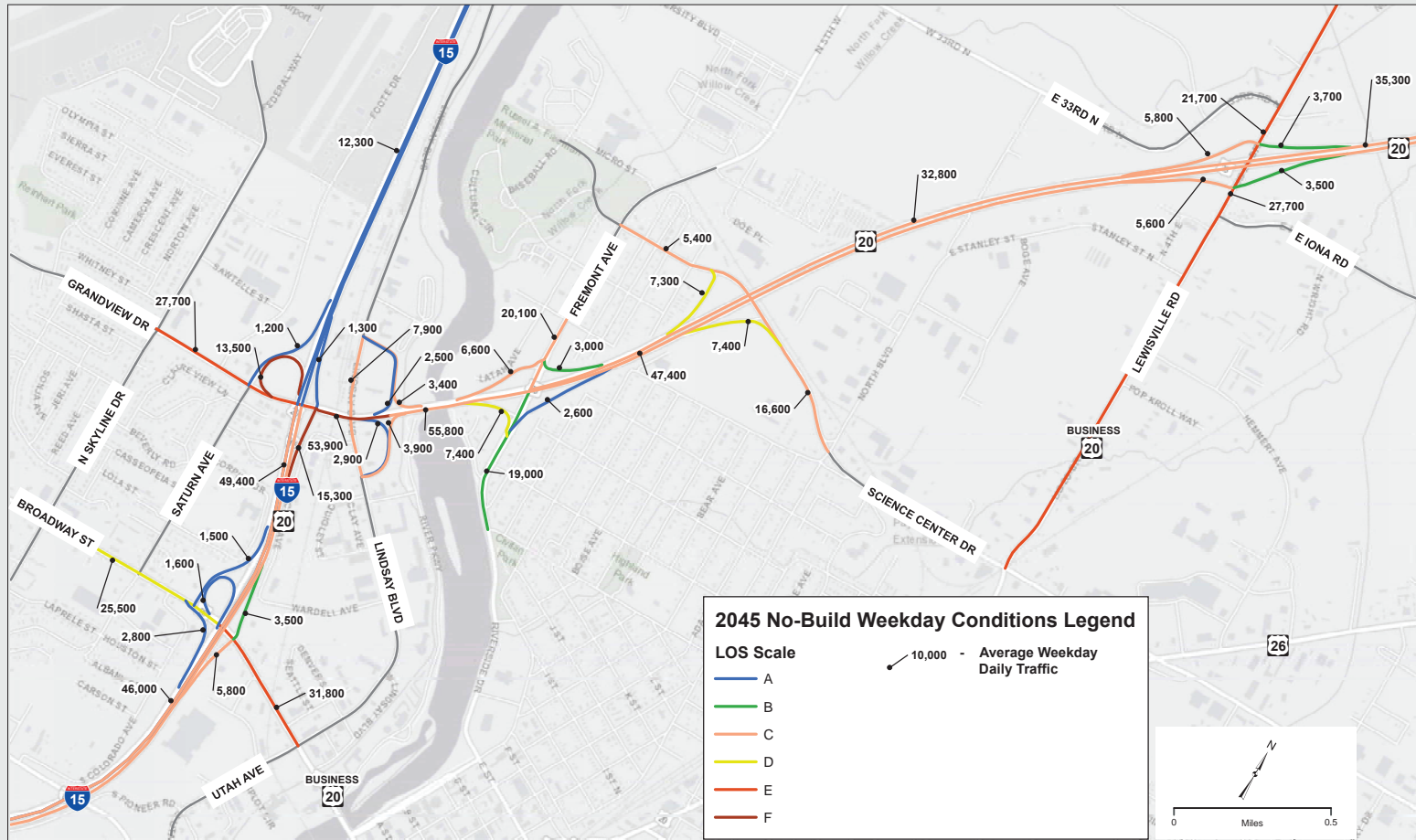
Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways.

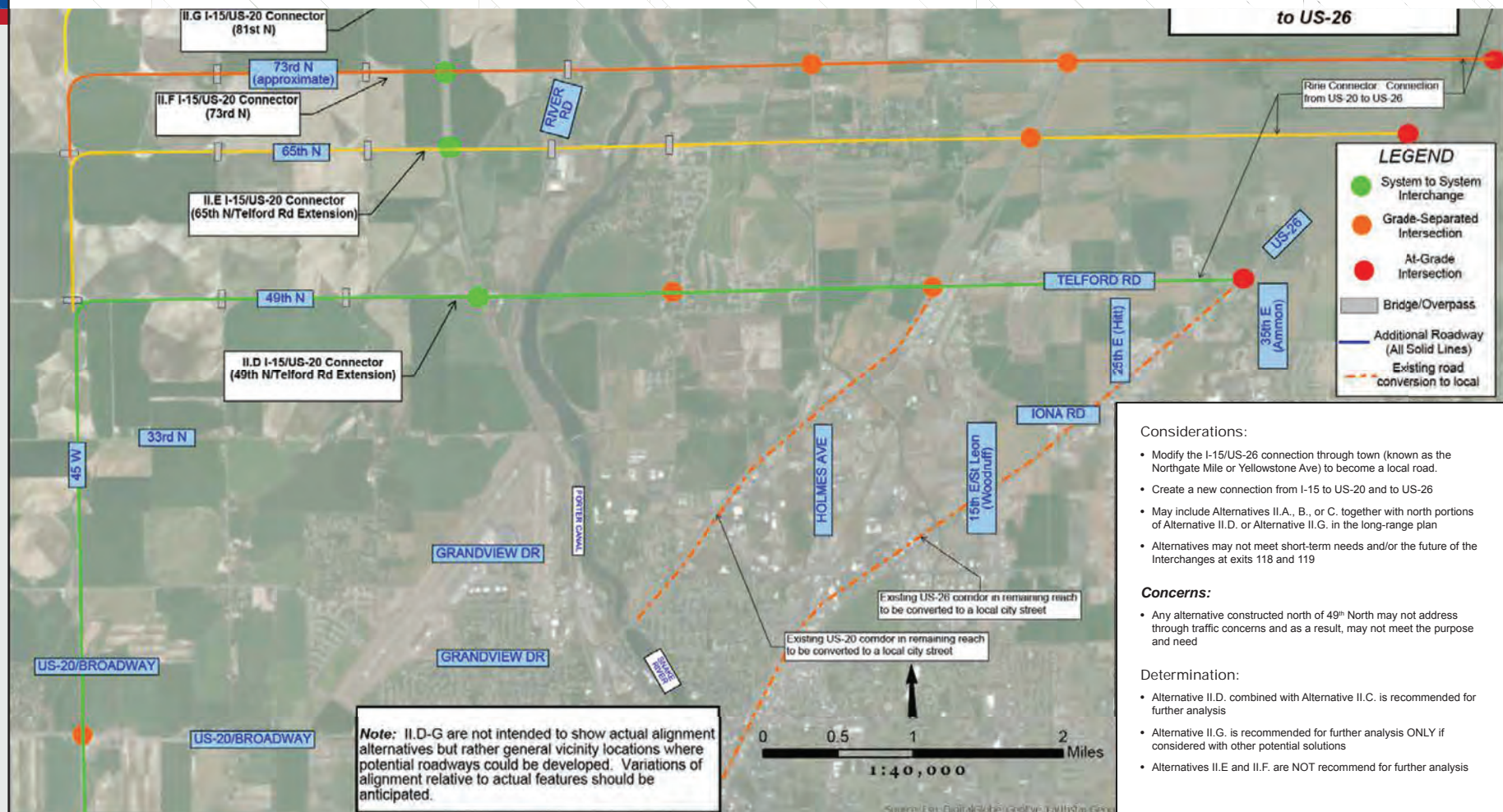
The concept of level of service (LOS) was developed to quantify traffic delay data to descriptions of traffic performance. LOS is defined by six designated ranges, from "A" (best) to "F" (worst), used to evaluate performance, and is similar to grades in school.





2045 No-Build Weekday Conditions

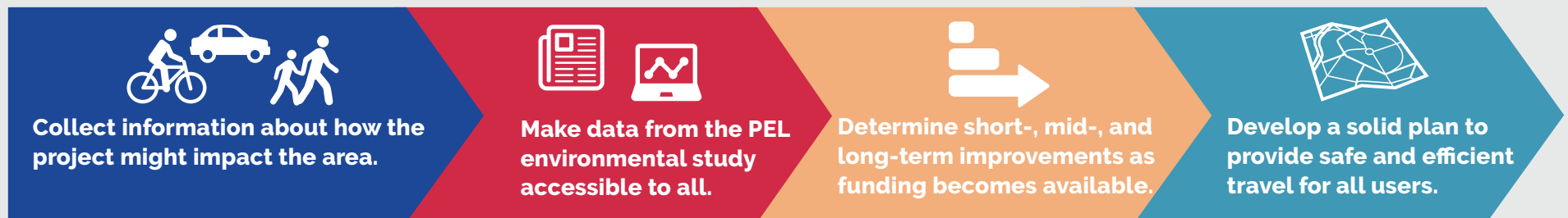






Project Schedule

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:



★ We Are Here



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 **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!





I-15/US 20 Safety and Mobility Study:
Planning and Environmental Linkages (PEL) Study Report

PROJECT FLIER



YOUR *Safety* ••• YOUR *Mobility* ••• YOUR *Economic Opportunity*

Appendix M.
Community and Public Involvement



I-15/US-20 Connector

Fall 2019 Update

PEL Purpose

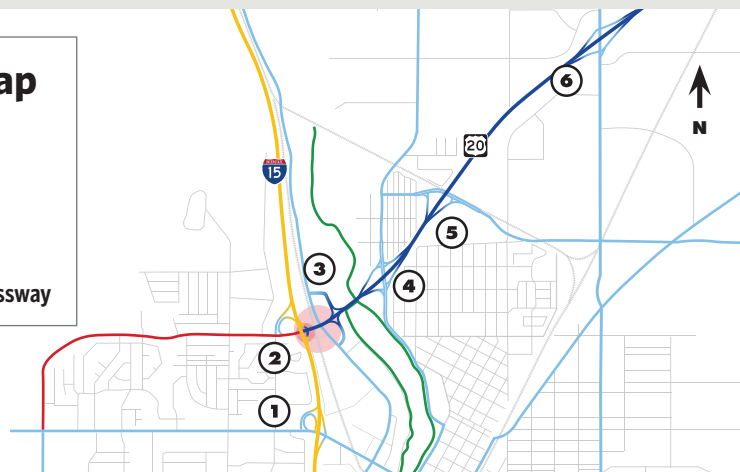
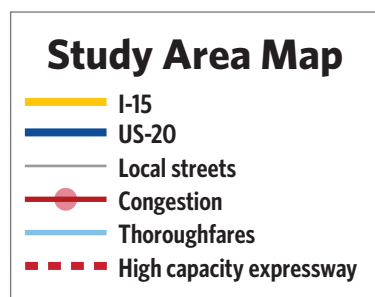
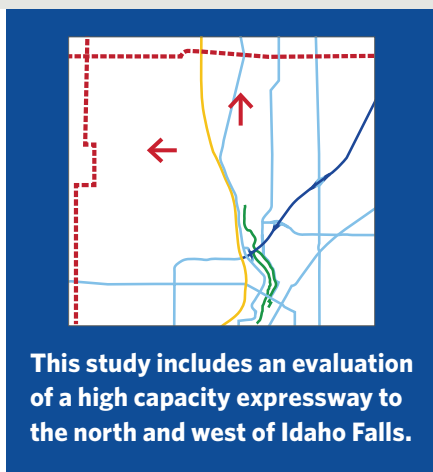
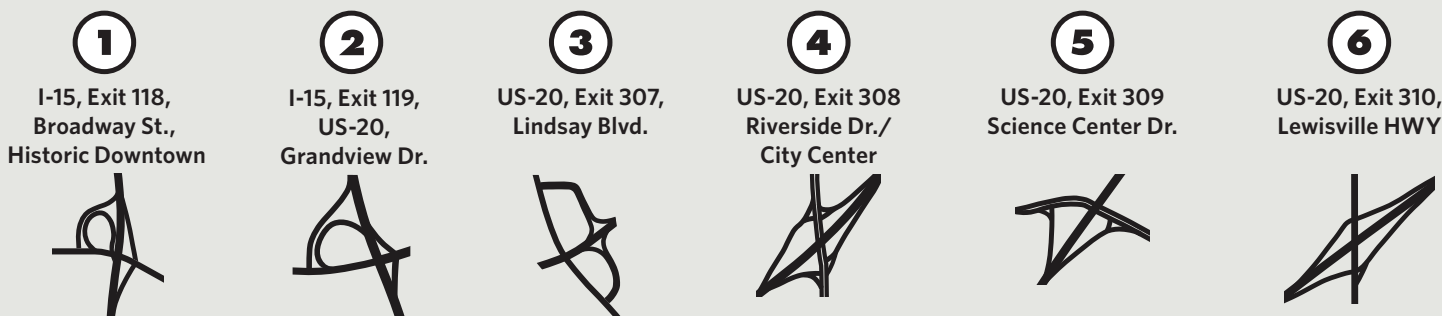
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The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to:

- 1. Address unsafe travel conditions on I-15 and US-20**
- 2. Reduce congestion at the I-15/US-20 Interchange**
- 3. Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors**
- 4. Address future travel demand forecasts**

- The Idaho Transportation Department (ITD), City of Idaho Falls, and Bonneville County are working together to plan for the future by studying potential improvements to the I-15 and US-20 interchanges.
- ITD is conducting a Planning and Environmental Linkages (PEL) study that is considering short-, mid-, and long-term solutions as funding becomes available. Improvements could include upgrades and changes to current interchanges and roadways, as well as potential new routes.
- The PEL team developed a broad range of alternatives and is evaluating and refining them based on technical analyses and public input to identify the ones that have the most potential to address the purpose and need of the project.



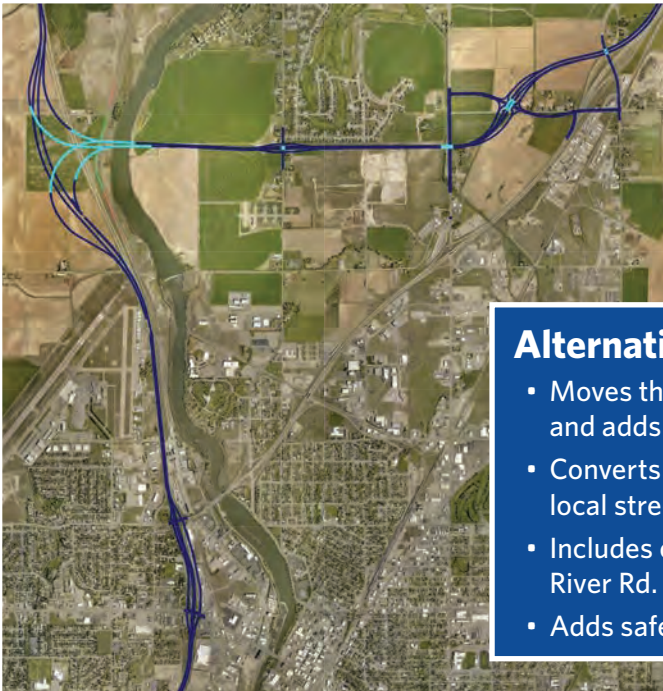
The PEL includes three levels of alternatives screening:



Level 3 Alternatives - Detailed View

Alternative C

- Adds lanes and ramps to separate the through-traffic from local traffic between the I-15 Exit 118 (Broadway St.) and US-20 Exit 308 (Riverside Dr./City Center)
- Requires new retaining walls and bridges, and replaces US-20 Exit 308 and I-15 Exits 118 and 119
- Maintains alignment near or in the same location as the existing I-15/US-20 roadways



Alternative H

- Moves the I-15/US-20 interchange (Exit 119) approximately one mile north and adds a new roadway to connect to US-20 at E. 49th N. (Telford Rd.)
- Converts existing US-20 between Johns Hole and E. 49th N. to a local street
- Includes overpasses and interchanges on a new US-20 alignment at East River Rd. and Lewisville Highway
- Adds safety and capacity improvements on I-15 at Exits 118 and 119



E.1



E.2

Alternative E.1 and Alternative E.2

- Moves the I-15/US-20 interchange (Exit 119) approximately one-half mile north
- Adds separated through lanes and frontage roads and converts the existing US-20 from Grandview Dr. to Fremont Ave. to a local street
- E.1. Removes Exits 307, 308 and 309
- E.2. Removes Exit 307 and replaces the interchange at Exit 308 and Exit 309 with one interchange and ramp modifications

All of the alternatives currently being analyzed include the potential for an upgraded connection to US-26 at E. 49th N. (Telford Rd.)