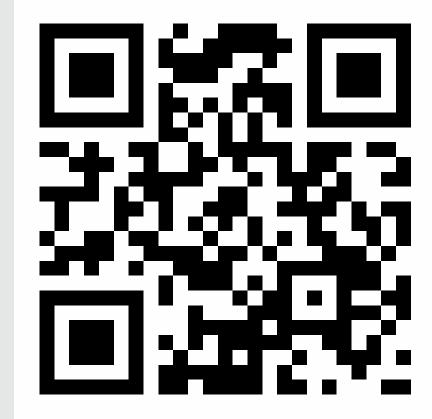
# Welcome to the I-15/US-20 Connector Open House!



The goal of the meeting is to share concept-level alternatives and gather your feedback on those alternatives.

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

You can also fill out a comment on the website using this QR code or by going to http://i15us20connector.com and choosing the Get Involved tab.





Constructed in the 1950s and 60s, the six interchanges are in need of updating to improve safety, mobility, and economic opportunity.

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

# The safety and mobility study includes six interchanges:

I-15, Exit 118, Broadway St., Historic Downtown 2

I-15, Exit 119, US-20, Grandview Dr.



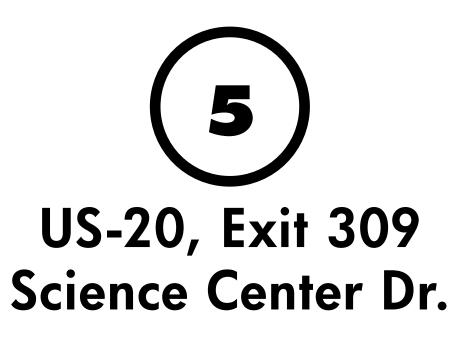


US-20, Exit 307, Lindsay Blvd.



**4** US-20, Exit 308 Riverside Dr. /City Center







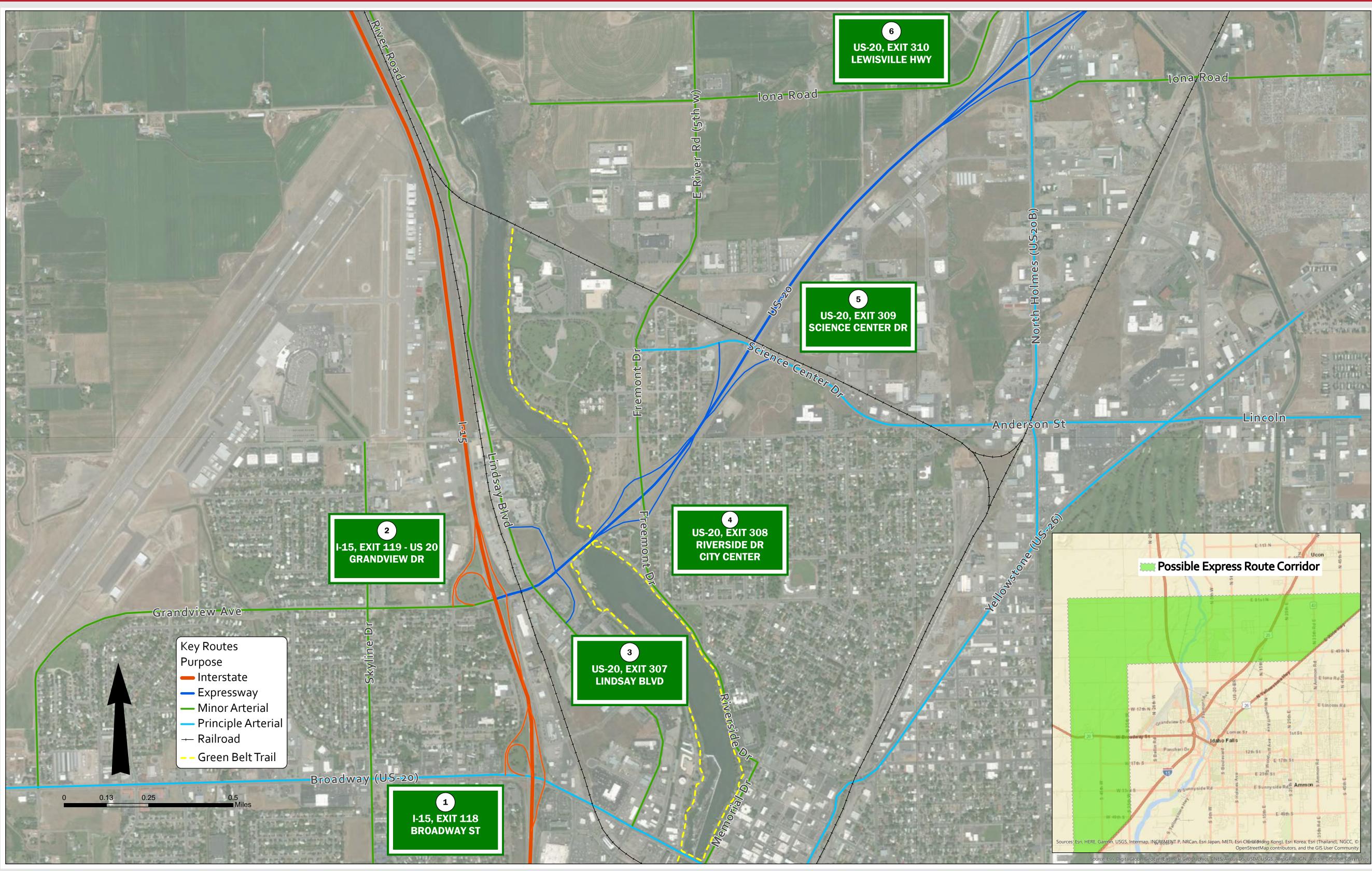
















Your Safety • Your Mobility Your Economic Opportunity









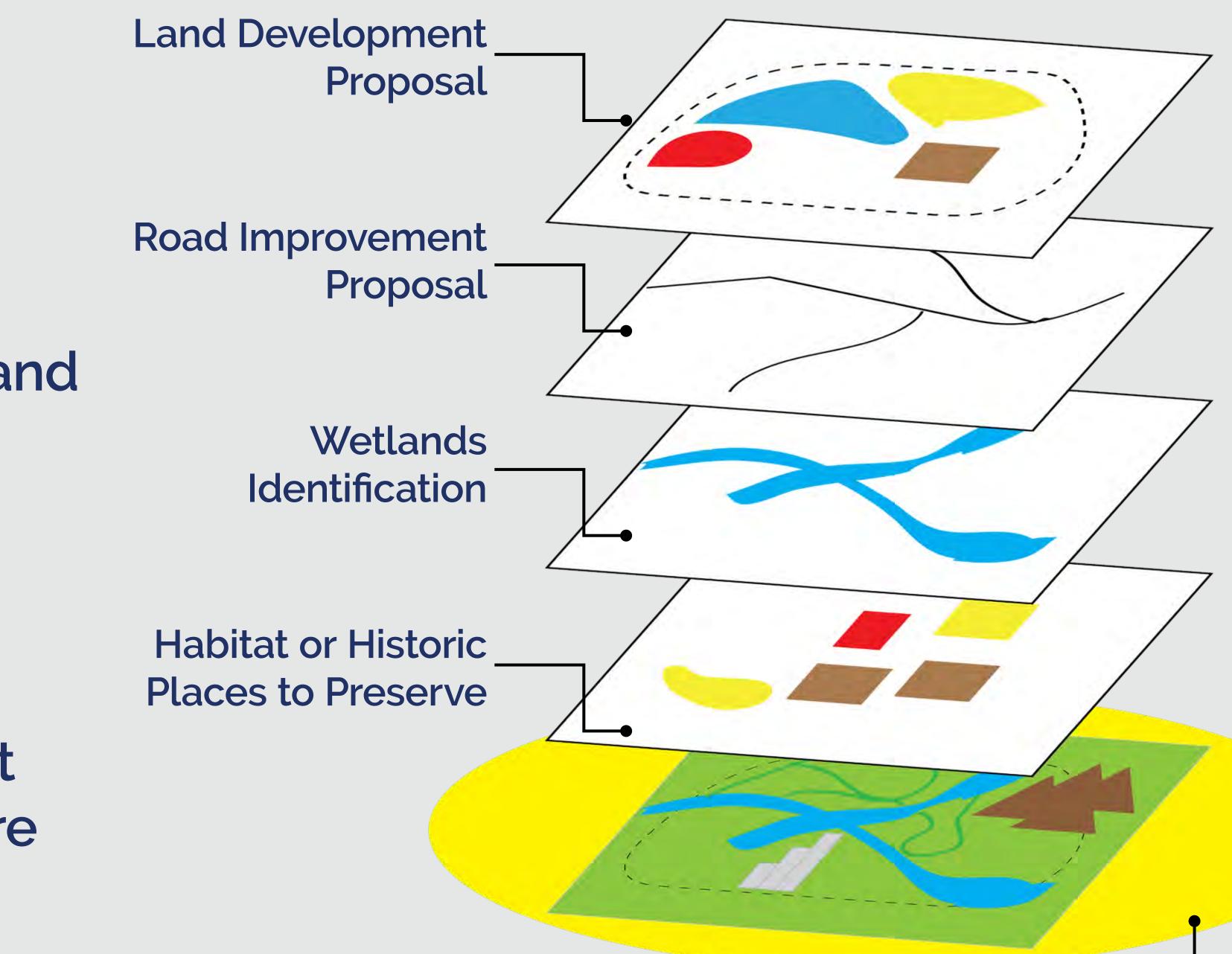
# What is a Planning and Environmental Linkages (PEL) Study?

Transportation planning study outlined by FHWA that identifies:

- **Transportation Issues and** Priorities
- **Environmental Resources and** Concerns
- **Stakeholder and Public** Concerns

The PEL Study follows Federal guidelines in order to confirm that PEL analyses can be used in future **NEPA clearance documentation.** 

# PEL Stucy **Planning and Environmental Linkage Study**



# Opportunities to support multiple community goals and improve quality of life.



Your Safety • Your Mobility





Land Use System

**Transportation** System

Water **Re**sources System

Other **Natural** Cultural Resource Systems

INTEGRATED APPROACH



# Purpose

The purpose of the PEL study is to identify and analyze improvements to address safety, congestion, mobility and travel time reliability for efficient movement of people, goods and services on I-15 and US-20 in or near Bonneville County

## and Idaho Falls.

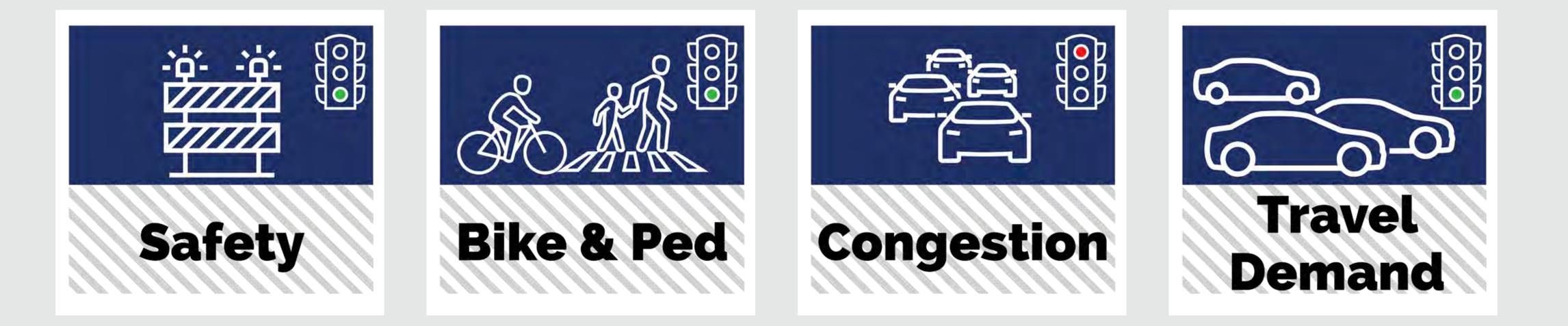
# **Project Needs**

The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to:

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

## and US-20 corridors

## 4. Address future travel demand forecasts





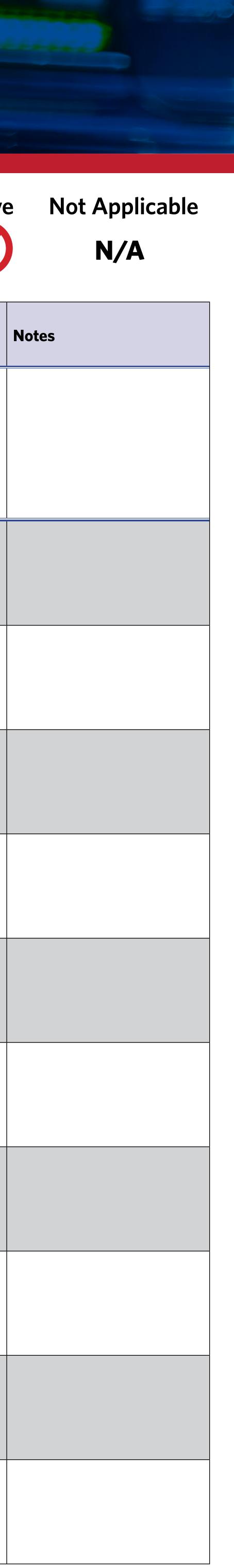


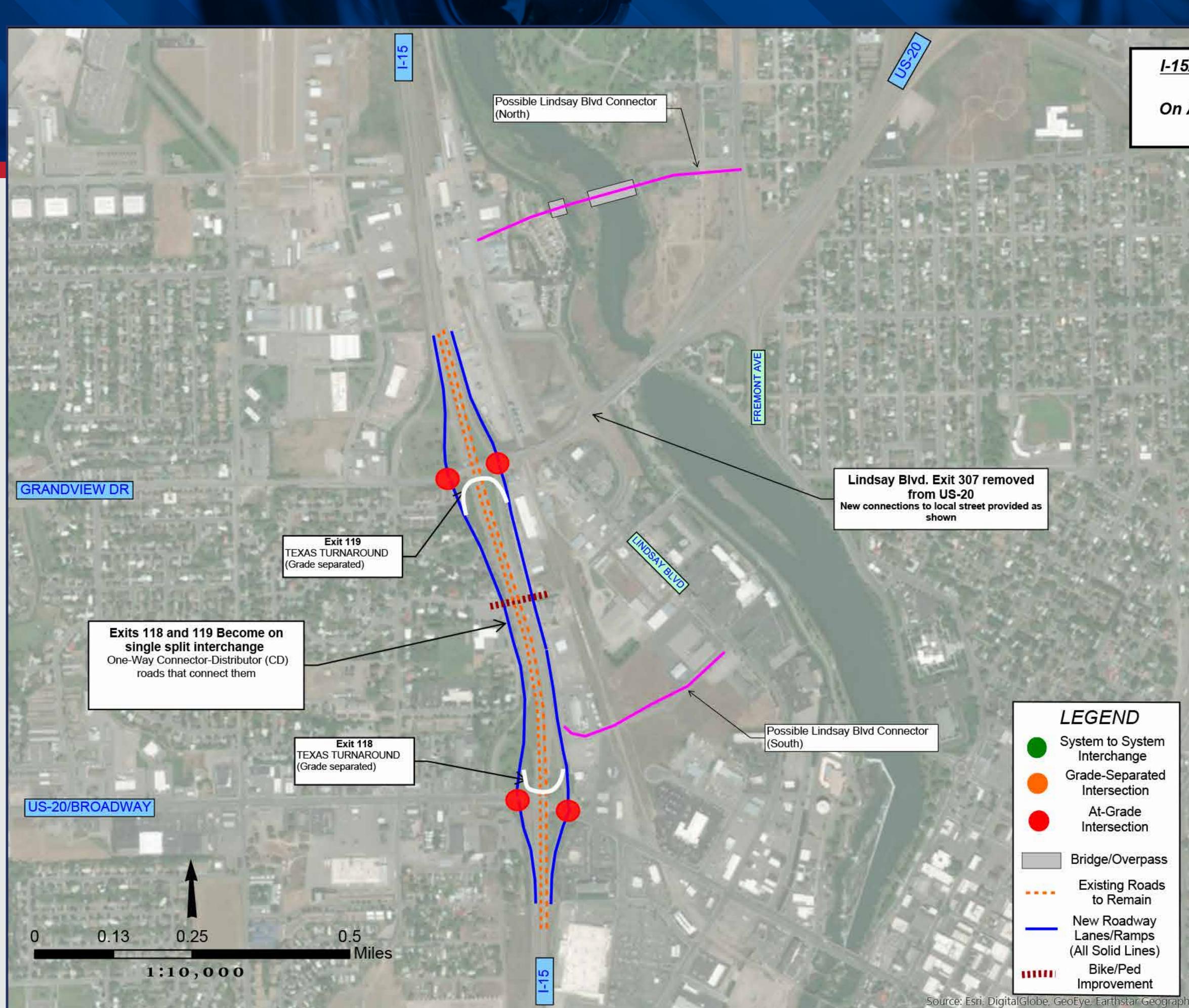




						Better	Good	Fair Negative
CRITERIA	Improves Safety	Improves Congestion	Enhances Ped/Bike Opportunity	Accommodates Future Travel Demand	Minimizes Environmental Impacts	Economic, Demographics, and Market impacts	B/C Analysis and/or comparison of lifecycle costs and constructability	Improves Access
LEVEL 1 SCREENING QUESTION	Does the alternative improve bike, pedestrian, and vehicle safety on I-15 and US-20 including the interchange on and off- ramps?	Does the alternative reduce congestion on I-15 and US- 20?		Does the alternative improve travel time reliability on I-15 and US-20 in the study area?	Does the alternative meet the purpose and need of the project?	Does the alternative enhance or improve economic, demographic, and market conditions in accordance with City, County, and MPO land use and comprehensive plan objectives and goals?	Does the alternative provide options for phased improvements?	Does the alternative improve access to local resources including schools, recreational facilities, and commercial areas?
No Action Alternative								
<b>I.A On Alignment</b> Split Access for IC 118/119								
<b>I.B On Alignment</b> Free Flow for 118/119 Interchanges								
<b>I.C On Alignment</b> Free Flow for 118, 119 & Fremont Interchanges								
<b>I.D On Alignment</b> Increase Capacity for Interchanges								
<b>II.A Off Alignment</b> Anderson Street Connector								
<b>II.B Off Alignment</b> 33 <sup>rd</sup> Avenue/Iona Rd Connector								
II.C Off Alignment 49 <sup>th</sup> N/ Telford Rd Connector								
<b>II.D Off Alignment</b> 49 <sup>th</sup> N/ Telford Rd Connector with West Extension to 45 <sup>th</sup> W and East to US- 26								
<b>I.E Off Alignment</b> 65 <sup>th</sup> N Connector with West Extension to 45 <sup>th</sup> W and East to US-26								

# Connector DEL Evaluation Matrix





I-15/US-20 SAFETY AND MOBILITY (KN 20065) PEL: LEVEL 1 - UNIVERSE ALTERNATIVES On Alignment Alternative (Ramp Modifications) I.A Split Access for IC 118/119



- Free flow traffic between I-15 and US-20 for "regional traffic" is a benefit. Alternative does not include free flow traffic between I-15 and US-20. Stop controlled intersections are still required.
- Continued access to Lindsay Boulevard at US-20 is not desirable, as it currently exists today in this configuration. Possible Lindsay Boulevard connectors should be investigated.

#### **Determination:**

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





111

**GRANDVIEW DR** 

Free-Flow connector ramps between I-15 and US-20 One-Way Connector-Distributor (CD) roads that connect I-15 and US-20 traffic without stop control intersections for Exit 118 and Exit 119

0.25

1:10,000

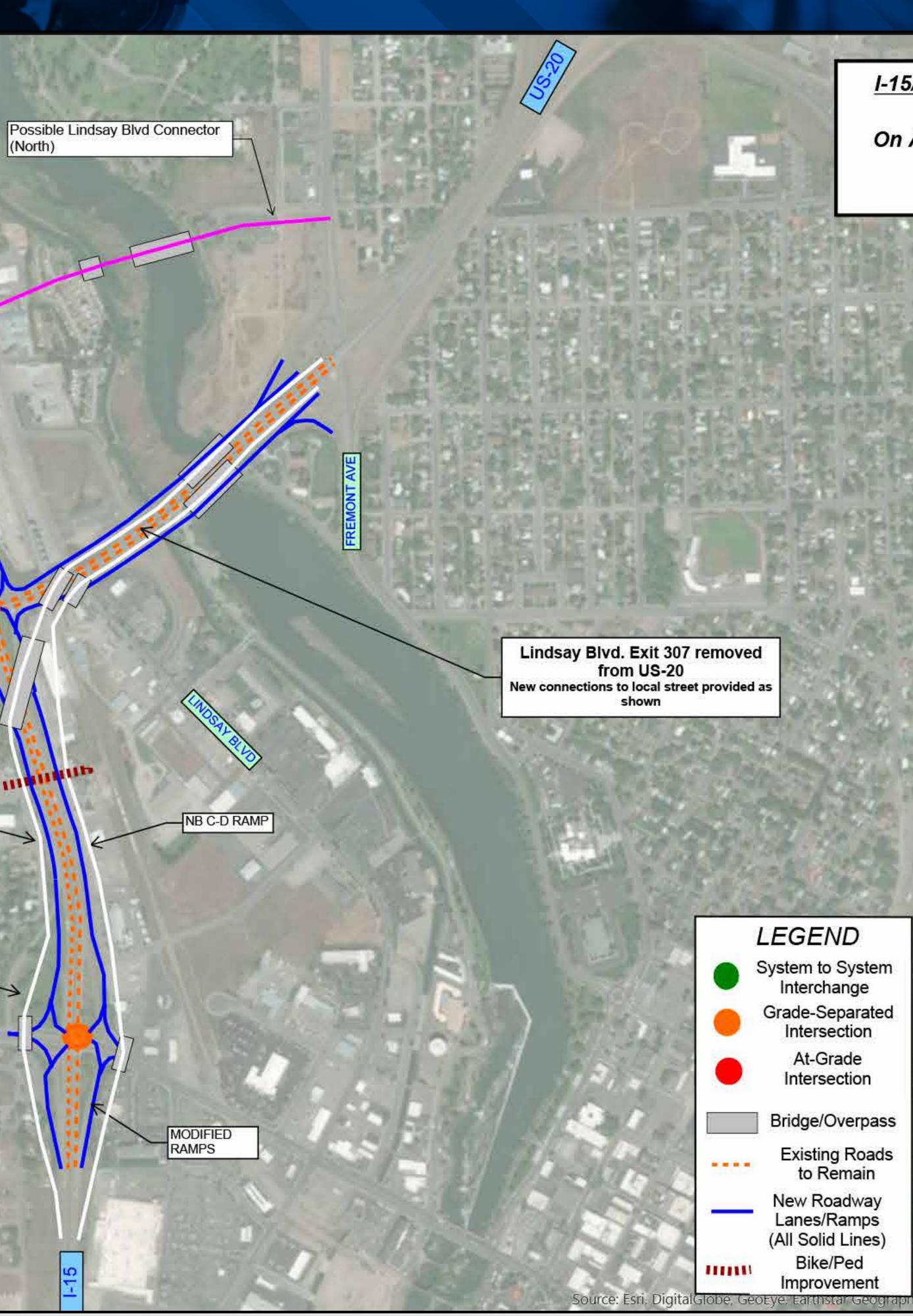
SB C-D RAMP

Miles

0.5

US-20/BROADWAY

0.13



I-15/US-20 SAFETY AND MOBILITY (KN 20065) PEL: LEVEL 1 - UNIVERSE ALTERNATIVES On Alignment Alternative (Ramp Modifications) I.B Free Flow for IC 118/119

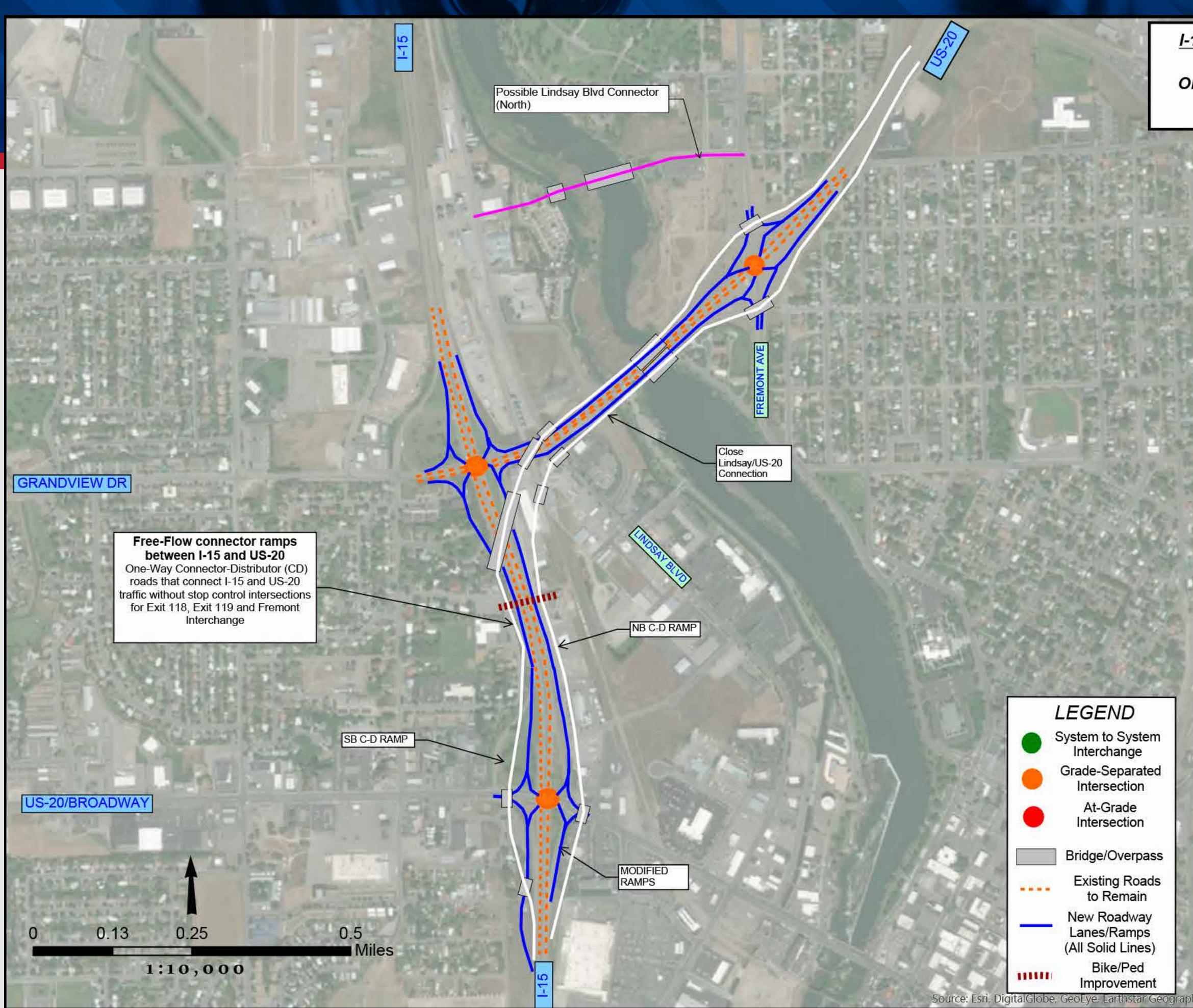
### **Considerations:**

- Environmental impacts are potentially less compared to other alternatives as existing roadway corridors are used
- May not solve the congestion concerns far enough north (east) on the US-20 Corridor
- As shown with the SPUI configuration, bikes, and pedestrians may need to be accommodated via alternative routes

### **Determination:**

• Recommended for further analysis





I-15/US-20 SAFETY AND MOBILITY (KN 20065) PEL: LEVEL 1 - UNIVERSE ALTERNATIVES On Alignment Alternative (Ramp Modifications) I.C Free Flow 118/119 & Fremont



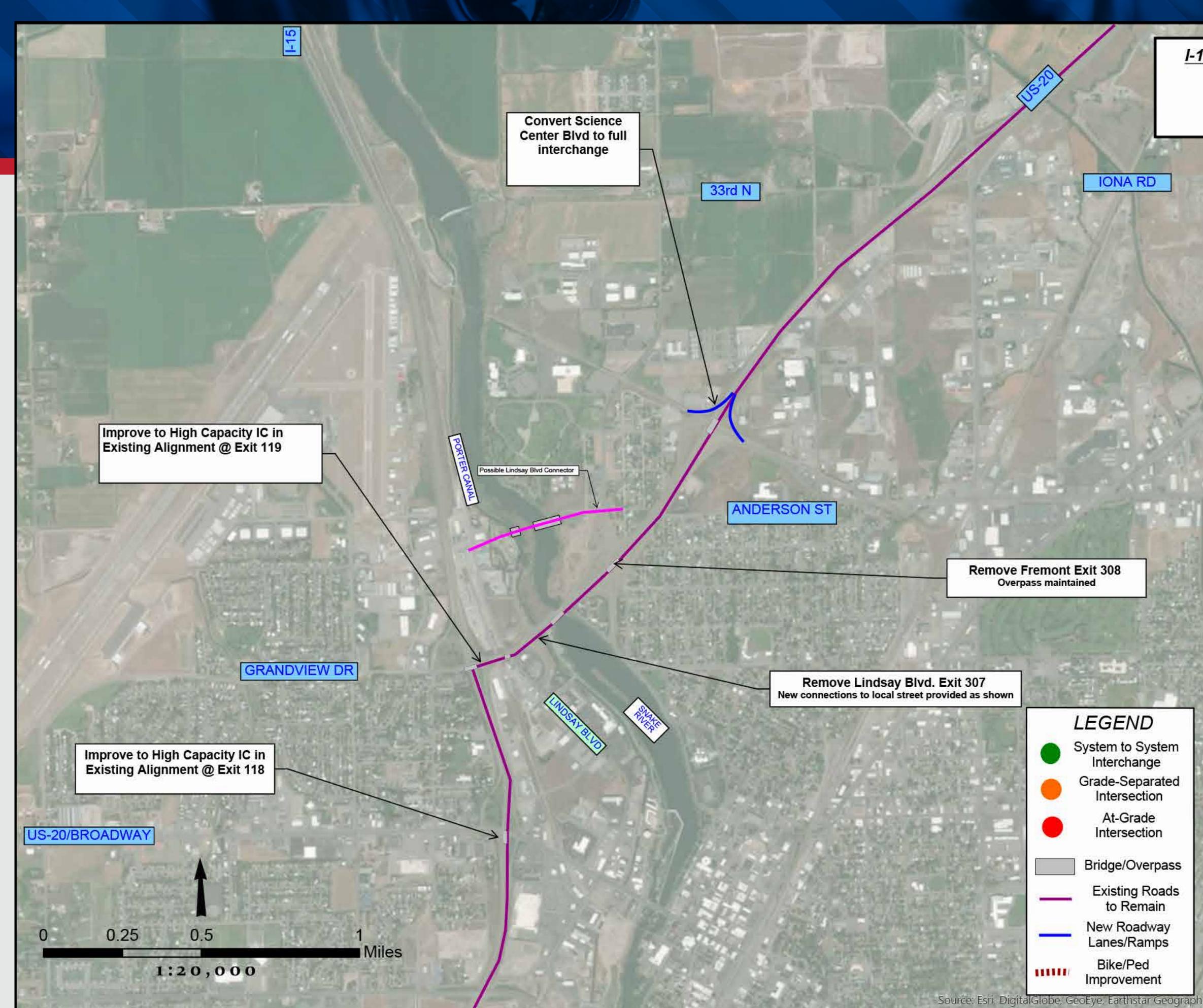
### **Considerations:**

- Environmental impacts are potentially less compared to other alternatives as existing roadway corridors are used
- Interchange at Science Center Blvd. may still need to be converted to a full interchange
- As shown with the SPUI configuration, bikes, and pedestrians may need to be accommodated via alternative routes

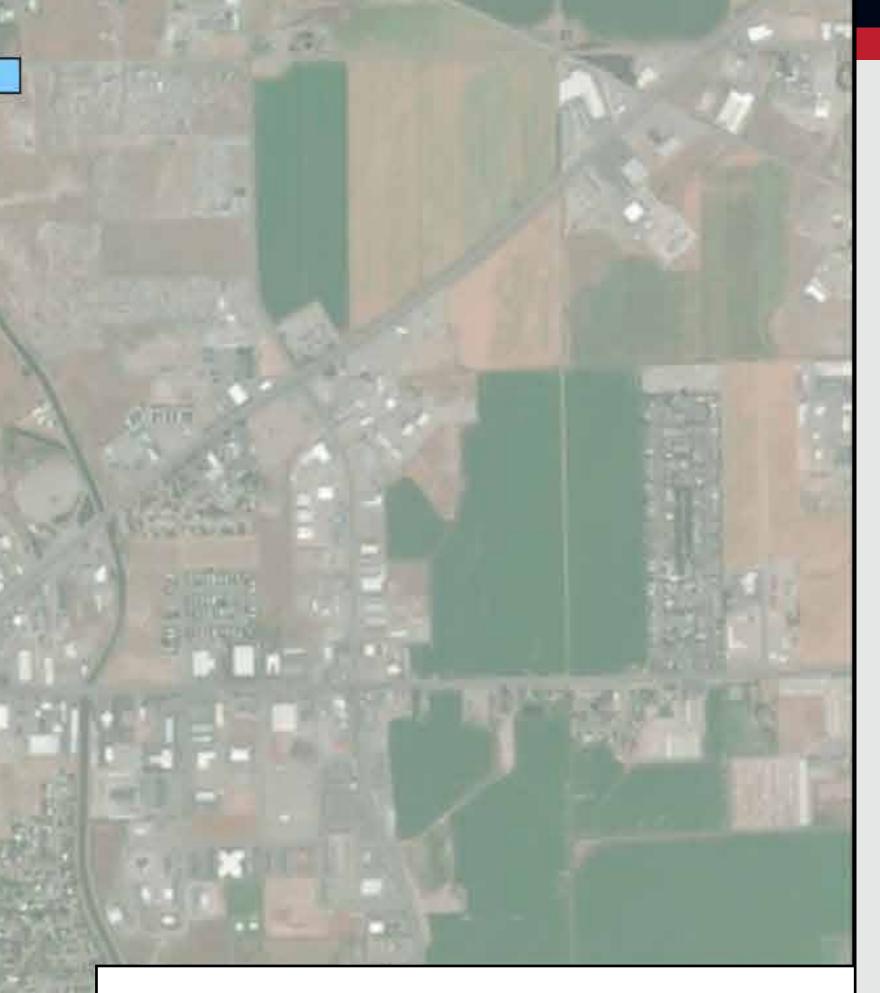
#### **Determination:**

Recommended for further analysis





### I-15/US-20 SAFETY AND MOBILITY (KN 20065) PEL: LEVEL 1 - UNIVERSE ALTERNATIVES **On Alignment Alternative** I.D



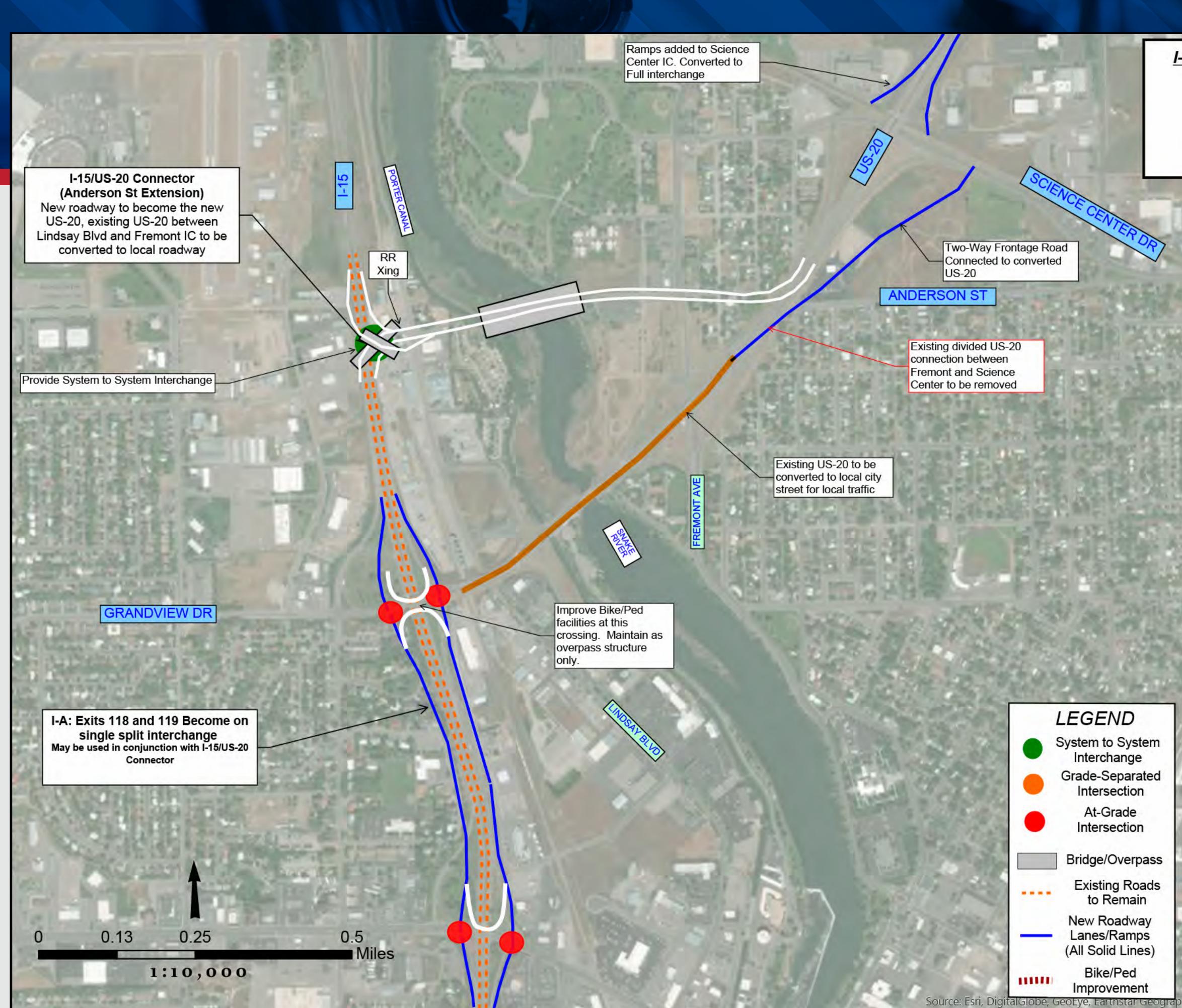
### **Considerations:**

 Removal of connectivity to US-20 via the Fremont Interchange and Lindsay Boulevard Interchange will reduce congestion for through traffic but will reduce connectivity for through traffic to local roads

#### **Determination:**

- NOT recommended for further analysis





I-15/US-20 SAFETY AND MOBILITY (KN 20065) PEL: LEVEL 1 - UNIVERSE ALTERNATIVES **Off Alignment Alternative II.A Anderson Street Connector ORIGINAL FROM LEVEL 1 - BEFORE DISCUSSED MODIFICATIONS** 

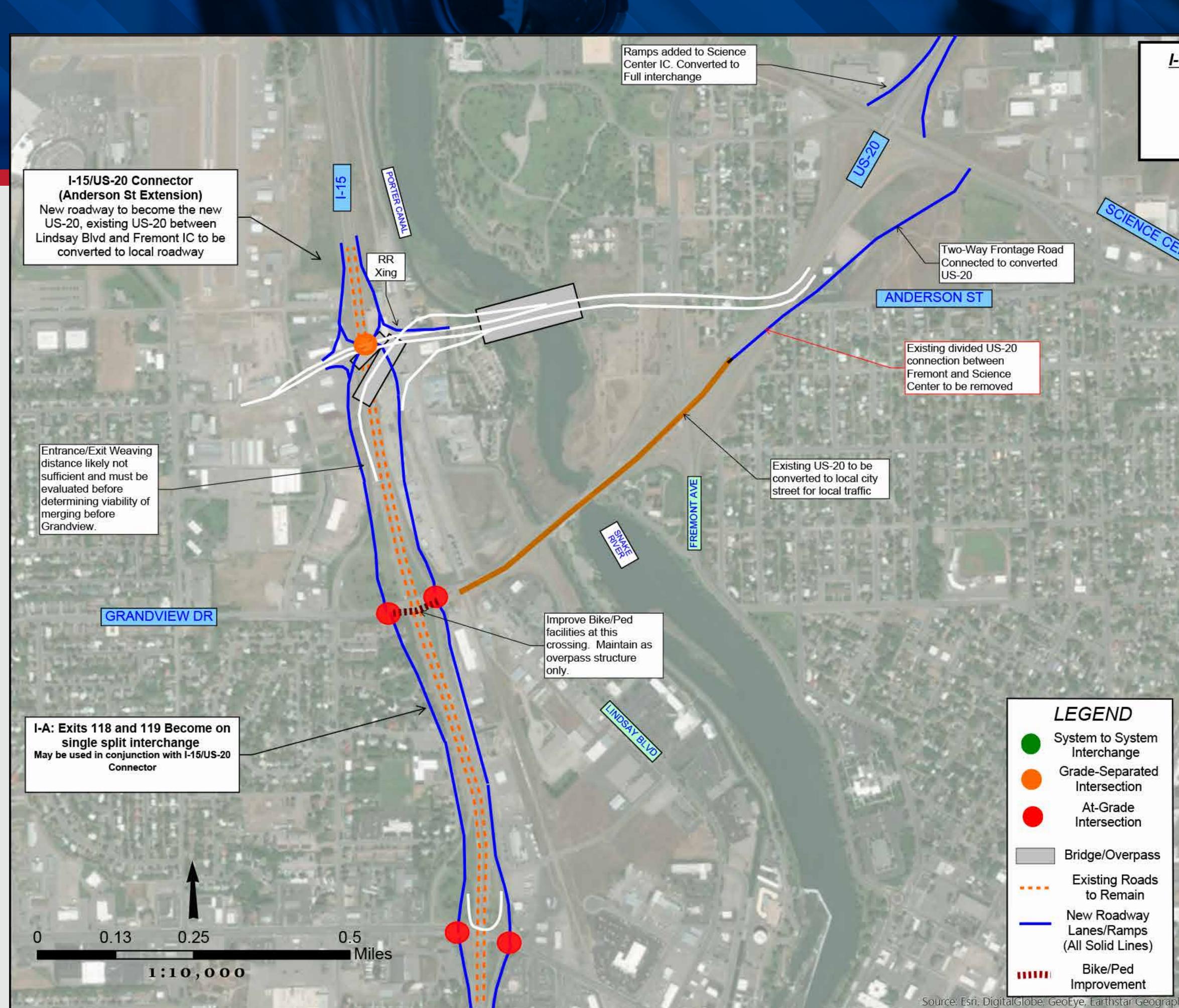


- May be effective without the addition of the split Access Interchange improvements shown in I.A.
- Access by local traffic to eastbound US-20 may be preserved

### **Determination:**

• Recommended for further analysis





I-15/US-20 SAFETY AND MOBILITY (KN 20065) PEL: LEVEL 1 - UNIVERSE ALTERNATIVES Off Alignment Alternative **II.A Anderson Street Connector MODIFIED AT LEVEL 1 SCREENING** 

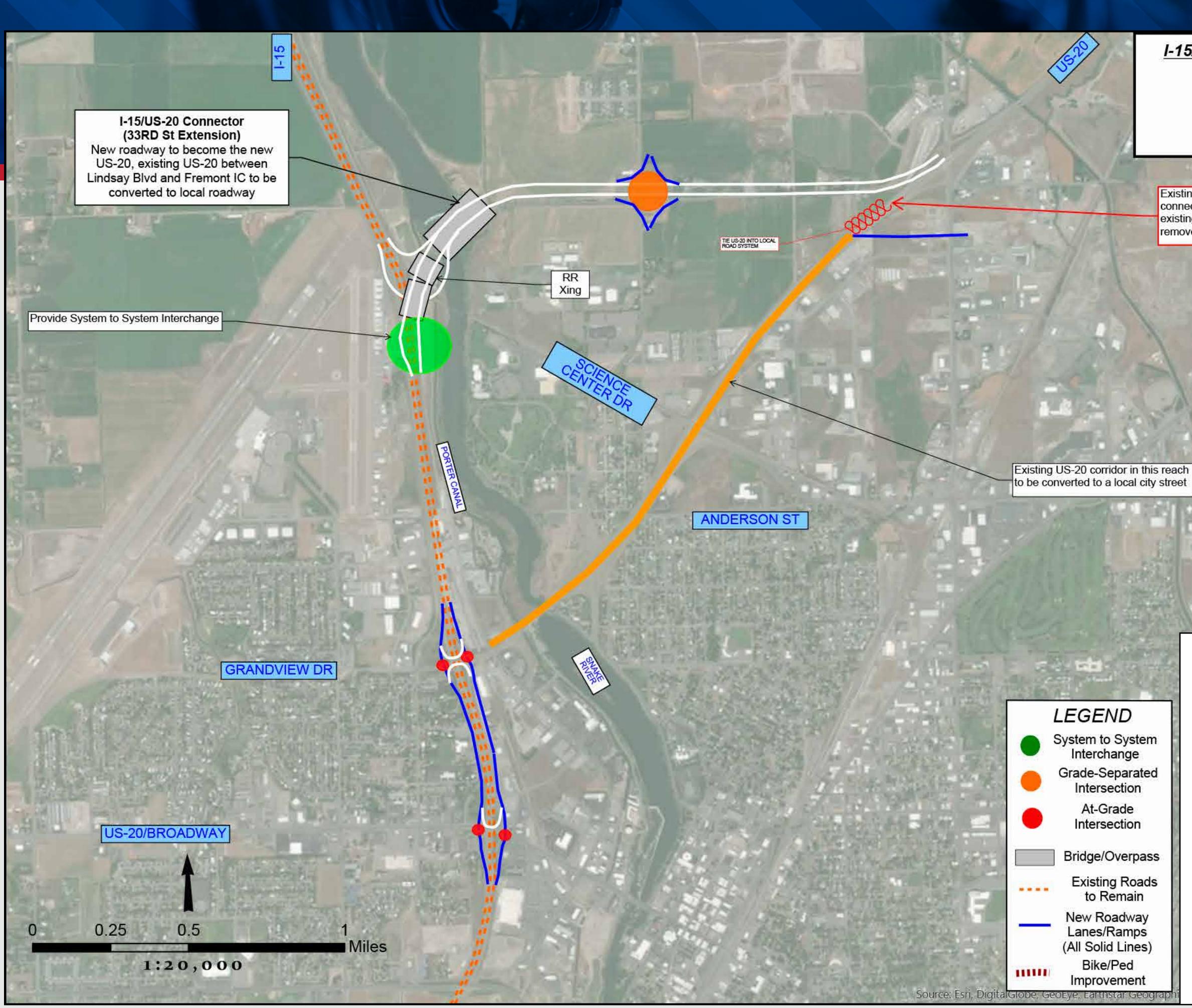
### **Considerations:**

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

#### **Determination:**

• Recommended for further analysis





I-15/US-20 SAFETY AND MOBILITY (KN 20065) PEL: LEVEL 1 - UNIVERSE ALTERNATIVES **Off Alignment Alternative** II.B 33rd/Iona Rd Connector

Existing divided US-20 connection just south of existing Lewisville IC to be removed.

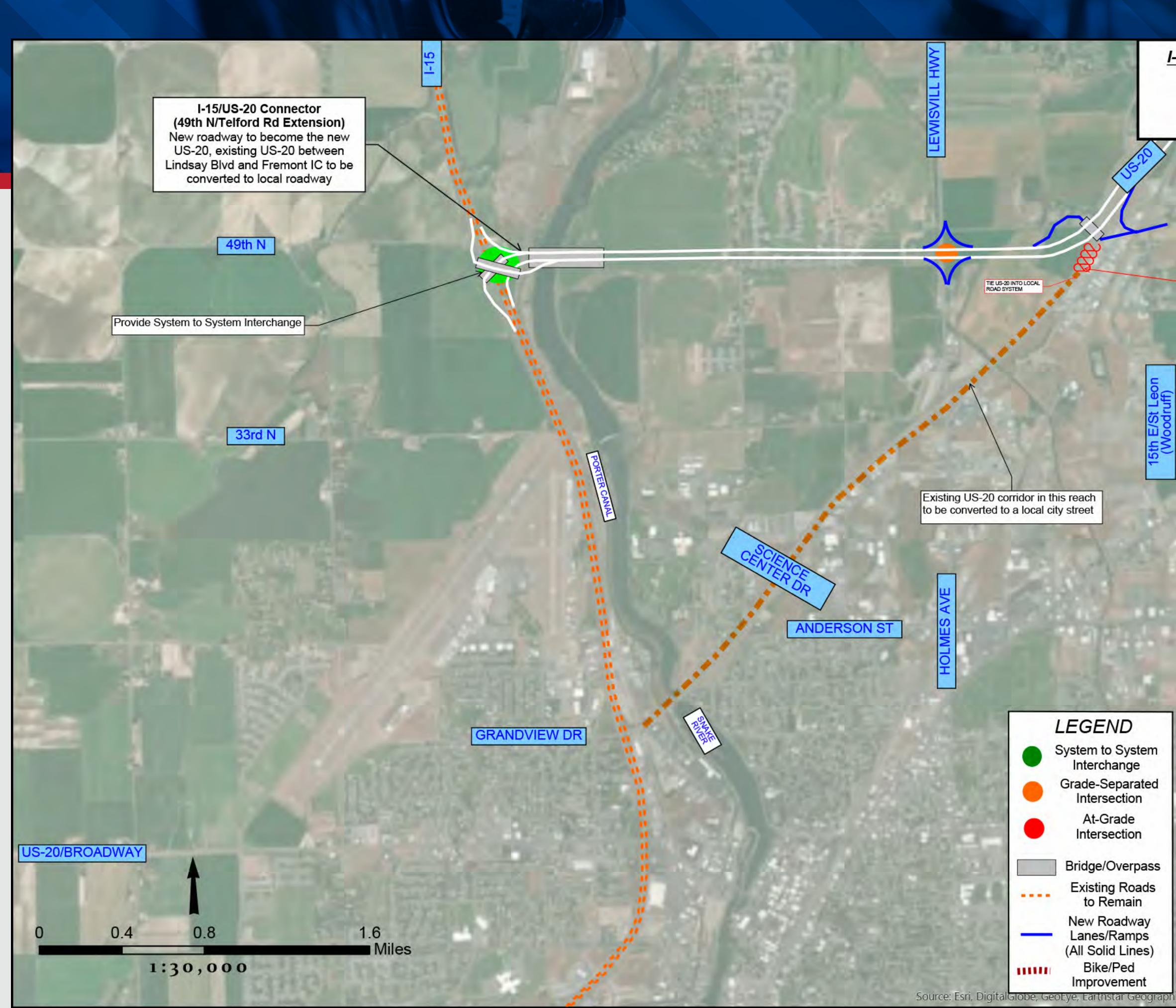
### **Considerations:**

- Crossing the railroad tracks and river would require a three tiered structure that would be complex for design and construction and may be visually obstructive. New interchange would be close to the existing diversion structure for the Porter Canal which is a significant waterway for all of the New Sweden area.
- The new interchange would be located very close to the airport's runway protection zone.

#### **Determination:**

• NOT recommended for further analysis

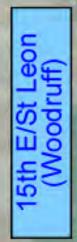






#### Existing divided US-20 connection just south of existing St Leon IC to be removed.

IONA RD



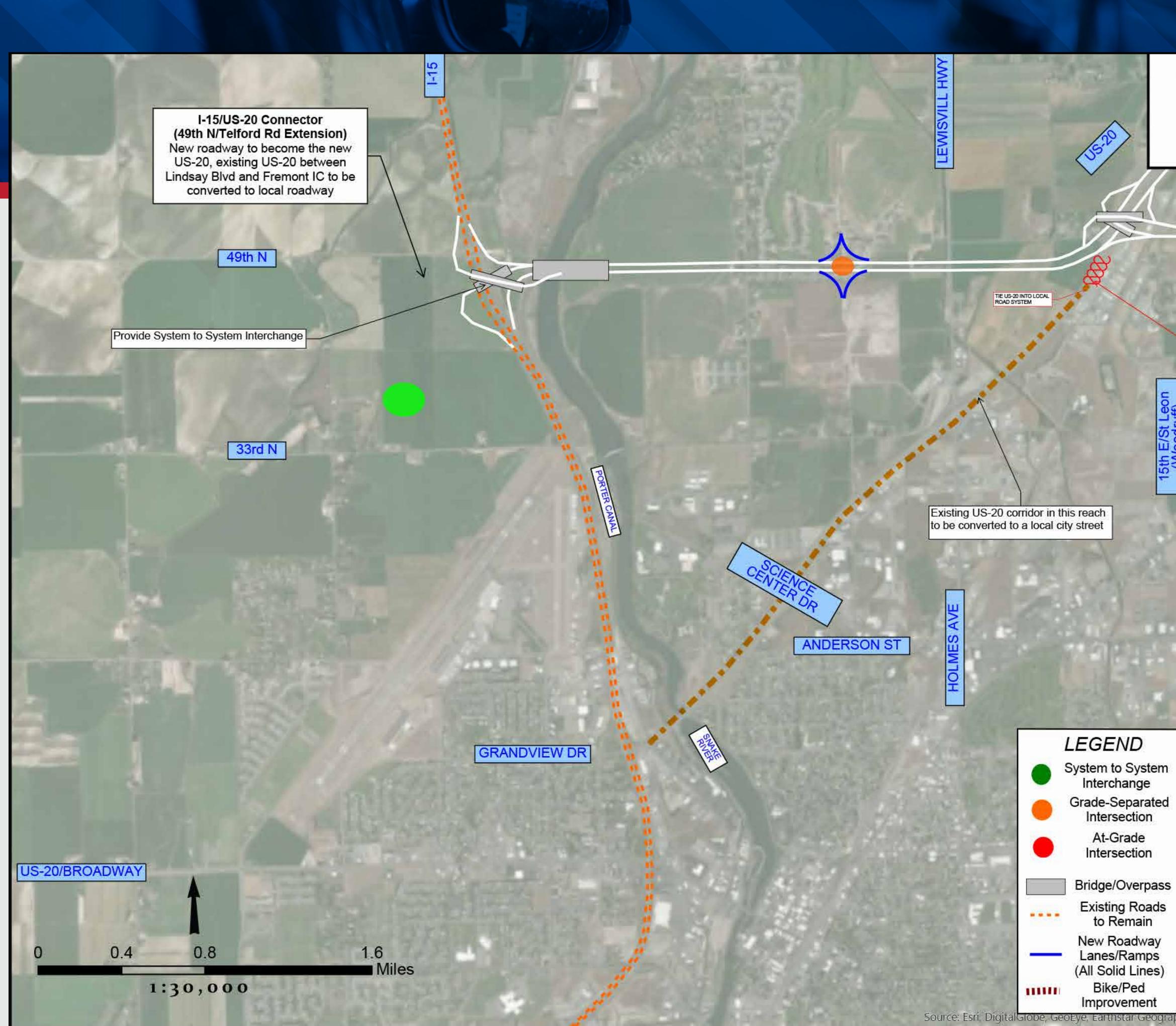
## **Considerations:**

- Less complicated bridge than II.B. and more separation from the river but is still a challenging location
- Alternative enhances possible extension to US-26

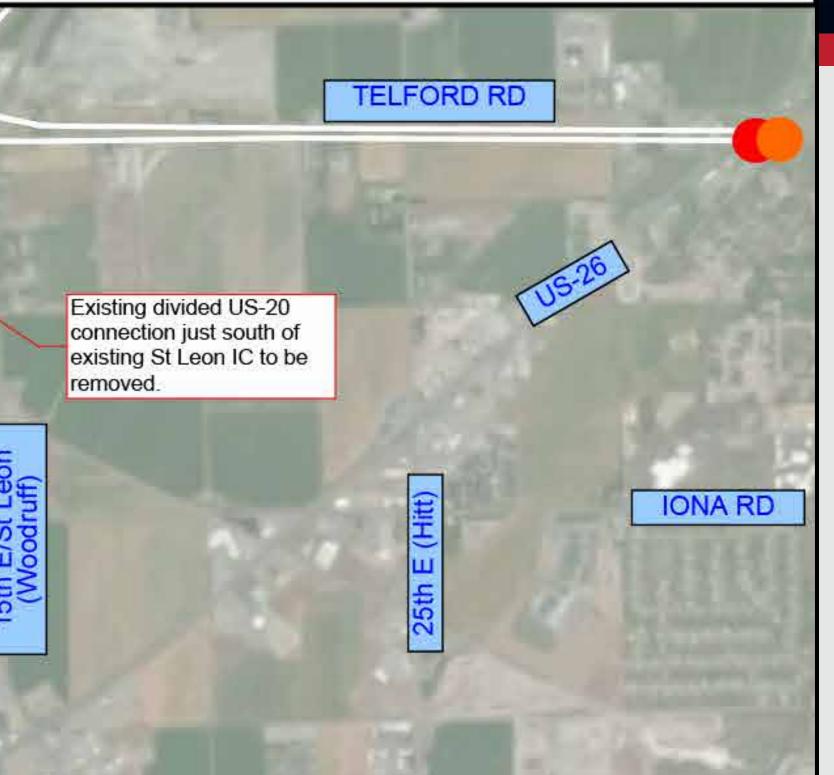
### **Determination:**

Recommended for further analysis





## I-15/US-20 SAFETY AND MOBILITY (KN 20065) PEL: LEVEL 1 - UNIVERSE ALTERNATIVES Off Alignment Alternative II.C 49th/Telford Rd Connector **MODIFIED AT CWG MEETING #3**



### **Considerations:**

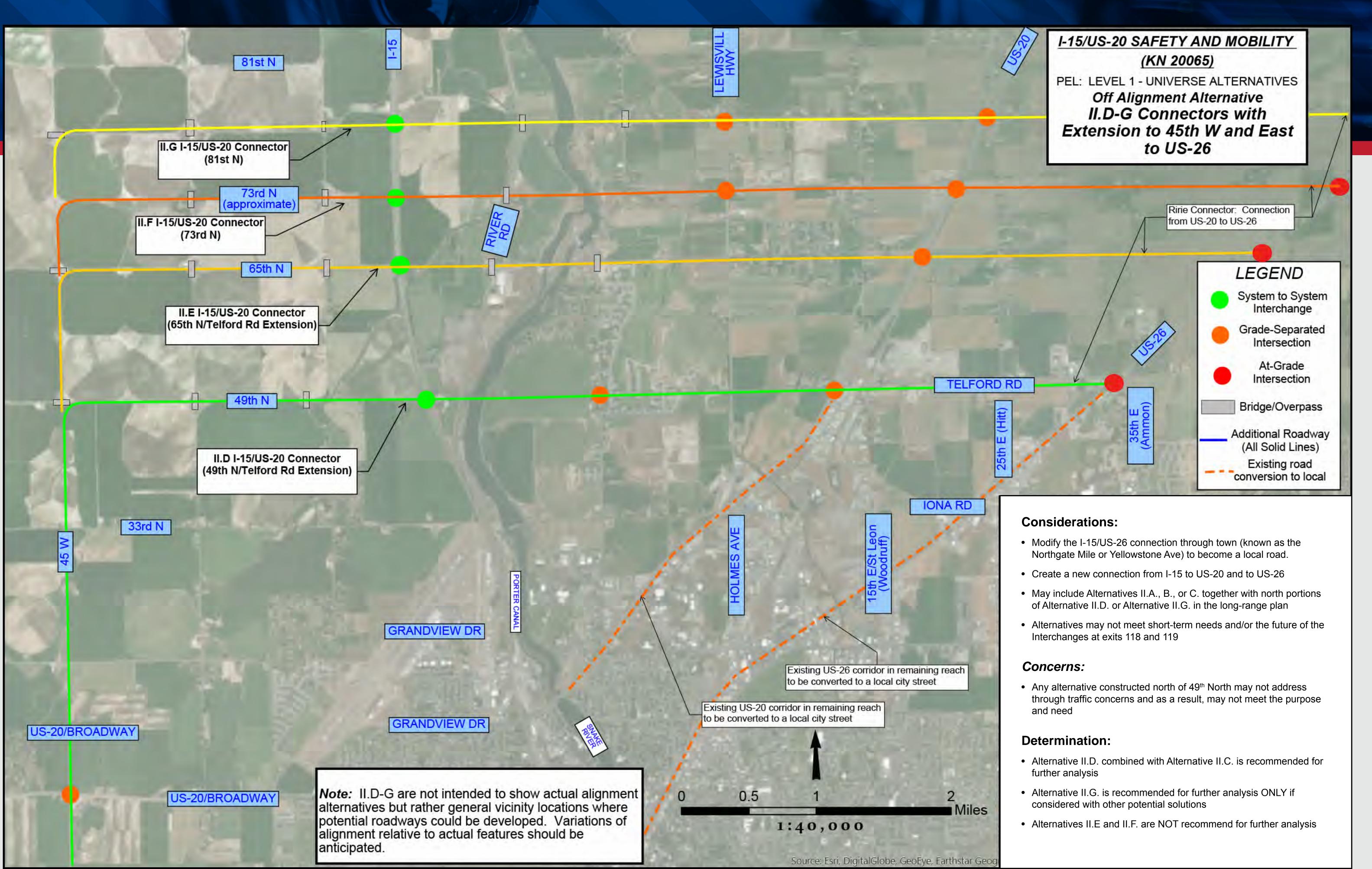
- Same considerations as II.C
- Provides for an extension to US-26

#### **Determination:**

Recommended for further analysis

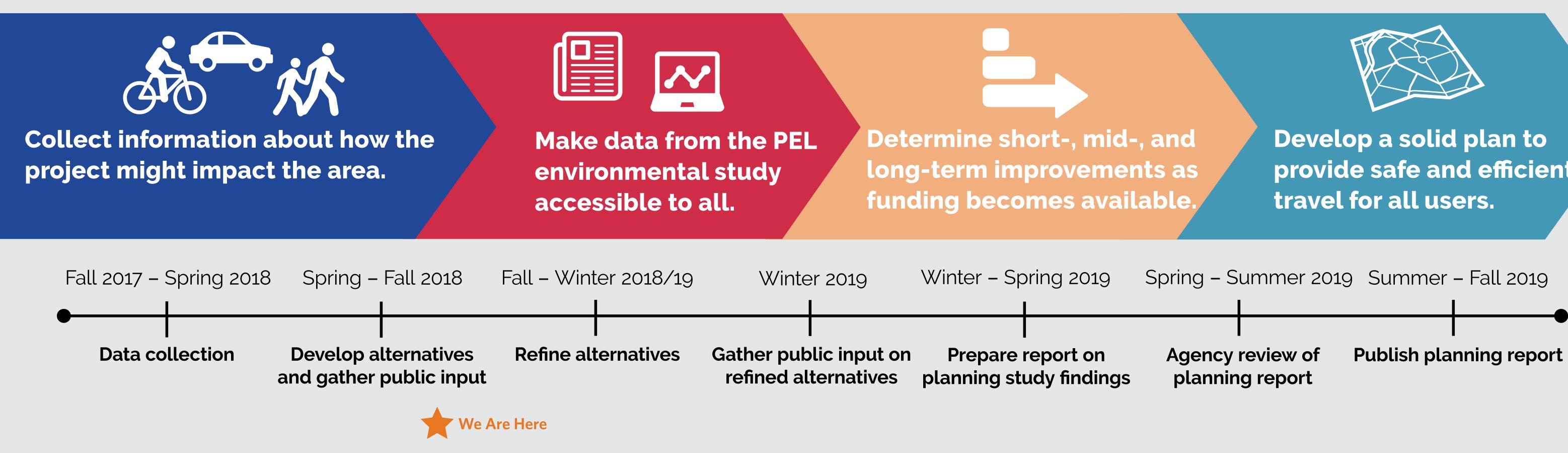
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# The first step will be a planning and environmental study which is expected to take about 18 months. There are four major goals for this study:



# Project Schedule





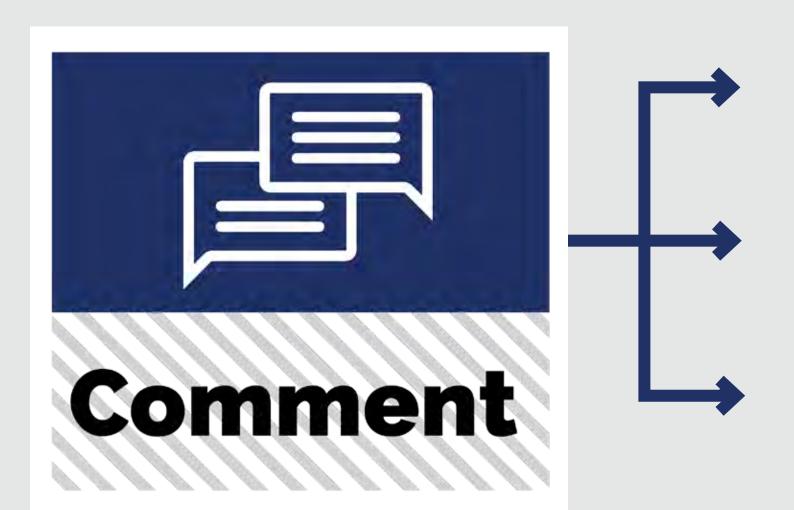




provide safe and efficient



# I-15/US 20 Connector study:



- Email us at I-15US20Corridor@itd.idaho.gov
- Go to the project website at i15us20connector.com to:
  - Fill out a comment form comments are due by **>>** September 19, 2018
  - Sign up for email updates **>>**
  - Check our event calendar for community events and **>>** future meetings
  - Follow ITD on Facebook and Twitter and YouTube!

# Get Involved

There are several ways to get and stay involved in the

Fill out a comment form tonight





