



I-15/US-20 Connector

Public Meeting #3 Summary

Idaho Transportation Department
Idaho Falls, ID

August 2019



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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.

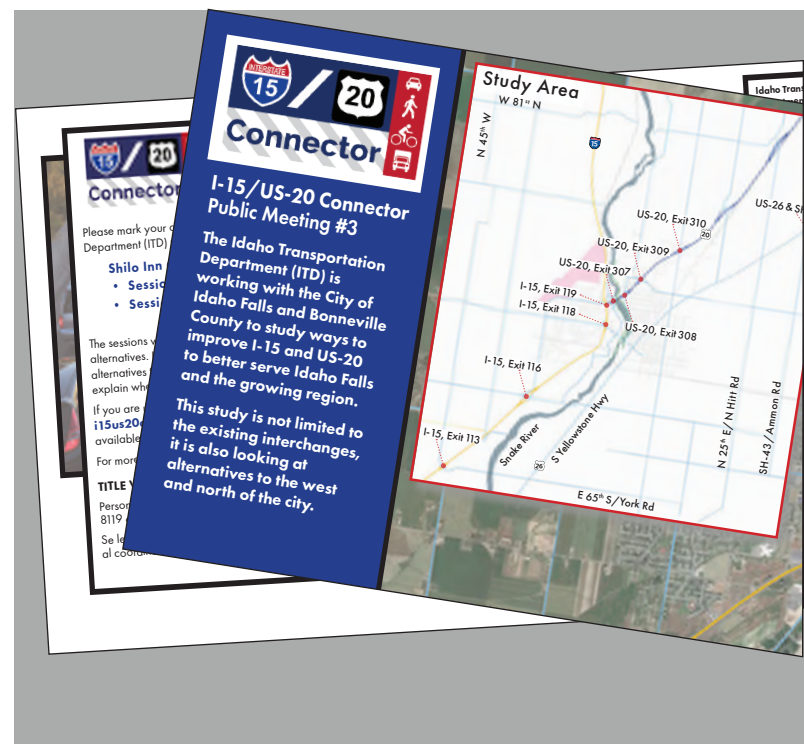
Online meeting statistics are in Appendix F.

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.

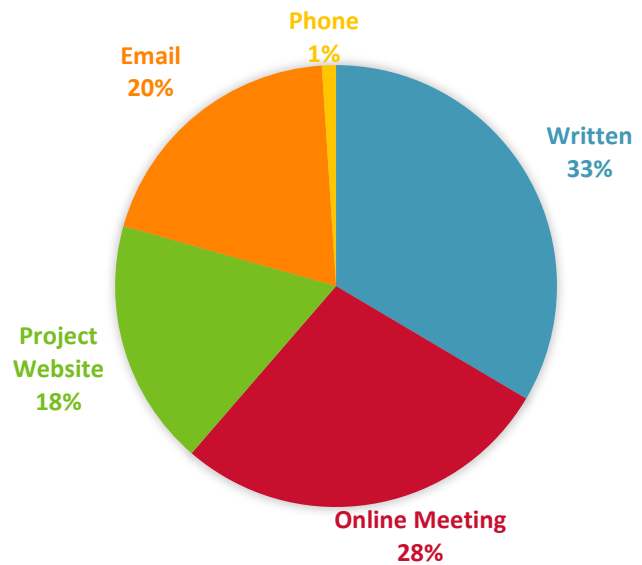


Comments

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."

"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."

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

[illegible]

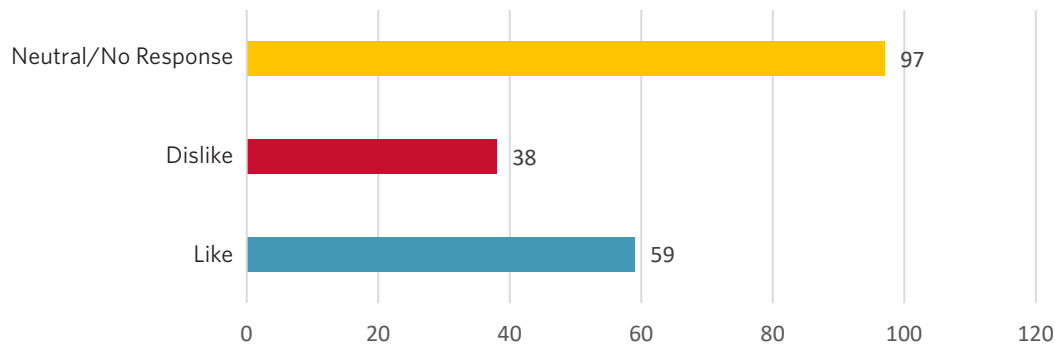
Additional Themes: noise; pollution; short-term solution; pedestrian overpass/underpass needed; inconvenient during construction; congestion; put off-ramps on east side of interstate; add ramps for Science Center Drive; too many exits; airport exit popular; too complex; does not provide link to US-26;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

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.

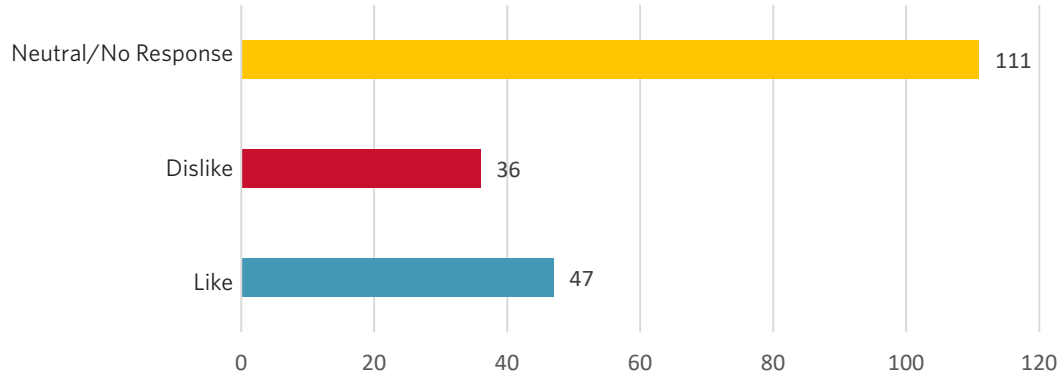
Full comments appear in Appendix E.

What do you think of each Level 3 Alternative?

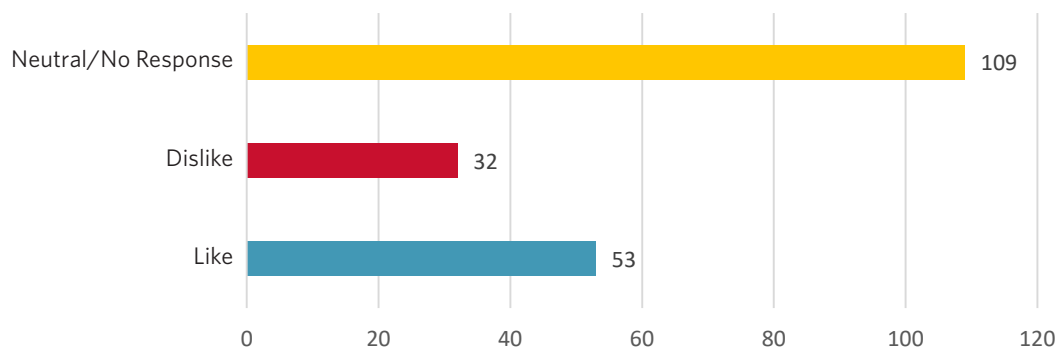
Alternative C



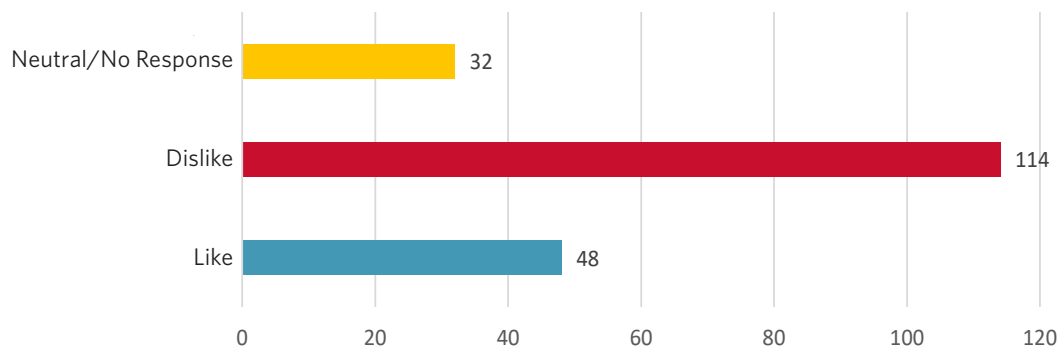
Alternative E.1



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>	<h2>JOIN US!</h2> 
<h3>MEETING DETAILS</h3>  <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>	  

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

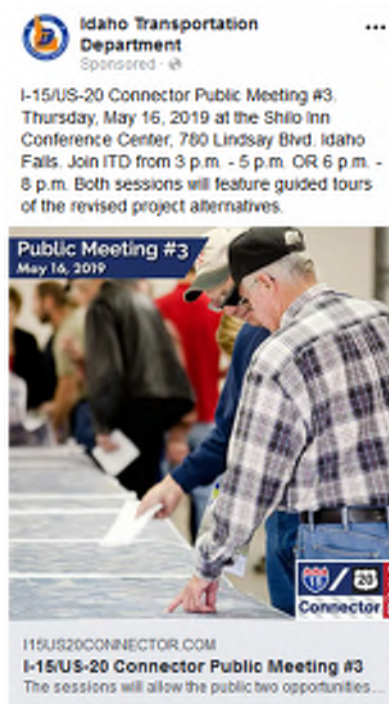
Image:



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

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.

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.

Meeting Details



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



Appendix B Sign-In Sheets



Public Meeting #
May 19



Public Meeting #
May 19



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14

Hand-drawn geological map showing a cross-section of a landscape with various geological units and features.

Geological Units (from top to bottom):

- Unit 1: Labeled "W.K." (likely White Limestone).
- Unit 2: Labeled "Brn B." (likely Brown Breccia).
- Unit 3: Labeled "Be, Ste" (likely Belemnite and Steatite).

Topographic Features:

- A contour line is drawn across the top of the map, labeled "200".
- A dashed line indicates a fault or boundary between units.
- A small "X" marks a specific location on the right side of the map.

Map Orientation:

- The map is oriented with North at the top.
- A scale bar is located in the bottom right corner, labeled "0 100 200".

Geological Symbols:

- Blue hatched areas represent specific geological units.
- Black hatched areas represent another geological unit.
- White areas represent unconsolidated material or a specific geological unit.



Opportunity



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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"/> 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
Howard				<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 type="checkbox"/> White <input type="checkbox"/> Other
B. Lyman				<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
Kevin Fickert				<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
ROY & Shanna Haroldson				<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
Brian Stetson				<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
Rick Belger				<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
Danell West				<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
Sherri Harvey				<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
ERNEST FOSSUM				<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
ROB HERGENROTTER				<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
Forrest Inlor				<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 Belger				<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



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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 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
Lynne Saul				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
NEAL HARWOOD				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
OLIVE HARWOOD				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
DINA SALLAH WIDE				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
BRENT & LINDA SON				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
Vernon Bergman				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
Tracy Scott				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
ANDY EDWARDS				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
Melanie Edwards				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
MAX ROSE				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
Gordon Smith				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
Paul Humrickhouse				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
Scott Steele				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



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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 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
Steven Frei				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
April Wielang				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
JEFF BROUGH				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
Lisa Loret				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
Nichole Thomas				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
L. Aaron Johnson				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
Steve Wa				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
Nancy Lancaster				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
George McCarty				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
Jon WILKINSON				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
DELAINE MURA BOWEN				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



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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				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Jesse Weatherly				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Tim Plotch				<input type="checkbox"/> Male <input type="checkbox"/> 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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Marie Ogden				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kimberly Keagy				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Ed Combs				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Eric Hansen				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
B. Shenton				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Ken Hefner				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
James Herring				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Daniel Jose				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Ron Hendrickson				<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"/> White <input type="checkbox"/> Hispanic <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				Female	<input type="checkbox"/> Disabled	
McKensy Olson				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
Chip				Female	<input type="checkbox"/> Disabled	
Schwartz				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
Maureen Daniels				Female	<input type="checkbox"/> Disabled	
Jeff Danielson				Male	<input type="checkbox"/> Disabled	
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"/> Disabled	
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"/> Disabled	
Paul Hargrave				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 & Maureen				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
Shelley Lemmings				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				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
Landon Meikle				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
Thomas Lillo				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
Debbie Jensen				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
Peggy Pike				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
Hal Summers				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
Barbara Martin				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
Roy Martin				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
Diana Russell				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
BRADEN MISHIN				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
Randy Waters				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		
✓ Hazel Mashrow				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
✓ Brayden E. 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
✓ Kevin Miller				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
✓ Jackie + Alan Christensen				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
✓ Cindy Johnson				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
✓ Nicole Johnson				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
✓ Cory Sorensen				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
✓ Kevin Grover				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
				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
				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		<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
				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		<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
				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
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
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Talitha & Matthew Cramer				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
John and Frances Merrill				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
Joel & Michelle Walton				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
Brad & Anita Reed				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
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Ron Howard				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
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Darrell Griggs				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
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Jacqui Walborn				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
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Jeffery Walborn				Male		<input type="checkbox"/> American Indian/Alaskan Native
				Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
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NICK CONTOS				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
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Janette Hulten				Male		<input type="checkbox"/> American Indian/Alaskan Native
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Todd Brewington				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
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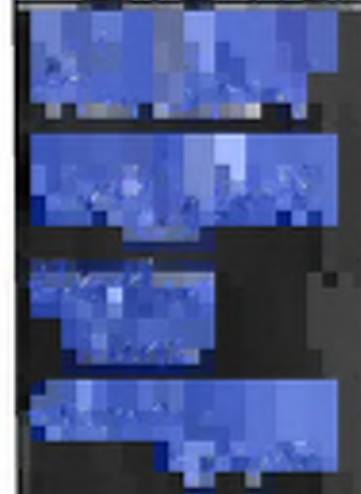


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Shauna Rose



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Public Meeting #1
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UC Berkeley
The University of California, Berkeley



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REPUBLIC OF INDONESIA
MINISTRY OF EDUCATION AND CULTURE
NATIONAL EDUCATION POLICY



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Mobile

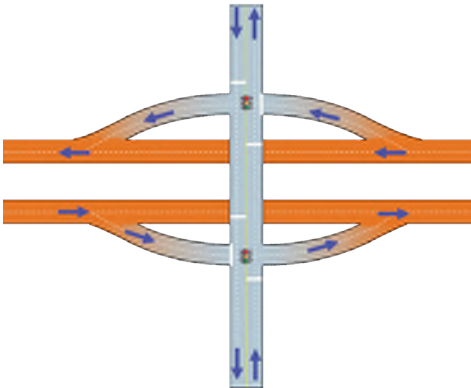
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Appendix C Meeting Handouts

Potential Interchange Types

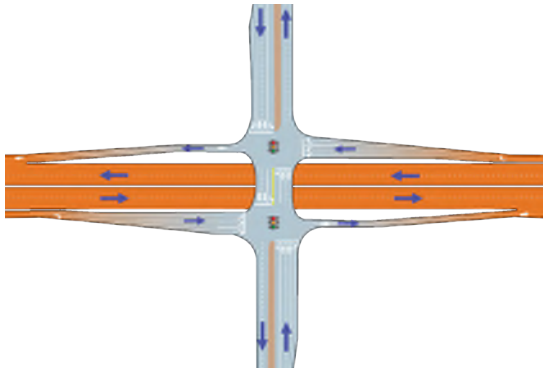
As the alternatives move into design refinement these are potential interchange types the project team will evaluate for use in the corridor. The alternative exhibits have red hexagons representing an interchange to be designed later.



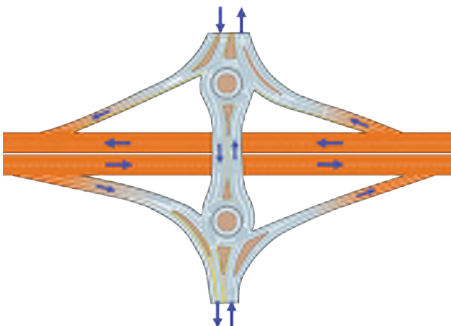
Traditional Diamond Interchange
A Diamond Interchange is the most common type and is suitable in both rural and urban areas. They can become congested by a high volume of left-turning movements on the crossroad, and they often include signals that control ramp access to and from the crossroad. Spacing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

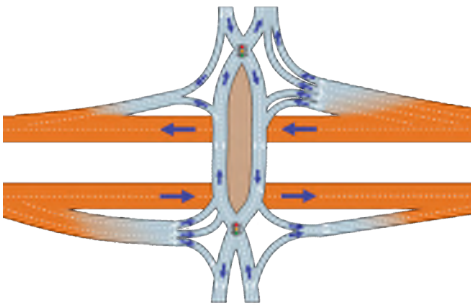
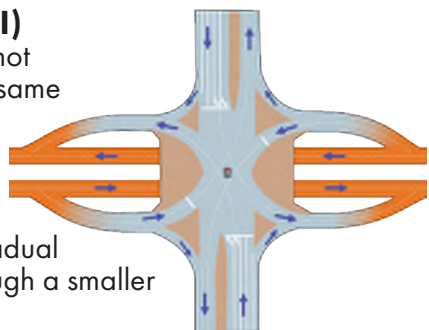


Diamond with Roundabouts Interchange
The Diamond with Roundabouts Interchange uses the concept of roundabouts at the intersections with the cross street. Crossroad movements navigate through roundabouts to keep traffic moving at the ramp terminals.



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



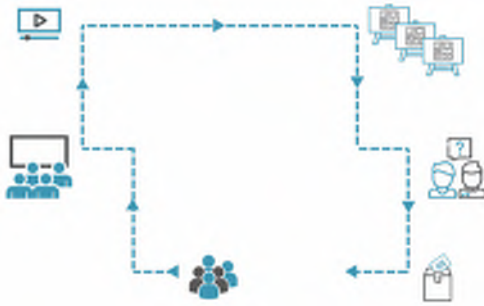
Split Diamond Interchange

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.

Welcome to the I-15/US-20 Connector Public Meeting

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 [i15us20Connector.com/#meetings](https://i15us20connector.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



THIS ALTERNATIVE HAS BEEN REMOVED FROM FURTHER CONSIDERATION



C



THIS ALTERNATIVE IS RECOMMENDED FOR FURTHER CONSIDERATION

Detailed illustration is on the back page




D



THIS ALTERNATIVE HAS BEEN REMOVED FROM FURTHER CONSIDERATION



E



THIS ALTERNATIVE IS RECOMMENDED FOR FURTHER CONSIDERATION

Detailed illustration is on the back page



F



THIS ALTERNATIVE HAS BEEN REMOVED FROM FURTHER CONSIDERATION




G



THIS ALTERNATIVE HAS BEEN REMOVED FROM FURTHER CONSIDERATION




H



THIS ALTERNATIVE IS RECOMMENDED FOR FURTHER CONSIDERATION

Detailed illustration is on the back page



I



THIS ALTERNATIVE HAS BEEN REMOVED FROM FURTHER CONSIDERATION



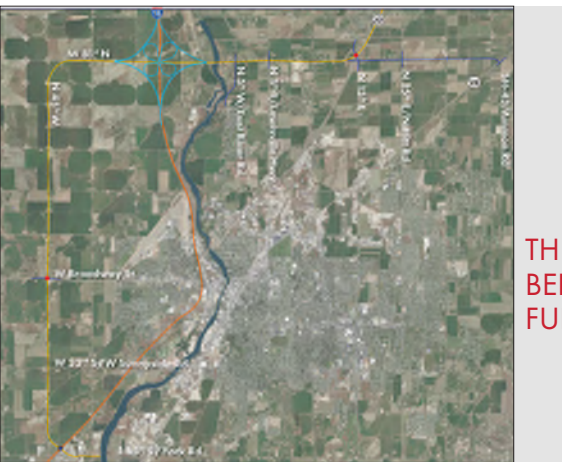
J




THIS ALTERNATIVE HAS BEEN REMOVED FROM FURTHER CONSIDERATION



K



THIS ALTERNATIVE HAS BEEN REMOVED FROM FURTHER CONSIDERATION



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?

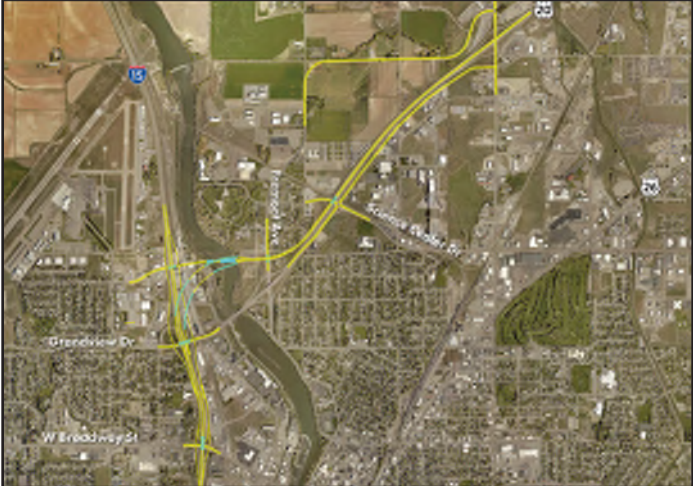
Alternative C



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.

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

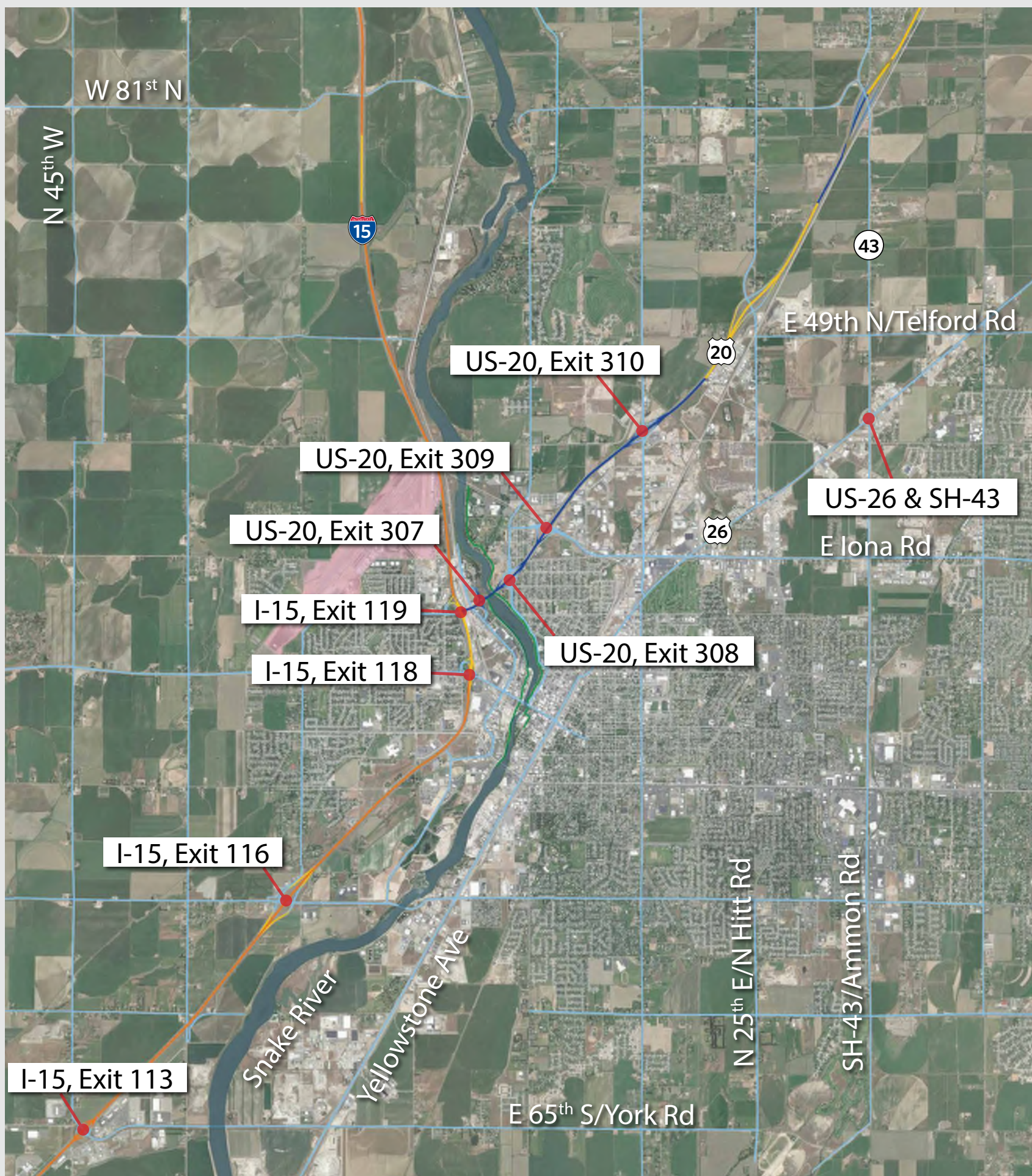




Appendix D Exhibits

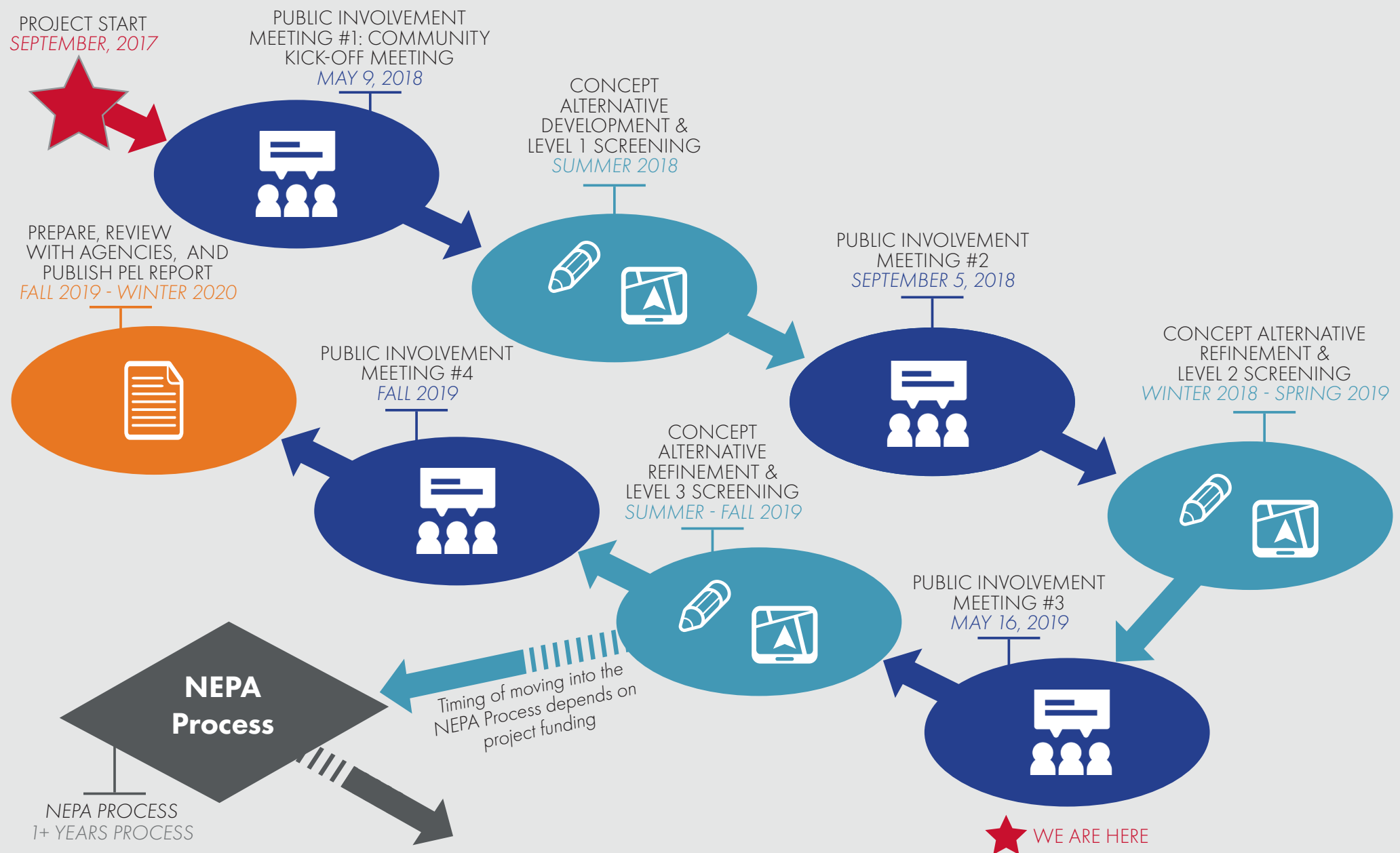


Area Map





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.

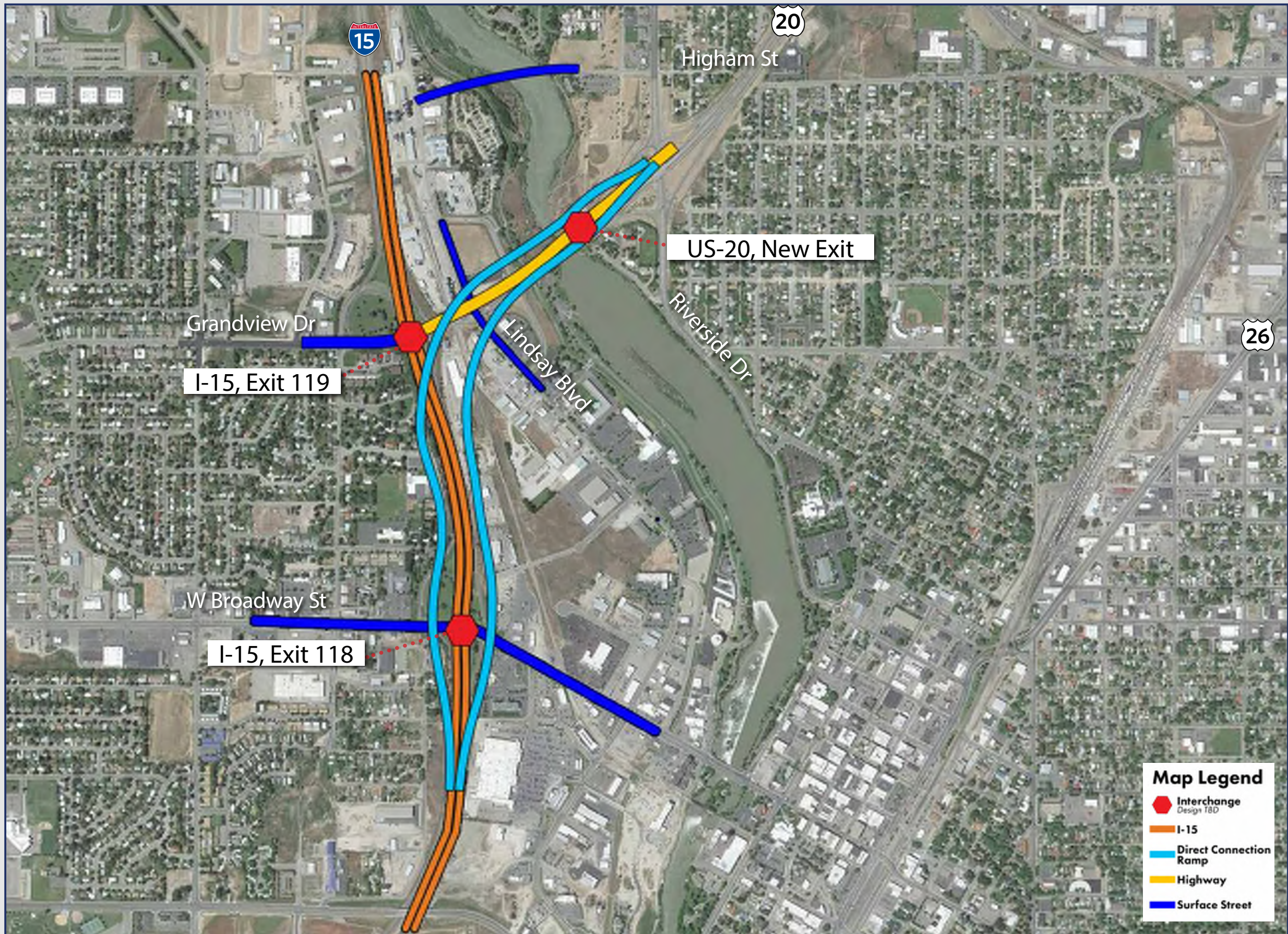
The I-15/US-20 Connector Community Working Group’s role is to:

- 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

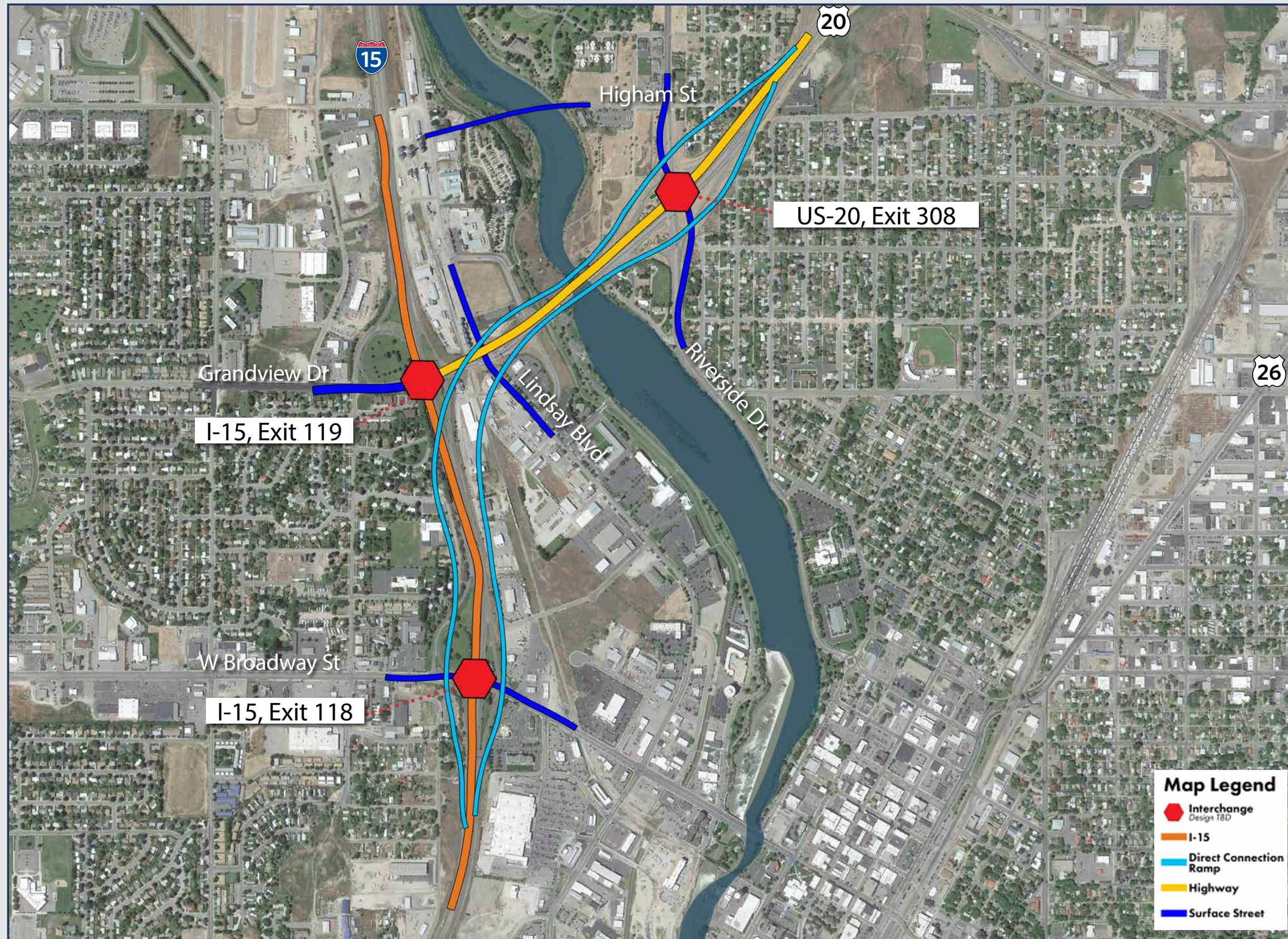
- Reduces weaving concerns between I-15, Exits 118 and 119, by providing direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new river crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between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

REMOVED
From Future Consideration

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

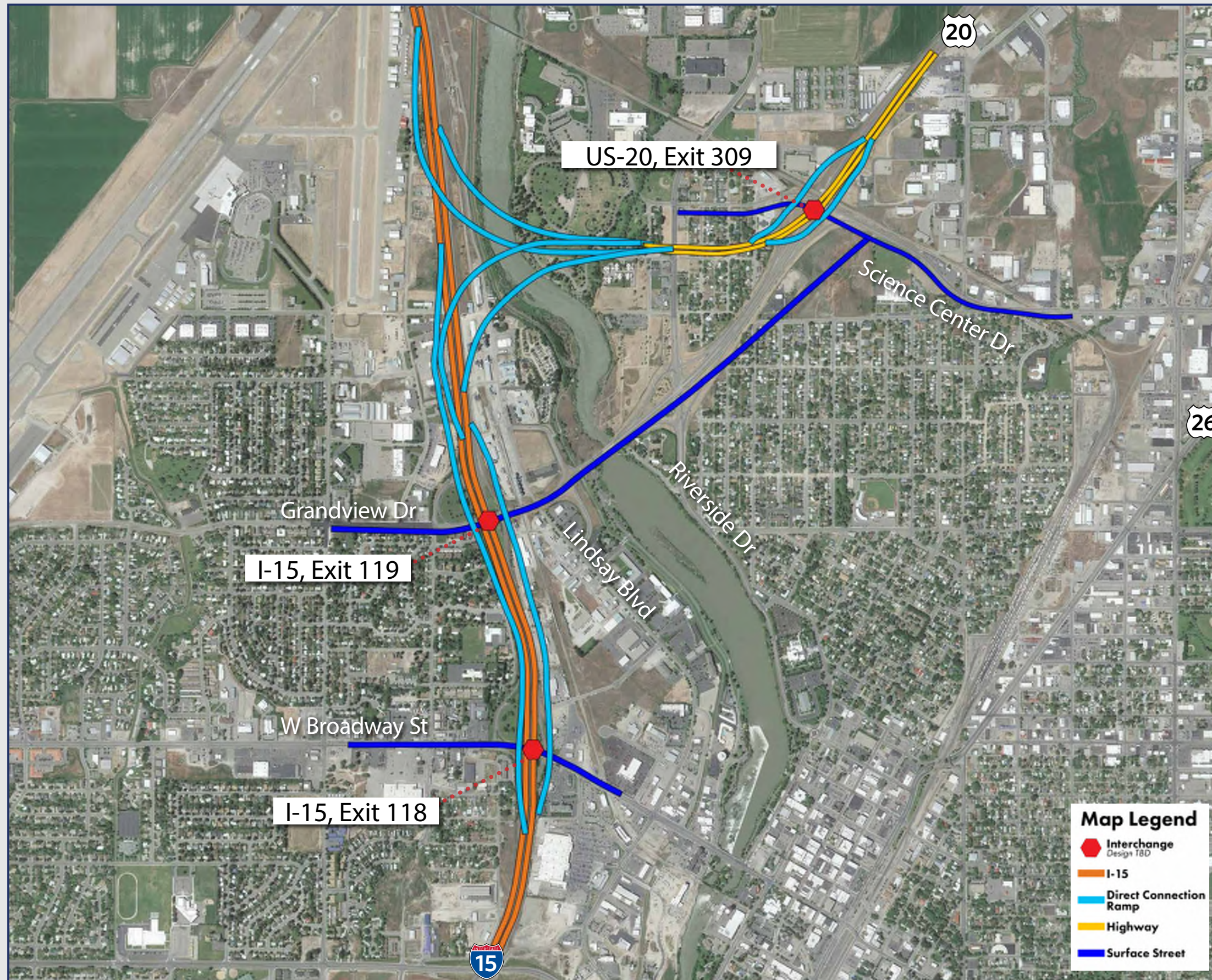
- Eliminates US-20, Exit 307, at Lindsay Boulevard, which will impact direct access from US-20 to area hotels
- Elevated structures and new bridges are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of Snake River
- 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

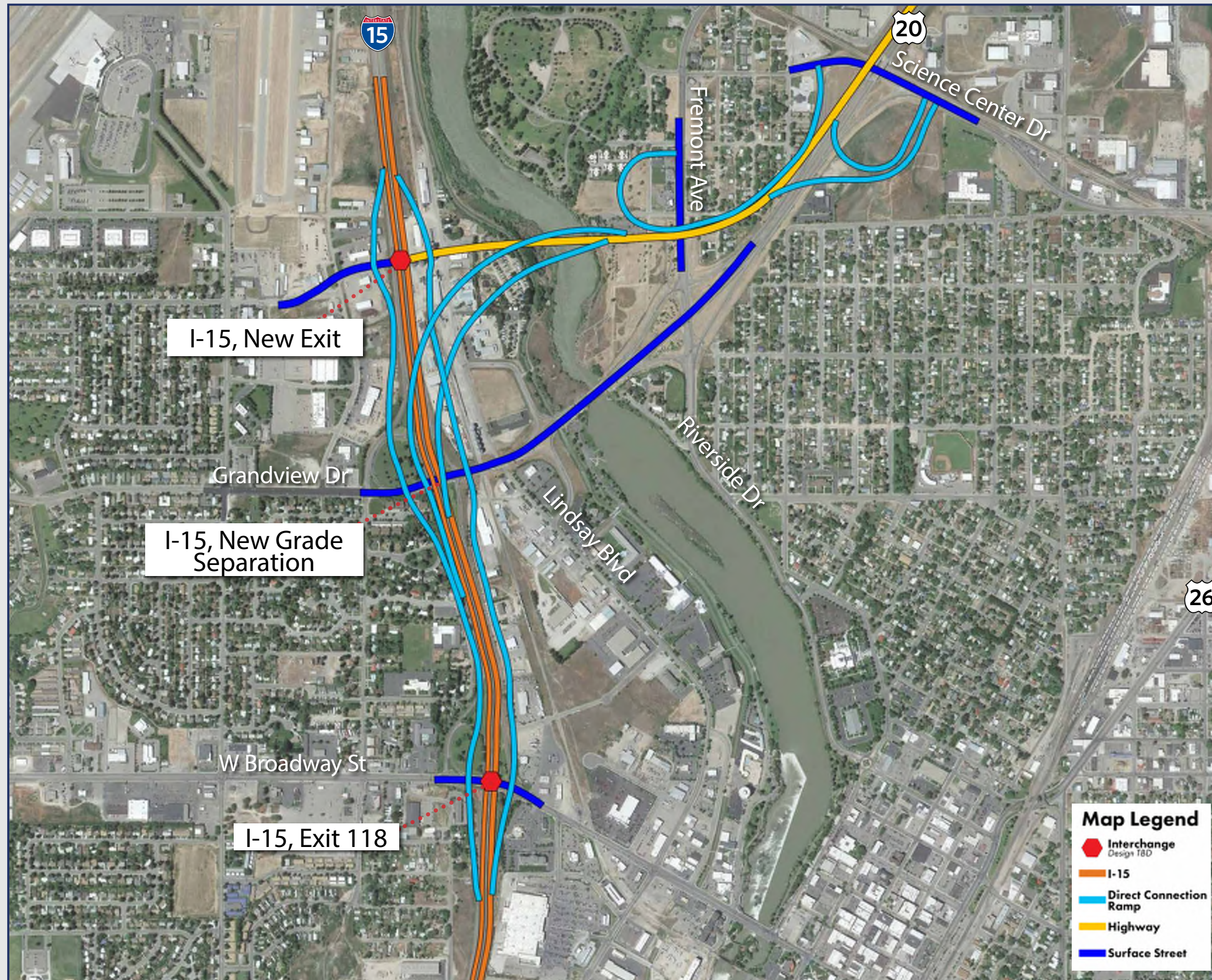
- Removes weaving concerns between I-15, Exits 118 and 119, by connecting them with direct access ramps, realigning US-20 to the north
- Provides a direct connection to US-20 through access ramps rather than interchanges, moving regional traffic from I-15 through ramps that lead to/from US-20
- Converts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

REMOVED
From Future Consideration

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

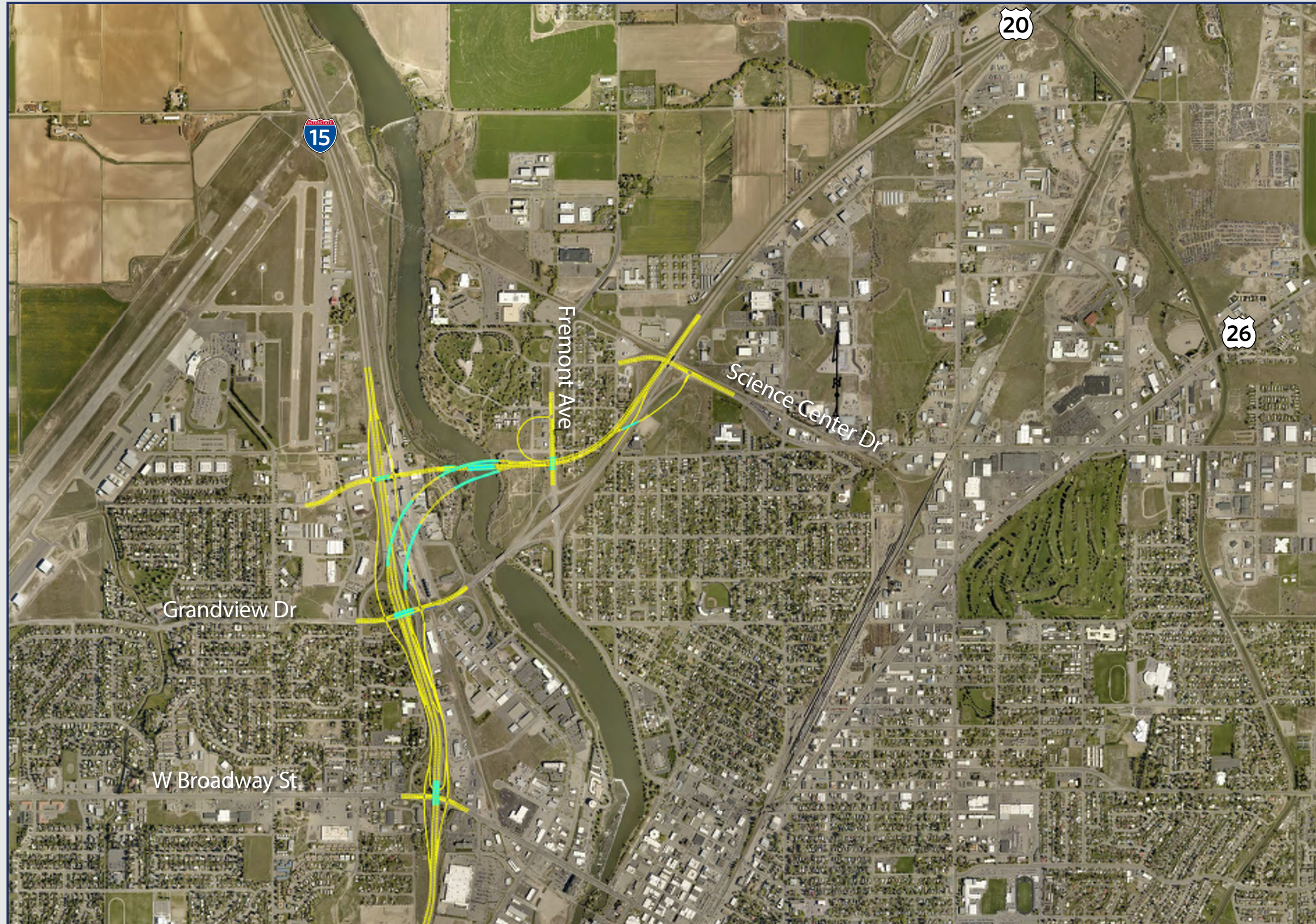
- There are impacts to industrial areas near the airport, residential areas, Freeman Park, and a church
- May not resolve the congestion issues on I-15 due to the proximity to Exit 119 at Grandview Drive from the new airport interchange



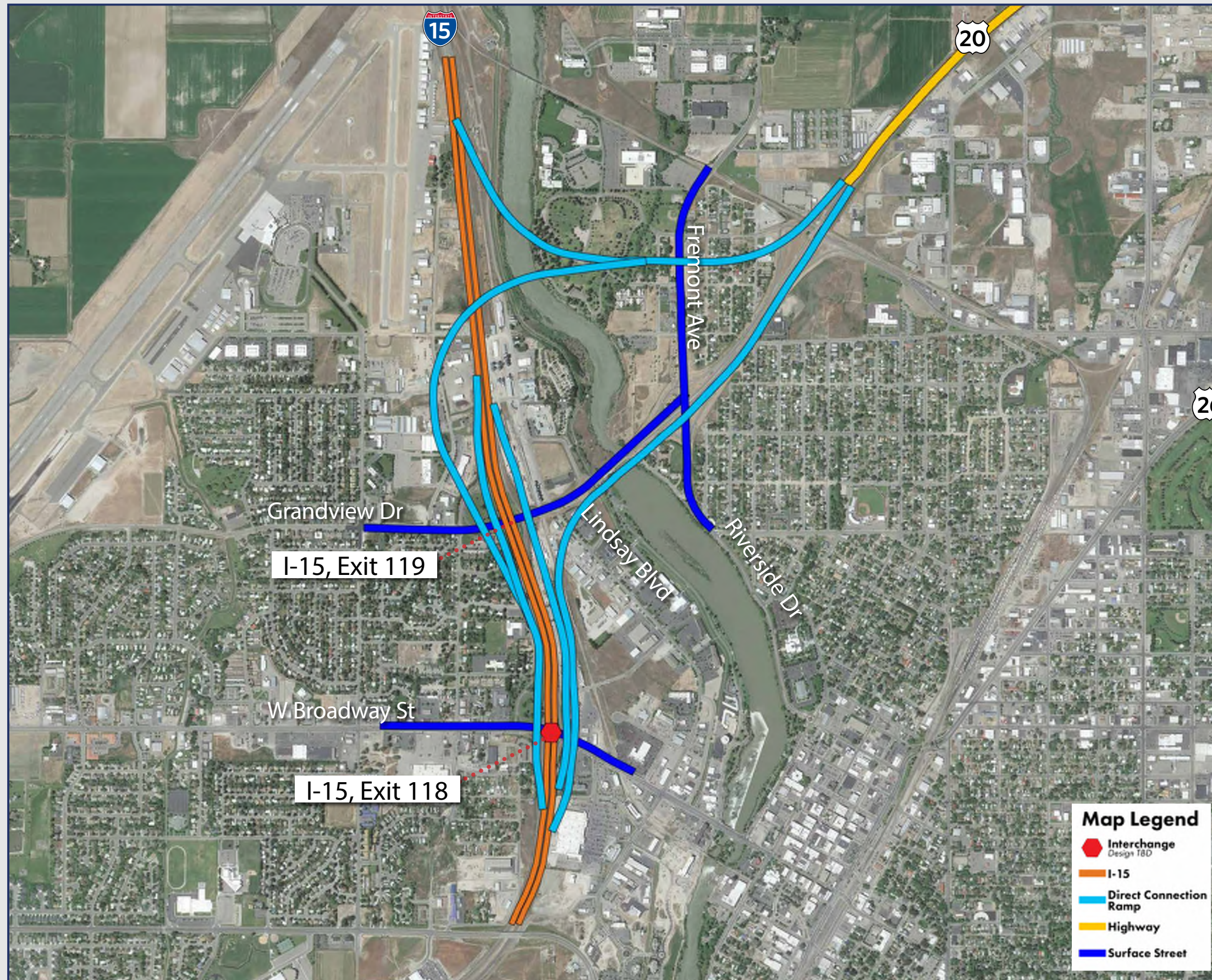
Alternative E.1 - Detail View



Alternative E.2 -Detail View



Alternative F



Features & Benefits

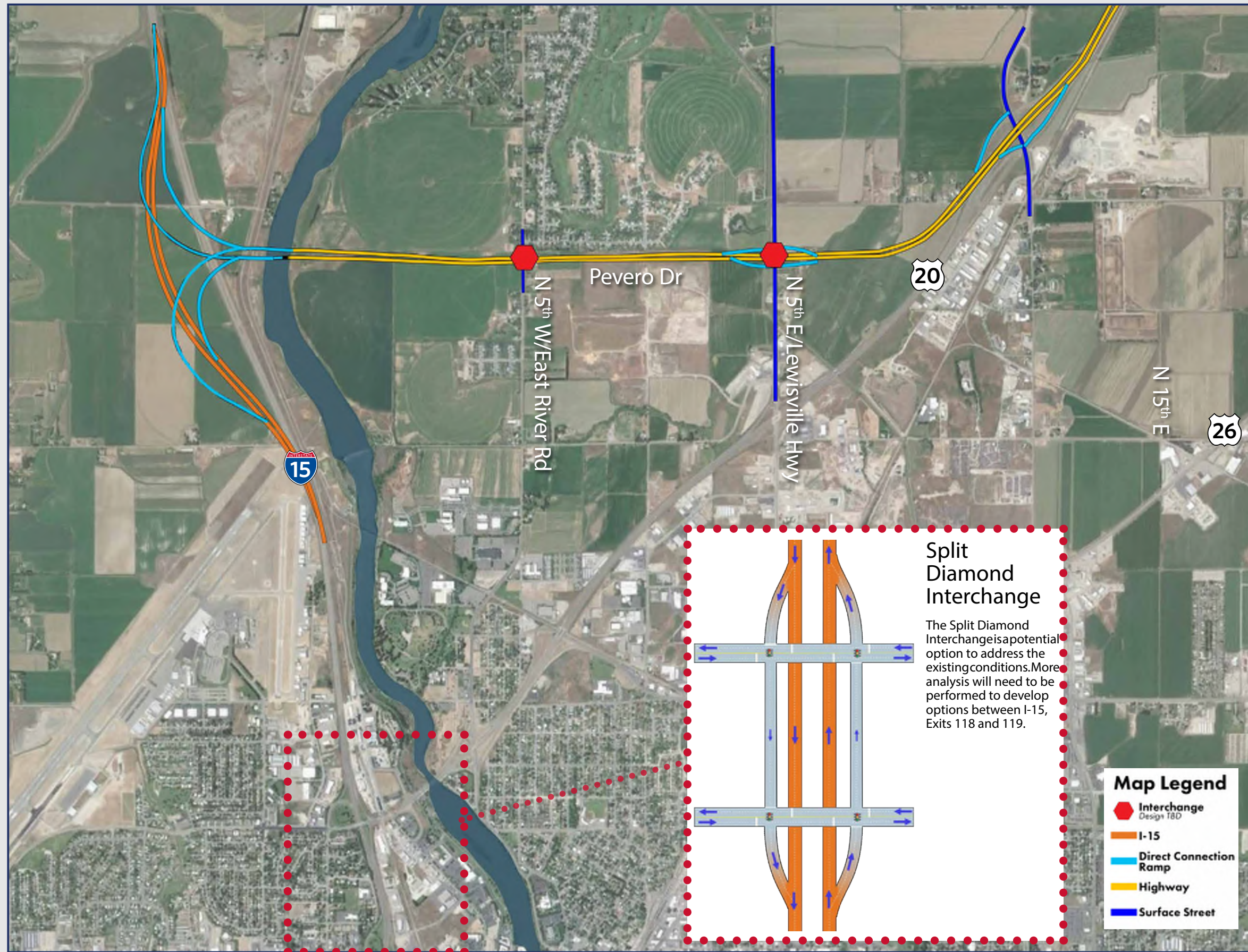
- Removes weaving concerns between I-15, Exits 118 and 119, with direct access ramps
- Splits traffic on US-20 on separate alignments and reduces congestion by separating local and regional traffic
- Converts current US-20 to a local street, which would make it less of a neighborhood barrier with more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

REMOVED
From Future Consideration

Alternative G



Features & Benefits

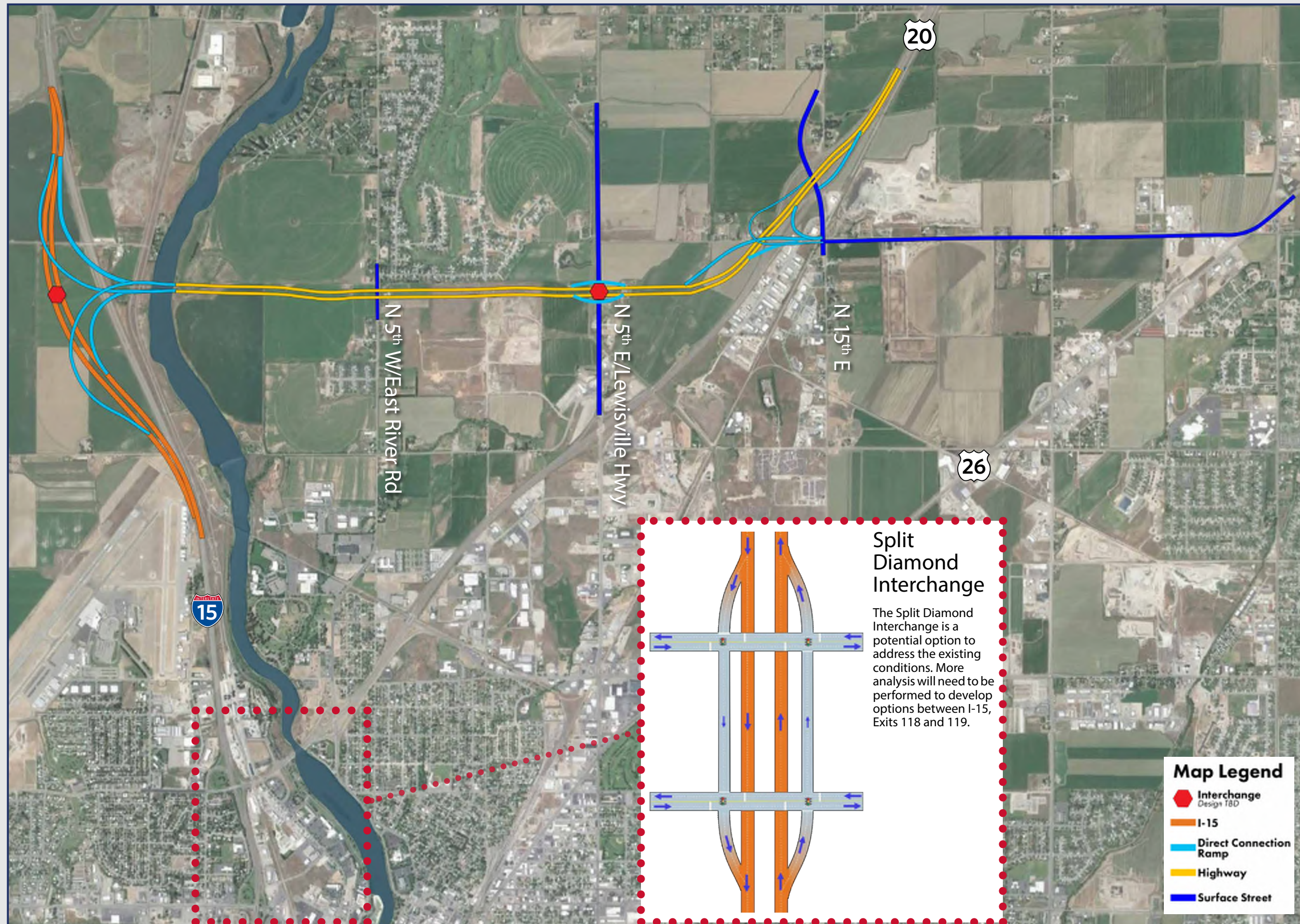
- Realigns US-20 to the north of Idaho Falls to provide a direct connection from US-20 to I-15 where there is more room for high speed ramps
- Includes new connections to local roads north of Idaho Falls
- Improves interchanges “in town,” including converting I-15, Exits 118 and 119, to a split diamond 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

REMOVED
From Future Consideration

Alternative H



Features & Benefits

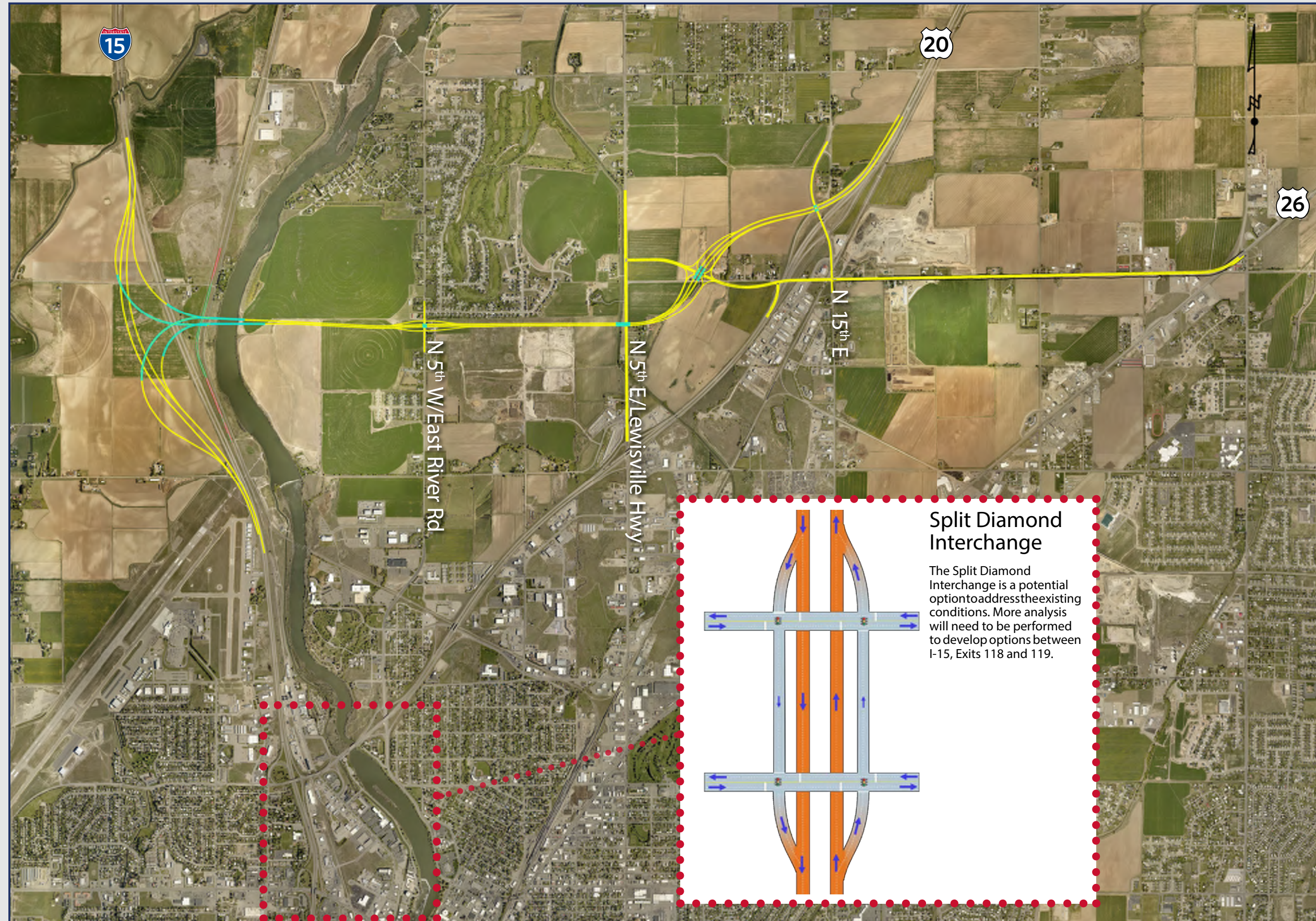
- Realigns US-20 to the north of downtown Idaho Falls, providing for a new connection to US-26, and allowing regional traffic a direct connection
- Improves the interchanges “in town,” including converting I-15, exits 118 and 119, to a split diamond interchange to remove weaving and backup on I-15
- 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

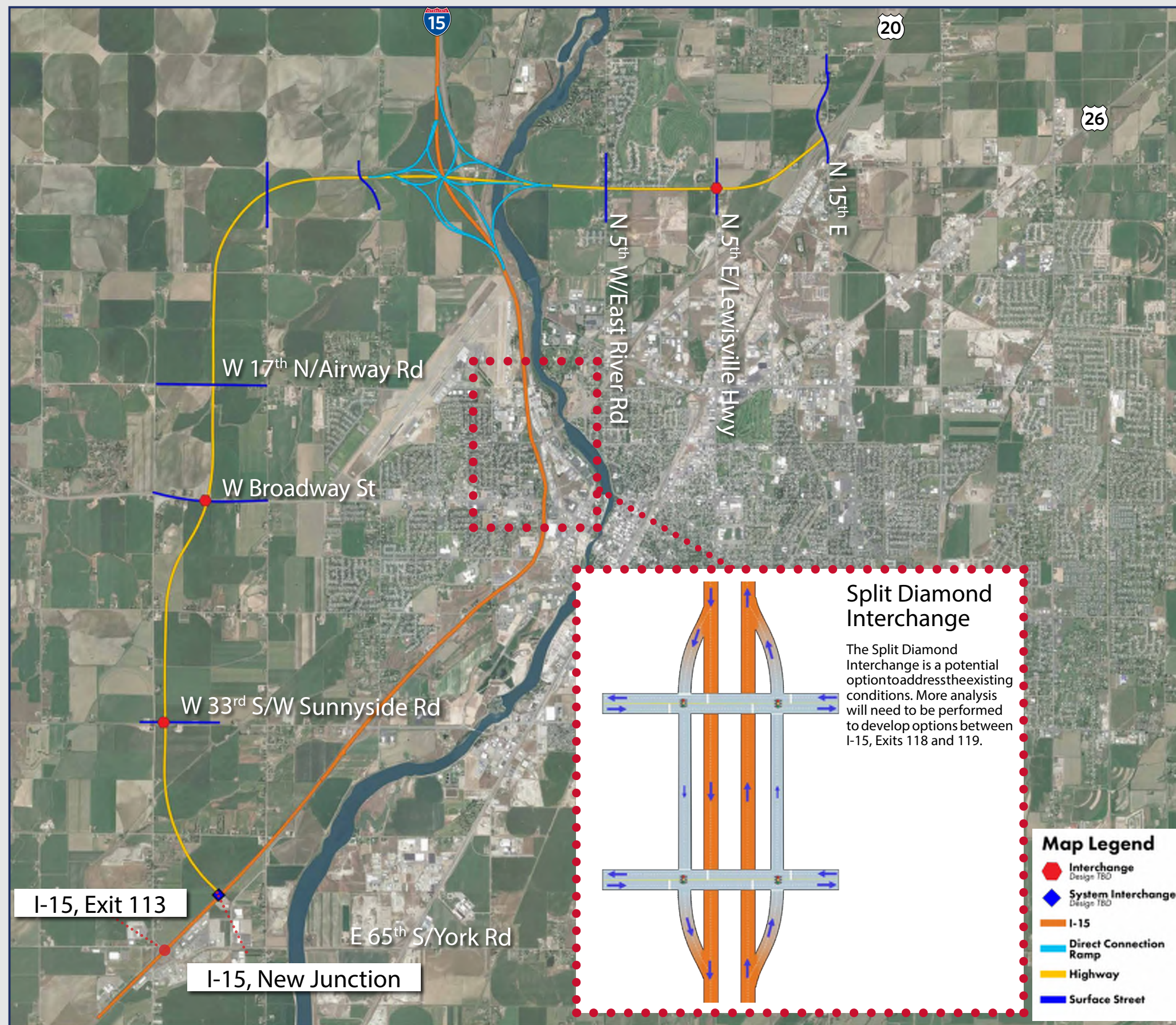
- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods



Alternative H - Detail View



Alternative I



Features & Benefits

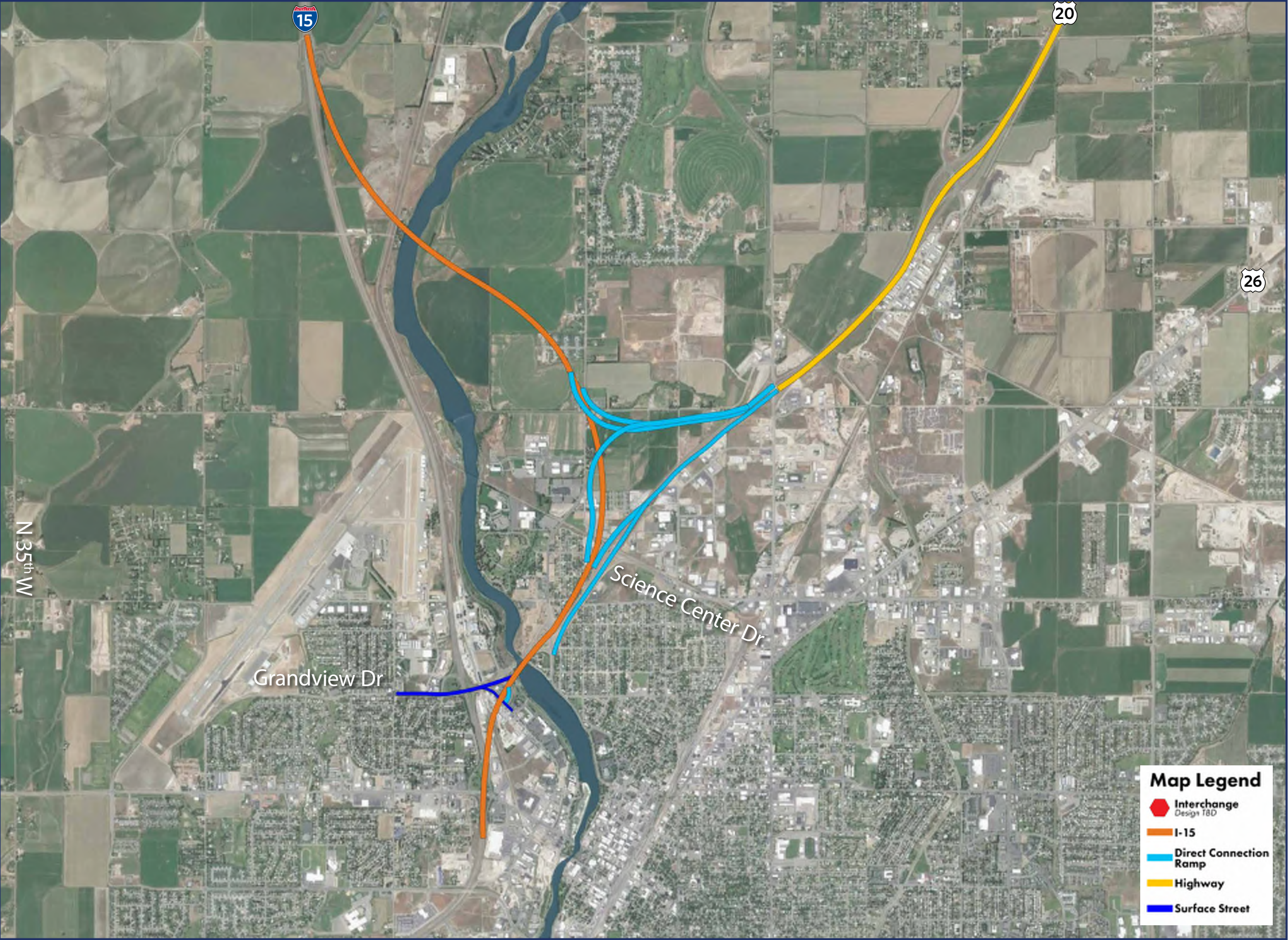
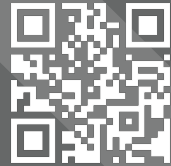
- Realigns US-20 to the north of Idaho Falls with an added connection to the west that would extend around the airport, connect to W Broadway Street west of town, and ultimately connect to I-15 south of town
- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed 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

REMOVED
From Future Consideration

Alternative J



Features & Benefits

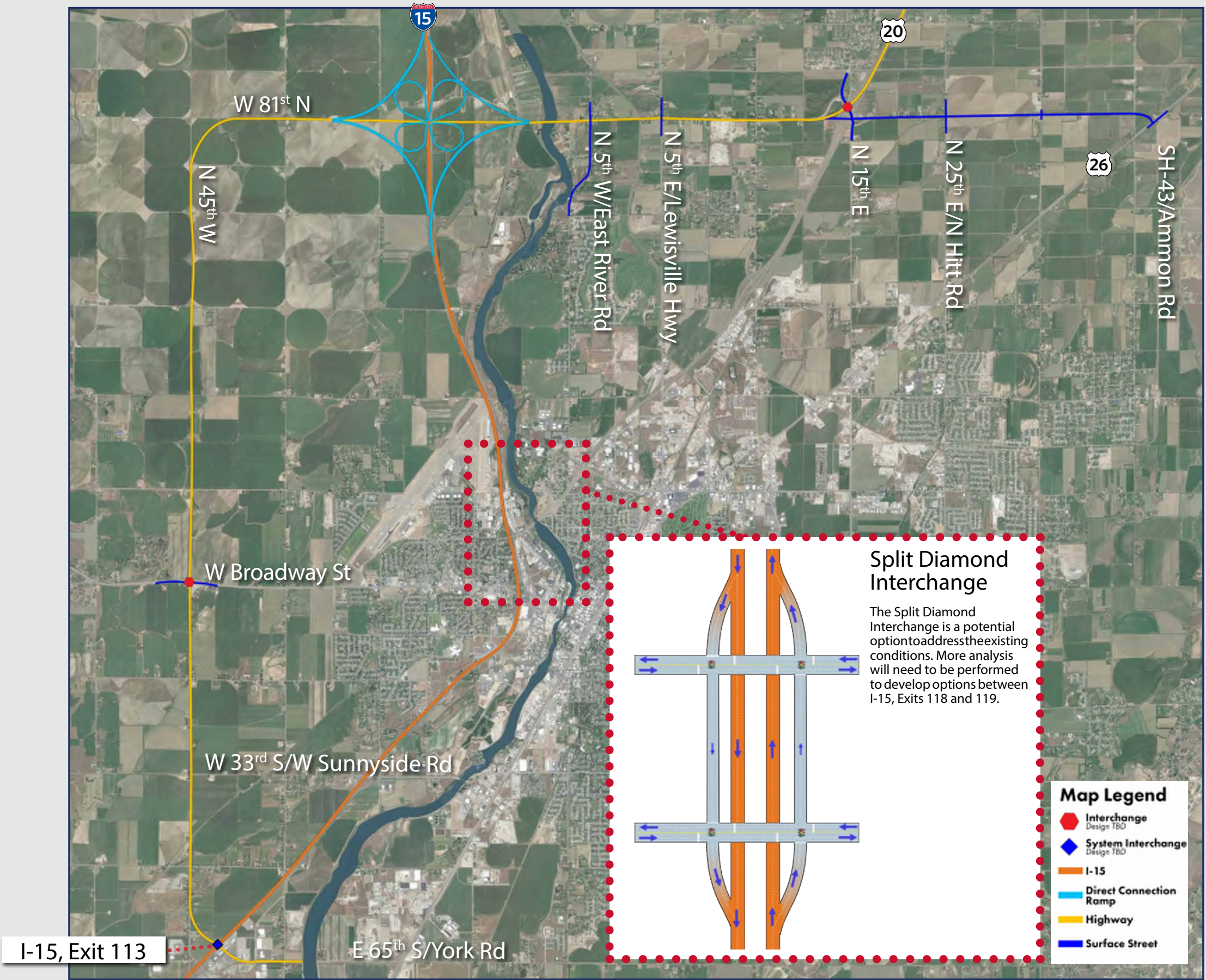
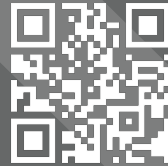
- Realigns I-15 to the east of the Snake River, moving the connection to US-20 further east and minimizing Snake River crossings
- Adds a new river crossing north of Idaho Falls

Challenges

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

REMOVED
From Future Consideration

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

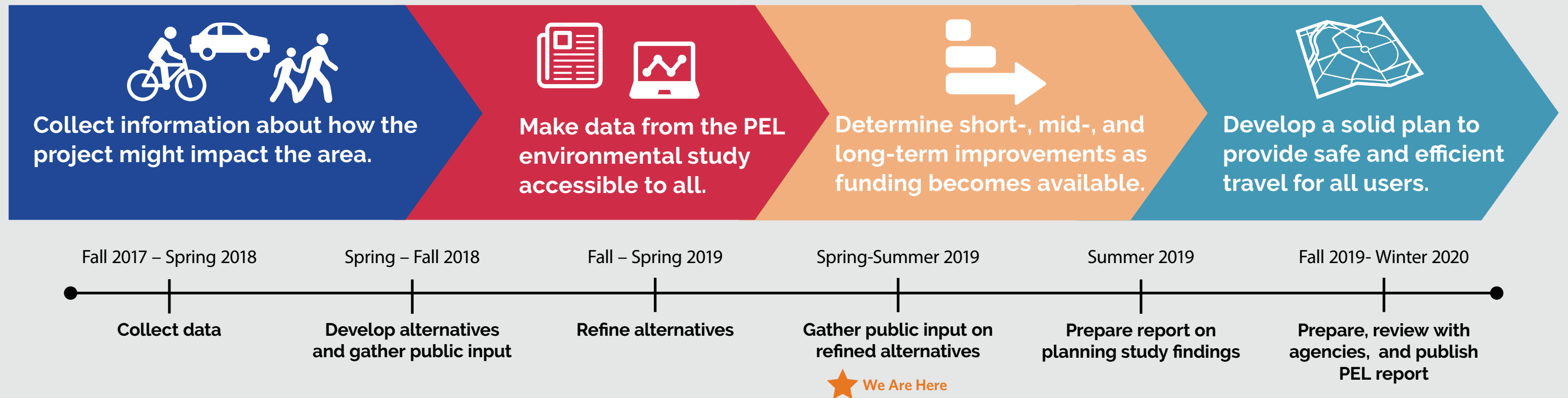
- Location of improvements mean many drivers will not alter their route to use it and so does not appear as useful or practical as previous alternatives

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From Future Consideration

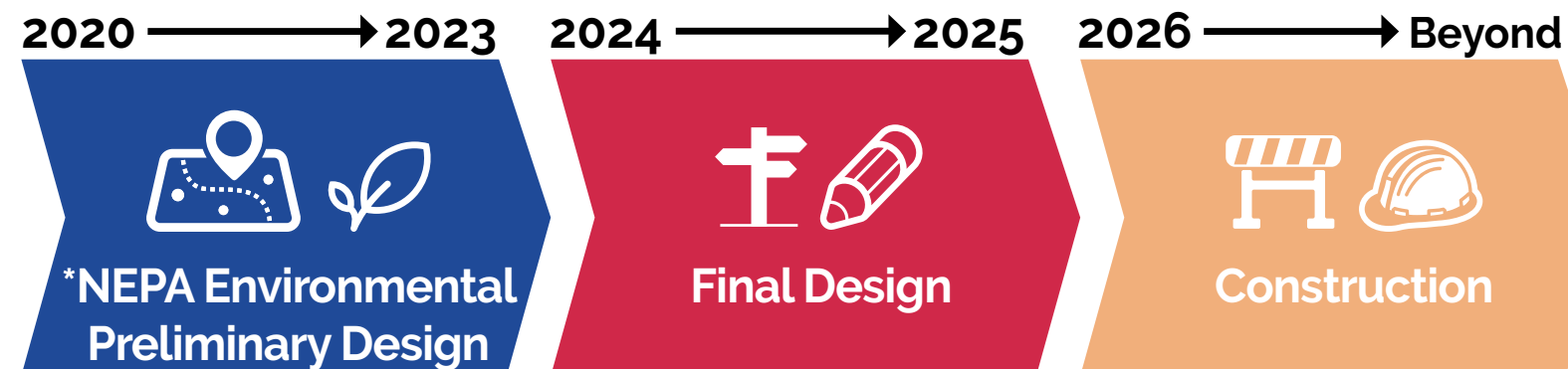


Schedule

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!





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.

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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?

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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.

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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>		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.
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 volume high 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 huge 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 abutting 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 current 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 elemanating the 118 exit and makeing 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 andlindsey 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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Comment Date	Comment Source	Comment
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 address 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 structure 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"> •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

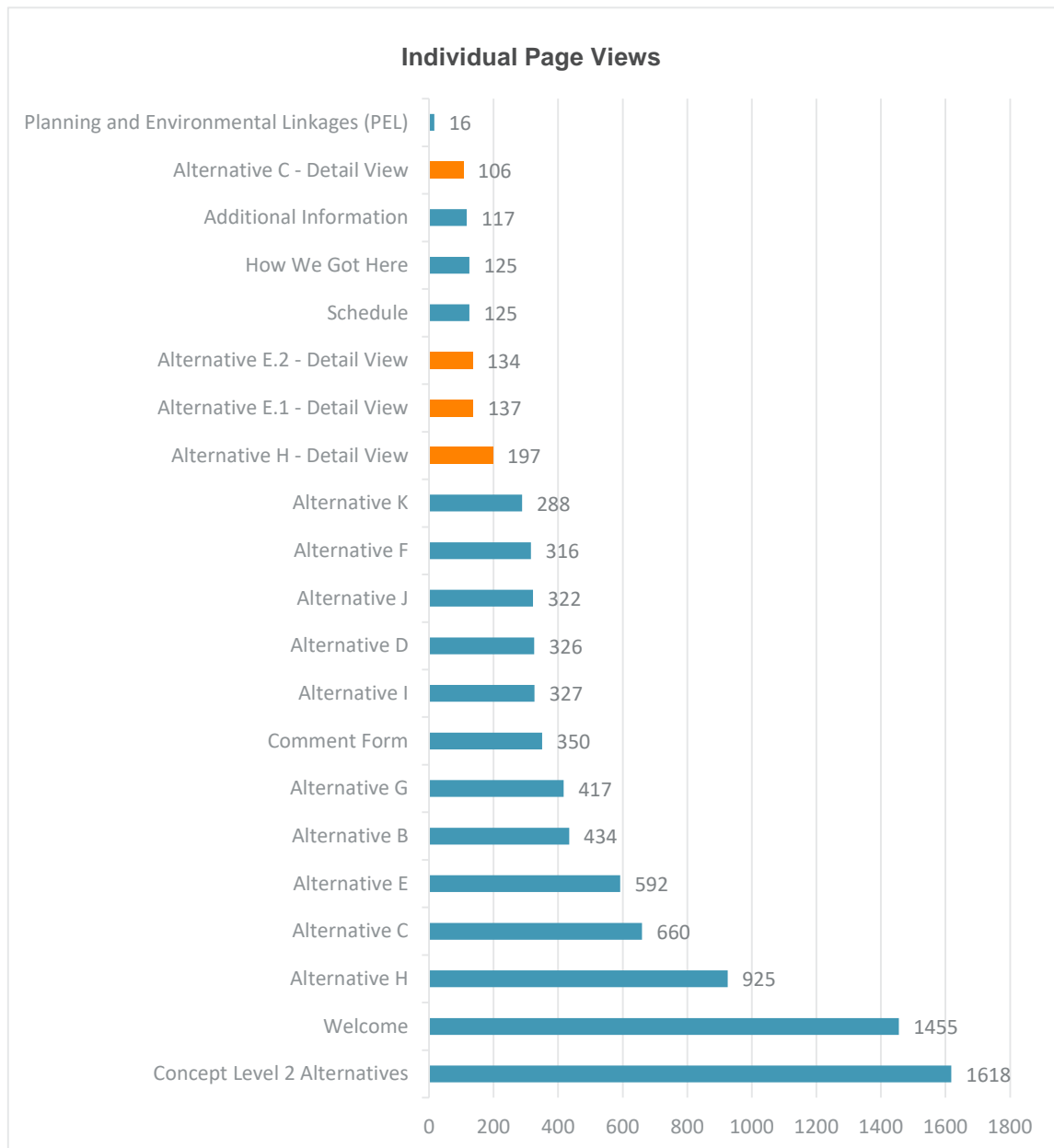
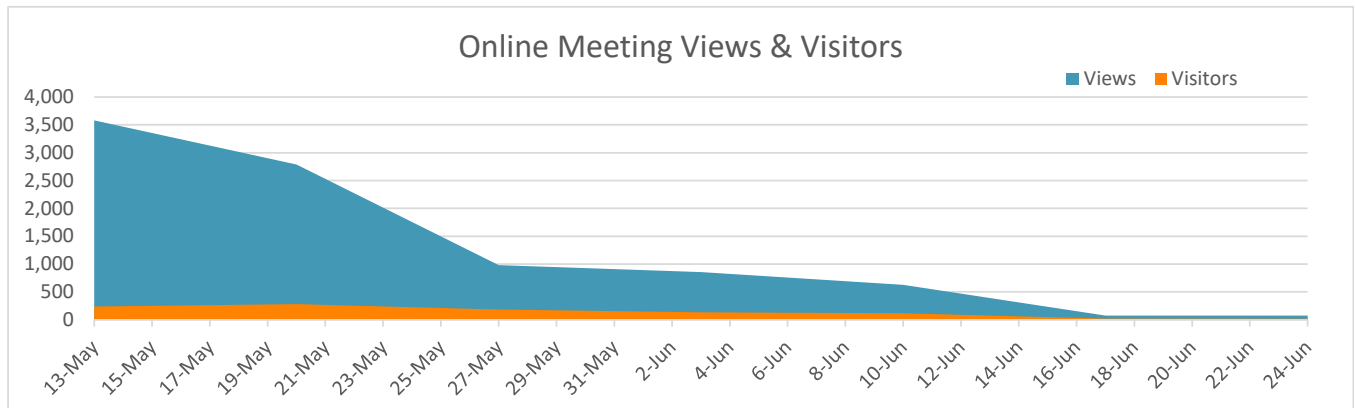
- Instagram Stories: 2

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:

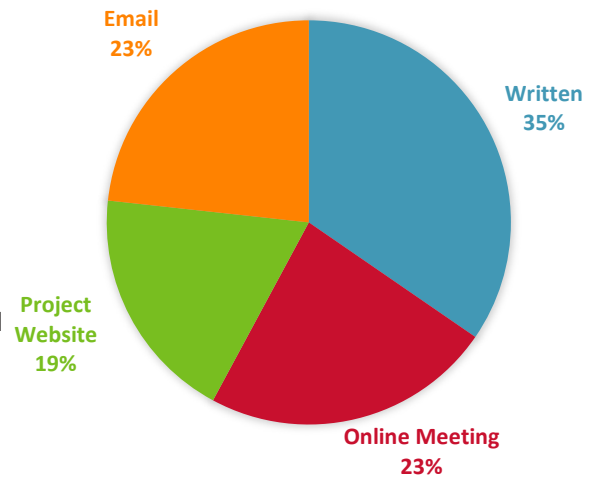
Recurring Themes: commercial impacts; neighborhood impacts; environmental; cost of new construction

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





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

What do you think of each Level 3 Alternative?

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

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





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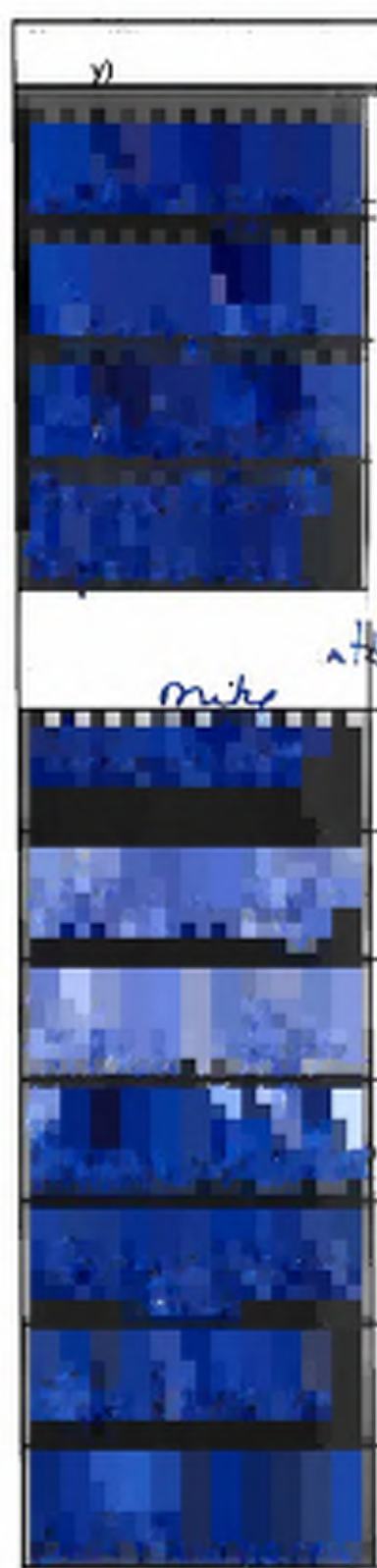


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Alternative H Meeting
4 p.m. – 7 p.m.
June 10, 2019
ITD District 6 Offices
Rigby, ID



Your Safety • Your Mobility
Your Economic Opportunity



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Tommie Jean Larson				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Jared & Michele Nadauld				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Eric Romrell				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
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Man + Chantel McMurtrey				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Lorin Packer				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Amy Romniell				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <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"/> White <input type="checkbox"/> Hispanic <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"/> White <input type="checkbox"/> Hispanic <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"/> White <input type="checkbox"/> Hispanic <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"/> White <input type="checkbox"/> Hispanic <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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other



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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		
John Parkinson				<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
MEANIE 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
Joan 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 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 Hummer				<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

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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	> 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 Grandview 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 their 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	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.
06/06/2019	Web comment	House assessments will plummet. Added traffic in area. Noise from highway. Eagles nest needs protecting.
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> <ol style="list-style-type: none"> 1. GPS systems will navigate drivers on the shortest distance to destinations and drivers will exit early rather than further down the road. 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. 3. The hotel and river regions maintain the tourism revenue near the interchange. 4. The interchange happens before the airport and FAA regulations do not come into play. 5. Residential properties and businesses owners initially bought near busy roadways would expect future impact. <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> <ol style="list-style-type: none"> 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
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 perverso 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 perverso 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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