

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.”

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- “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 I-15 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)

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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.



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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

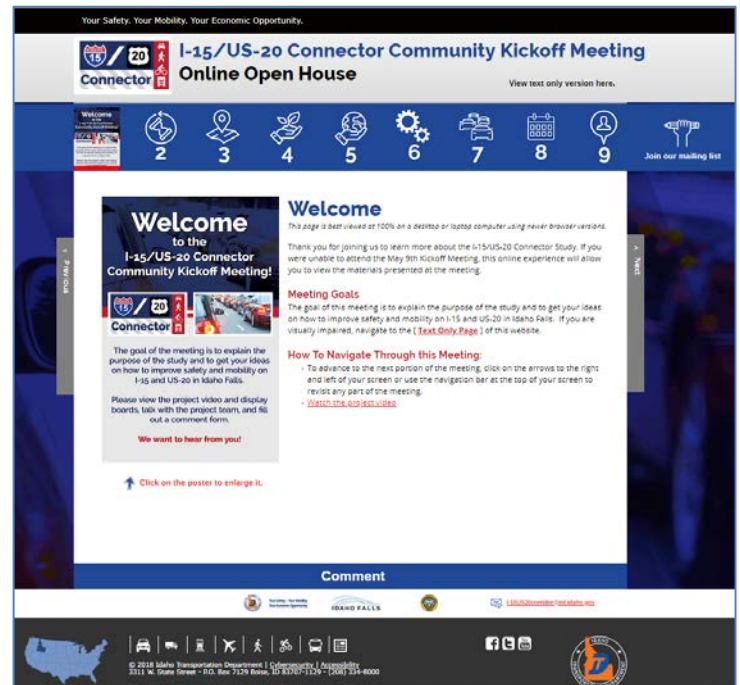
A copy of all project exhibits is available in Appendix C. Project team members answered stakeholder questions and encouraged them to write comments or use the project website to submit comments.

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)

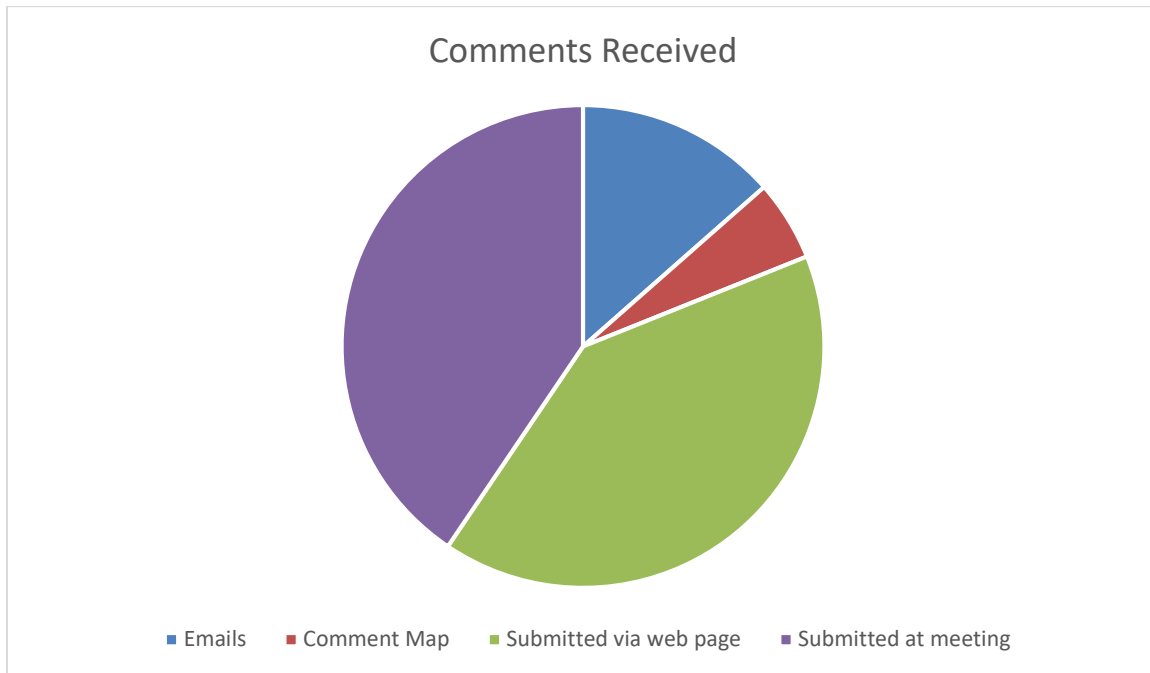
Online Meeting

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

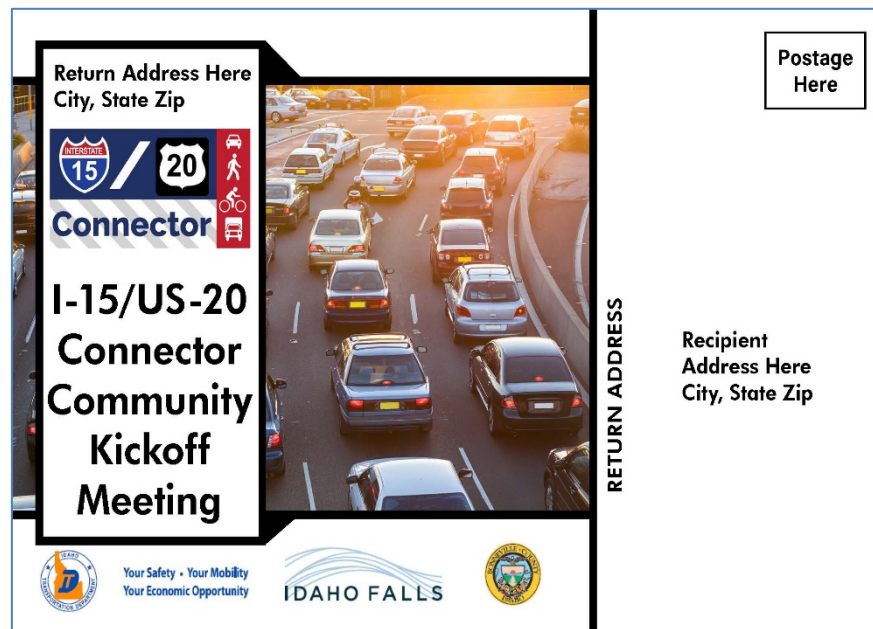
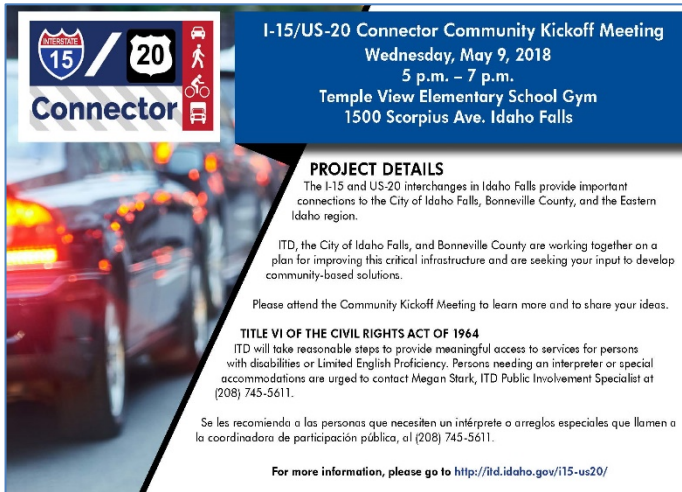
The public comment period was open from May 9 to May 30, 2018 but comments received after May 30 were also included. 77 comments were received as of June 6, 2018. The public was given a few options for submitting comments including comment forms, a project email address, and a comment form as part of 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 necesiten un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8119 o TDD/TDY marque 711.</i></p> <div> Your Safety • Your Mobility </div>	
 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/> <div> Your Safety • Your Mobility Your Economic Opportunity  </div>	

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

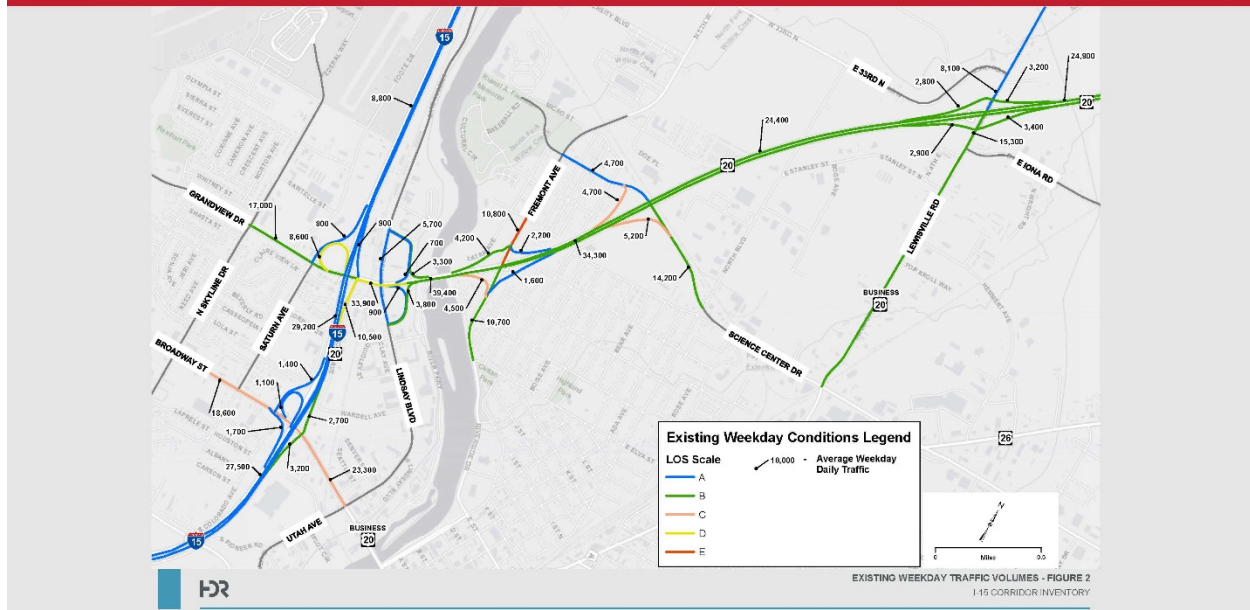
Level of Service	Flow Conditions	Technical Descriptions
A		Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. No Delays
B		Traffic flows freely, but drivers have slightly less freedom to maneuver. No Delays
C		Density becomes noticeable with ability to maneuver 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.



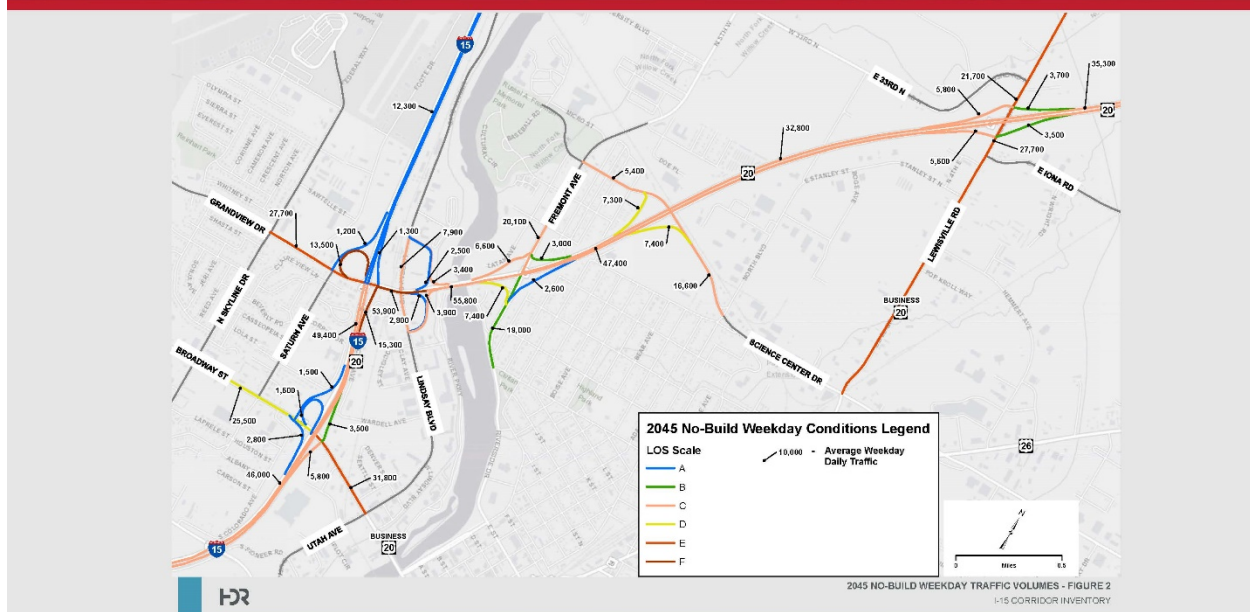
Existing Weekday Conditions



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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



Safety



Bike & Ped



Congestion



**Travel
Demand**



PEL Study

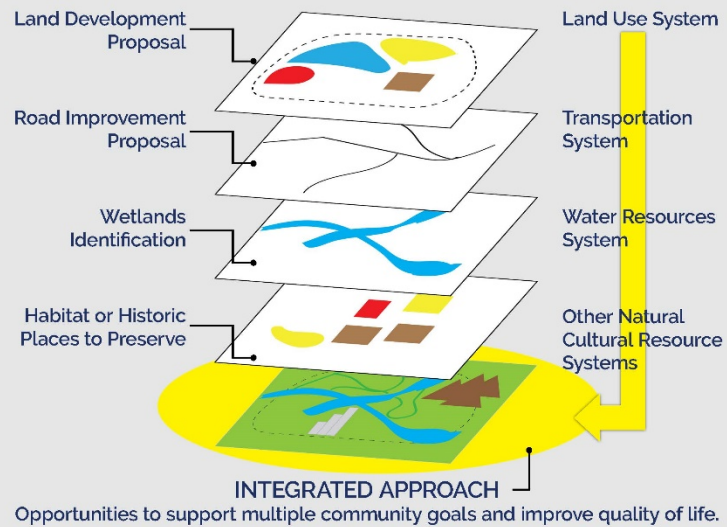
Planning and Environmental Linkage Study

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.



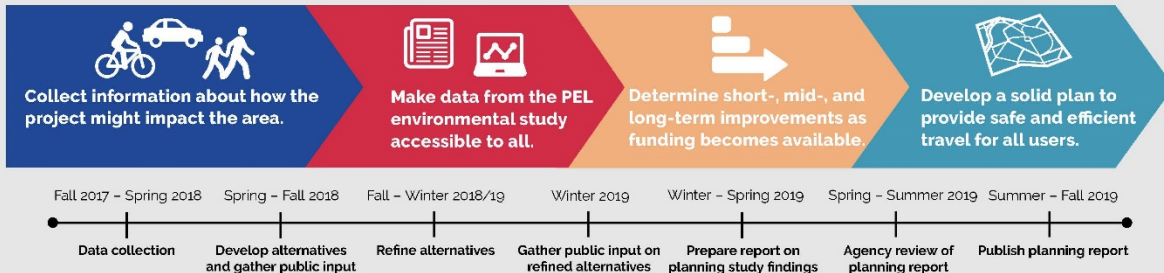
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Project Schedule

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

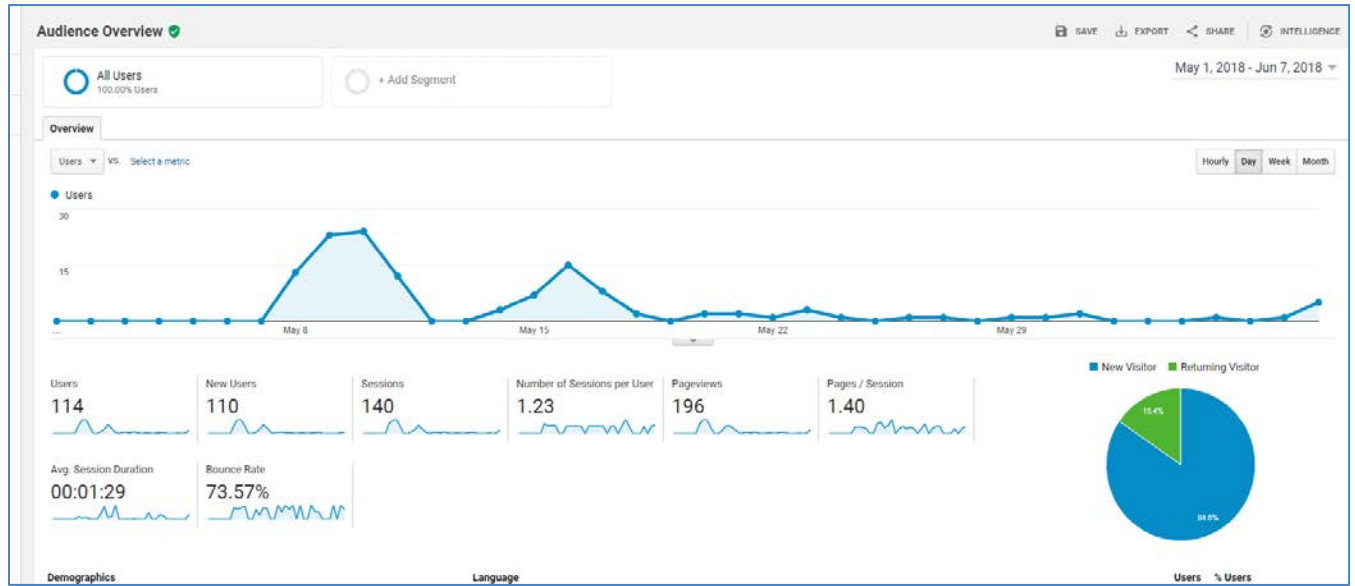
Follow ITD on Facebook and Twitter and YouTube!



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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 a 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 myMap Comment 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.		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 amd 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

20	05/11/2018	<p>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.</p> <p>But after that is fixed, there is still a bottleneck with too much traffic all trying to cross at John Hole Bridge.</p> <p>Currently, the John Hole Bridge is so busy because it serves both interstate traffic as well as intra-city traffic. There at 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.</p> <p>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.</p> <p>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.</p>	Map Comment	Traffic/delays
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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 Hwy 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

39	05/21/2018	<p>Concerning northbound I-15 traffic: create a Web comment 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.</p> <p>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.</p>	Safety
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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.

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

Web comment

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 Pancheri 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.

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

61	05/09/2018	<p>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.</p> <p>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.</p> <p>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</p>	Email comment	Traffic/delays
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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 alieve 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

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.

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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

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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

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.

Routes

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.

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.

68	05/28/2018	<p>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.</p>	Web comment
70	05/28/2018	<p>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.</p>	Web comment

71	05/29/2018	<p>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</p>	Traffic/delays;Land use/growth;Routes
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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.

Concerns:	Email comment	Routes
<p>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.</p> <p>If we were to successfully divert traffic around Idaho Falls it could severely cripple the local economy.</p> <p>Alternate First Phase:</p> <p>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.</p> <p>Build new terminal for Idaho Falls Airport off of 33 N with access from I-15 and US 20 via new connector and interchange.</p> <p>Improve access to and from I-15 and Broadway interchange.</p> <p>Consult with traffic planners from larger cities (ala Boise) for improvements to Broadway traffic flow and implement required changes.</p> <p>Alternate Second Phase:</p> <p>Extend 26th W/Old Butte Rd from the intersection with Pancheri 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.</p> <p>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.</p> <p>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.</p> <p>Alternate Third Phase:</p> <p>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.</p> <p>*Image Submitted via Email*</p>		

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

Web comment

Routes

74	<p>The proposed express route corridor is pretty disturbing to me. I see the reason it looks 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 coming 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 fail 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

87	05/09/2018	<p>1. If 2045 is the target, design considerations should ensure that the new design facilitates relatively easy upgrades beyond that time, looking at least 40 years, not just 20 into the future.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>This is an important project for I.F. and Eastern Idaho.</p> <p>Thanks you for your efforts.</p>	Traffic/delays;Land use/growth
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88	06/01/2018	<p>I have 3 main thoughts on the I-15-US 20 connector.</p> <p>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.</p> <p>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.</p> <p>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."</p> <p>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.</p>	Map Comment	Traffic/delays
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89	05/09/2018	<p>Move the interchange north of the airport use Lord Road and make 20 to Grandview for local traffic only.</p>	Stakeholder meeting comment	Routes
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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 optain 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 Pancheri 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

113	05/30/2018	<p>I know I'm probably late in submitting this, but I can't stop thinking about it and wanted to share.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Email comment	Traffic/delays;Routes
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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

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.

Public meeting comment

Land use/growth;Economic development;Routes

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.

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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