

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



Meeting Summary

KN20065

Skyline High School
1767 Blue Skyline High School

5 p.m. – 7 p.m.
September 5, 2018



September 2018 Open House

Meeting Summary

Table of Contents

Executive Summary	2
Meeting Format	2
Online Meeting	3
Notification Process	3
Comments	3
Comment Themes	4
Alternatives	4
Short-term Ideas	6
Additional Suggestions Not Directly Related to Alternatives	6
Conclusions	7
Appendix A – Meeting Notification Materials	
Appendix B – Sign-in Sheets	
Appendix C – Meeting Handouts	
Appendix D – Exhibits	
Appendix E – Comments	
Appendix F – Online Meeting and Website Visit Statistics	



September 2018 Open House

Meeting Summary

Executive Summary

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

Open House #2

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

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



Meeting Format

The meeting was held in an open house format with 20 display boards set up along the perimeter of the room. Project team in attendance included is shown in the box to the right. Large maps of the study area were placed on a tables adjacent to the display boards. Comment forms were available on tables in the center of the room. The display boards included:

- Welcome and Purpose of the Meeting
- Background
- Area Map
- Planning and Environmental Linkages (PEL) Study
- Purpose and Need
- Level of Service
- Existing Weekly Traffic Conditions
- 2045 No Build Weekly Traffic Conditions
- PEL Level 1 Evaluation Matrix
- Concept Level Alternatives
 - I.A. Split Access for IC 118/119

Project Team

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



September 2018 Open House

Meeting Summary

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

A copy of the boards is included in Appendix C.

Online Meeting

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



Website statistics for online meeting are included in Appendix F.

Notification Process

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

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

A copy of notification materials is included in Appendix D.

Comments

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



September 2018 Open House

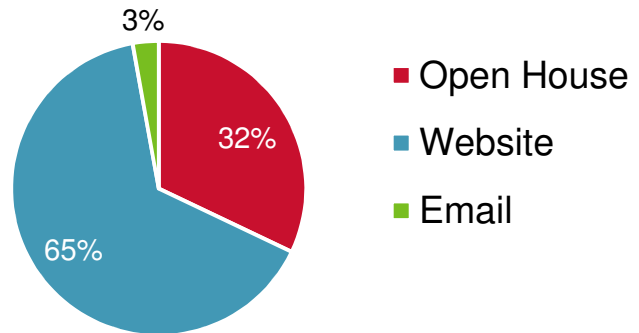
Meeting Summary

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

Comments were received through three primary modes:

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

Comments Received



Comment Themes

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

Alternatives

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

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

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

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



September 2018 Open House

Meeting Summary

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

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

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

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



September 2018 Open House

Meeting Summary

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

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

Short-term Ideas

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

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

Additional Suggestions Not Directly Related to Alternatives

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



September 2018 Open House

Meeting Summary

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

Conclusions

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

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










September 2018 Open House

Meeting Summary



Appendix A – Meeting Notification Materials

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

	<h2>I-15/US-20 Connector Open House</h2>	<h3>JOIN US!</h3> 
<h3>MEETING DETAILS</h3>  <p>Wednesday September 5, 2018 5 p.m. – 7 p.m.</p>  <p>Skyline High School Commons/Lunch Room 1767 Blue Sky Drive Idaho Falls</p>	<p>ITD, the City of Idaho Falls, and Bonneville County are working together on a plan for improving this critical infrastructure and are seeking your input to develop community-based solutions.</p> <p>Please attend the open house anytime between 5 p.m. and 7 p.m. to view a range of conceptual alternatives and give feedback to project staff.</p> <p>If you can't attend the in-person open house, please go to http://i15us20connector.com/ and participate in the online open house. The online open house will be available 24/7 until September 19, 2018. You can view displays and submit a comment and/or question.</p> <hr/> <p>TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 <i>Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users Dial 711 to use the Idaho Relay System.</i> <i>Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al coordinador de participación pública al (208) 334-8119 o TDD/TDY marque 711.</i></p> <div data-bbox="618 768 691 831"></div> <div data-bbox="712 785 862 821"><p>Your Safety • Your Mobility Your Economic Opportunity</p></div> <div data-bbox="951 768 1138 831"></div> <div data-bbox="1284 768 1357 831"></div>	

	<h2>Help shape the future of I-15 and US-20 in Idaho Falls!</h2>	<h3>JOIN US!</h3> 
<h3>MEETING DETAILS</h3>  <p>Wednesday September 5, 2018 5 p.m. – 7 p.m.</p>  <p>Skyline High School Commons/Lunch Room 1767 Blue Sky Drive Idaho Falls</p>	<p>Please attend to view a range of conceptual alternatives and give feedback to project staff.</p> <p>If you can't attend the in-person open house you can participate in the online open house September 5-19.</p> <hr/> <div data-bbox="618 1579 691 1642"></div> <div data-bbox="712 1596 902 1652"><p>Your Safety • Your Mobility Your Economic Opportunity</p></div> <div data-bbox="976 1579 1211 1642"></div> <div data-bbox="1284 1579 1373 1642"></div>	

Postcard Front & Back



I-15/US-20 Connector Open House

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

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

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



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

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


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

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



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



I-15/US-20 Connector Open House



Your Safety • Your Mobility
Your Economic Opportunity



ITD Facebook Post - 9/13/2018

Idaho Transportation Department (ITD)
September 13 at 3:36 PM · 🌐

IDAHO FALLS - Take a peek at our Online Open House for the I-15/US-20 Connector project going on now thru September 19. We want your comments, so please let us know your thoughts & suggestions!
<http://i15us20connector.com/>



I-15/US-20 Connector Study | Idaho Transport

I-15/US-20 Connector Study | k

2 1 Share

ITD Twitter Tweet - 9/13/2018

ITD @IdahoITD · Sep 13

IDAHO FALLS - Take a peek at our Online Open House for the I-15/US-20 Connector project going on now thru September 19. We want your comments, so please let us know your thoughts & suggestions! i15us20connector.com



View the Online Open House
Comments accepted until September 19

ITD Facebook Post - 9/4/2018

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

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

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



👍 1

1 Comment 4 Shares

👍 Like

💬 Comment

➦ Share

👤

ITD Facebook Photo Post - 9/4/2018

Ranked Page Photos

ITD Images (10 More)



👍 1

1 Comment 4 Shares

👍 Like

💬 Comment

➦ Share

👤

Most Relevant ▾



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



Write a comment...

😊 GIF 🗨

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

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

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

👍 1

1 Comment 4 Shares

👍 Like

💬 Comment

➦ Share

👤

Most Relevant ▾



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



Write a comment...

😊 GIF 🗨



September 2018 Open House

Meeting Summary

Appendix B – Sign-in Sheets

- Sign-in Sheets

Sign-in sheets removed to protect attendees' privacy on project website.



September 2018 Open House

Meeting Summary

Appendix C – Meeting Handouts

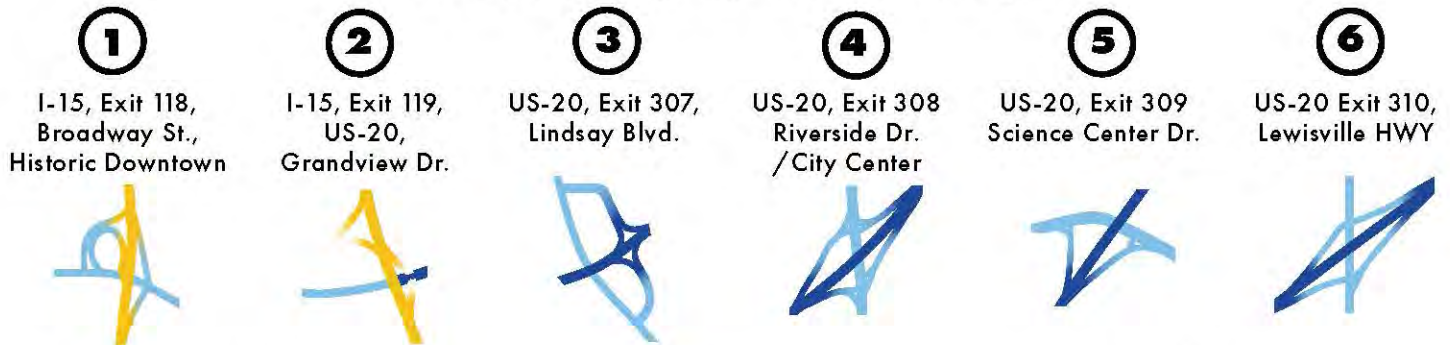
- Flyer
- Business card with website address



I-15/US-20 Connector

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

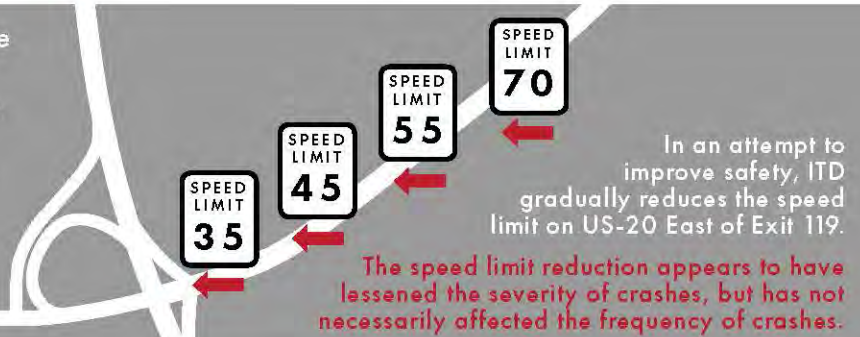
The safety and mobility study includes six interchanges.



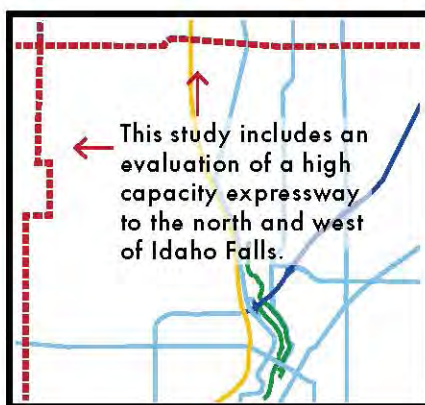
② A Closer look at the Exit 119 Interchange

Northbound off-ramp at Exit 119:

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



Study Area Map



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

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

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

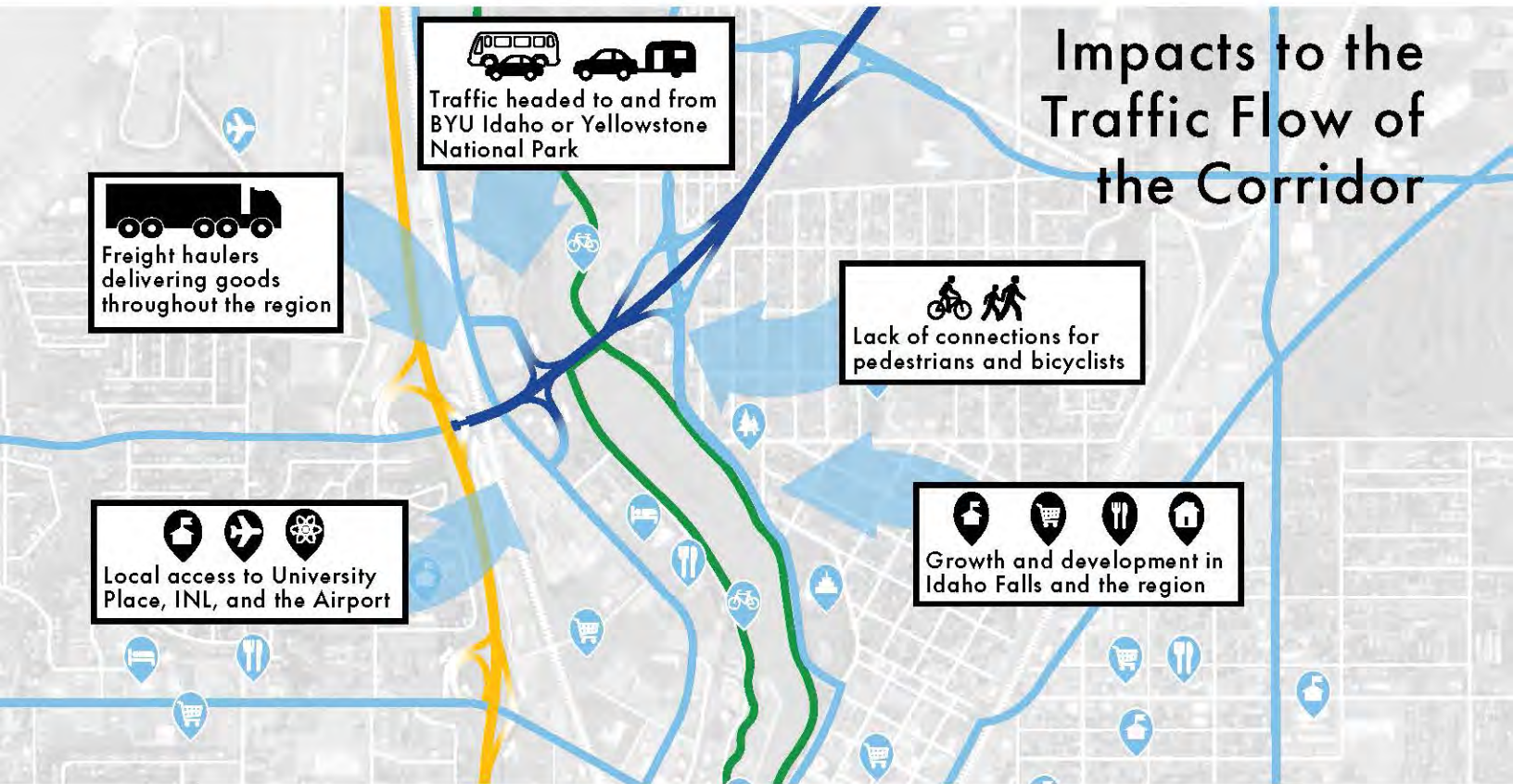
The distance between the Exit 118 on-ramp and the Exit 119 off-ramp is less than 1,000 ft.



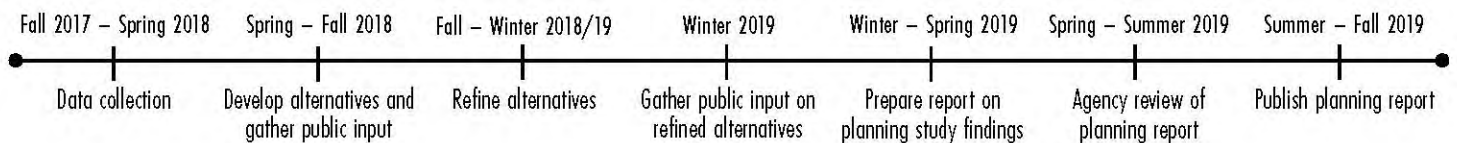
ITD is collaborating with the City of Idaho Falls and Bonneville County and will actively engage the public throughout the project development process to determine how the corridor can be improved to best serve Idaho Falls citizens and the growing region.



Your Safety • Your Mobility
Your Economic Opportunity



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



Join the Conversation

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



Business Card Front & Back



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

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



September 2018 Open House

Meeting Summary

Appendix D – Exhibits

- Display boards

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



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

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

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





Background

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

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

The safety and mobility study includes six interchanges:

1

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



2

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



3

US-20, Exit 307,
Lindsay Blvd.



4

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



5

US-20, Exit 309
Science Center Dr.



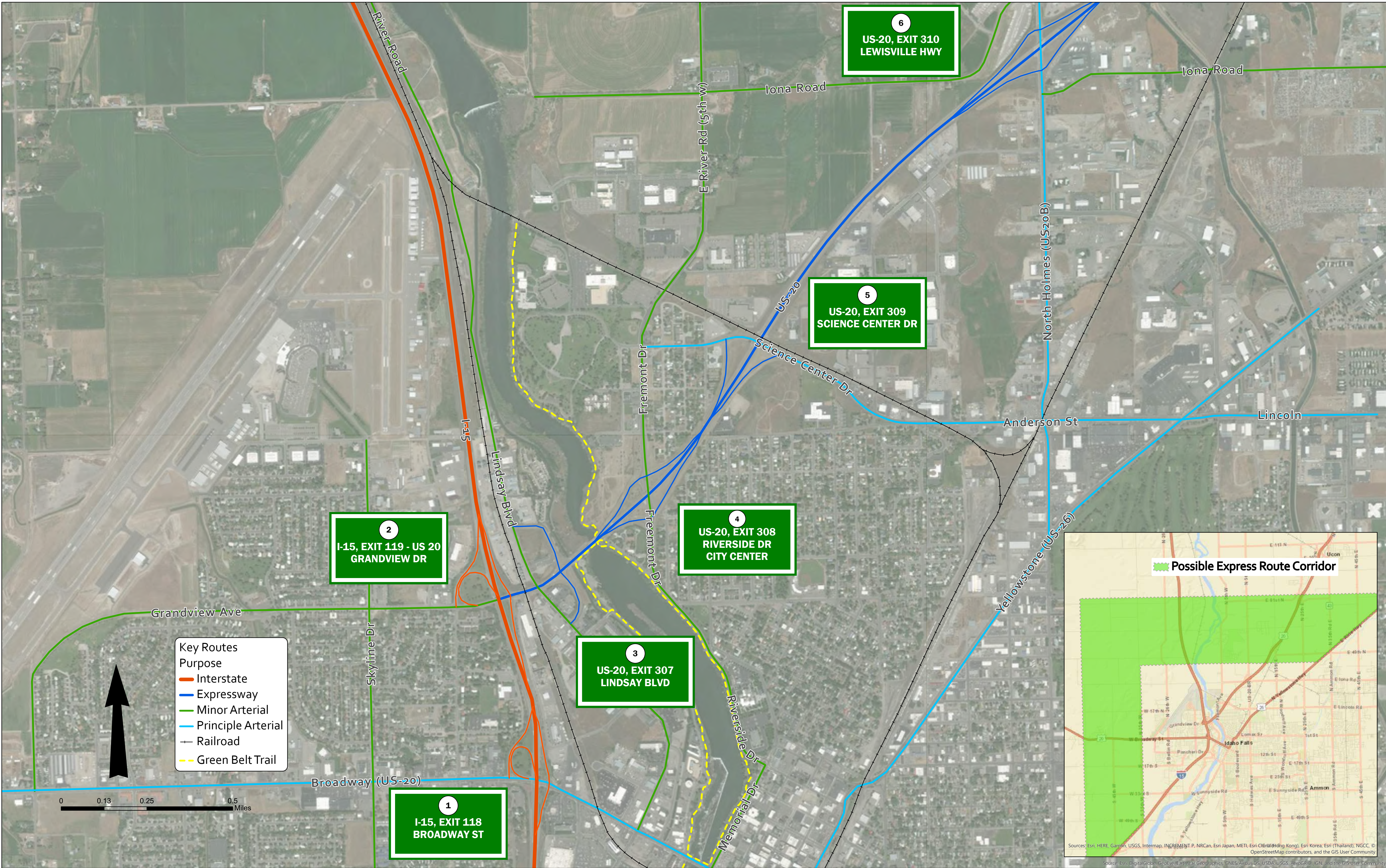
6

US-20, Exit 309
Science Center Dr.





Area Map





PEL Study

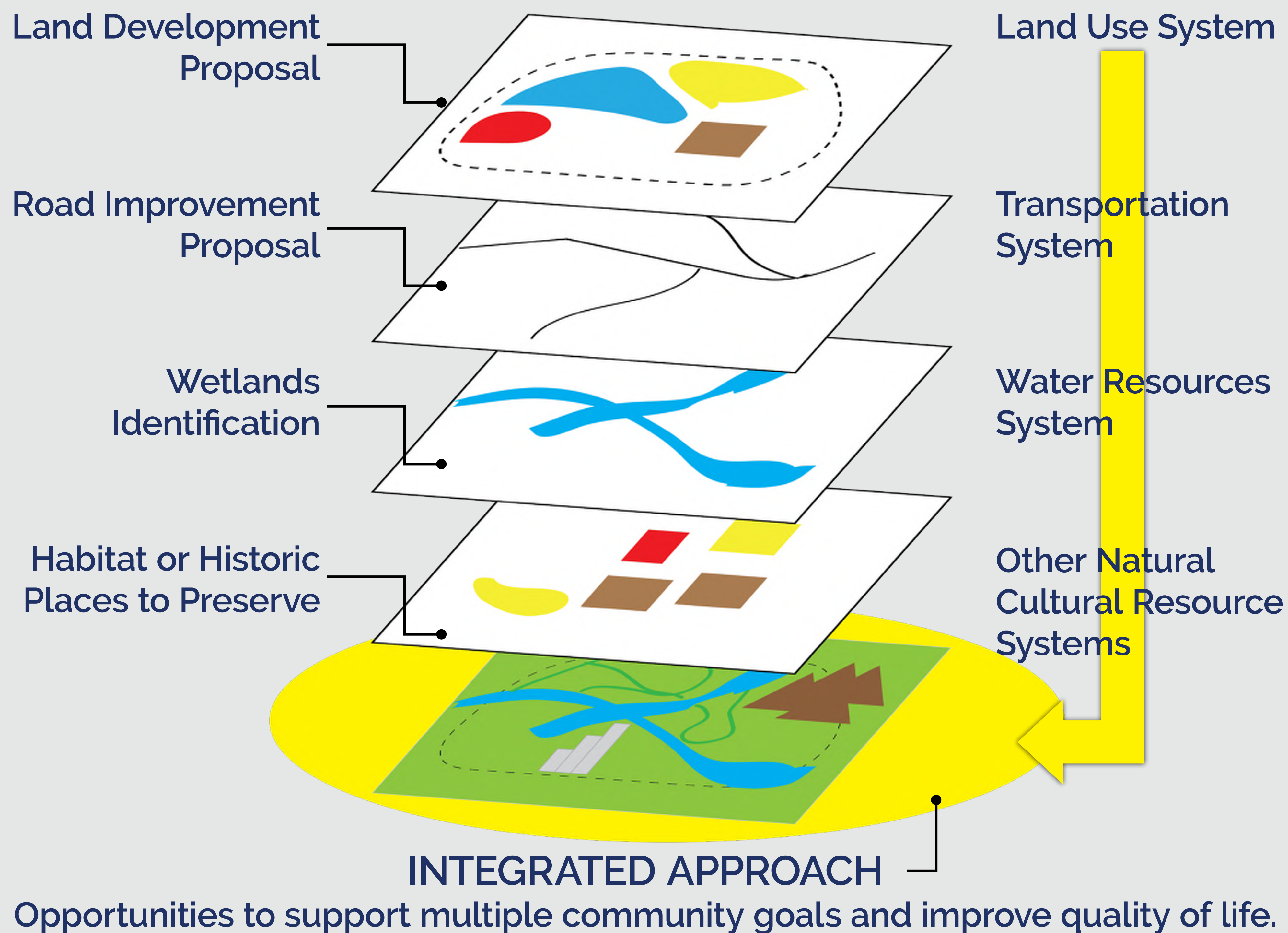
Planning and Environmental Linkage Study

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

Transportation planning study outlined by FHWA that identifies:

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

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





Purpose & Need

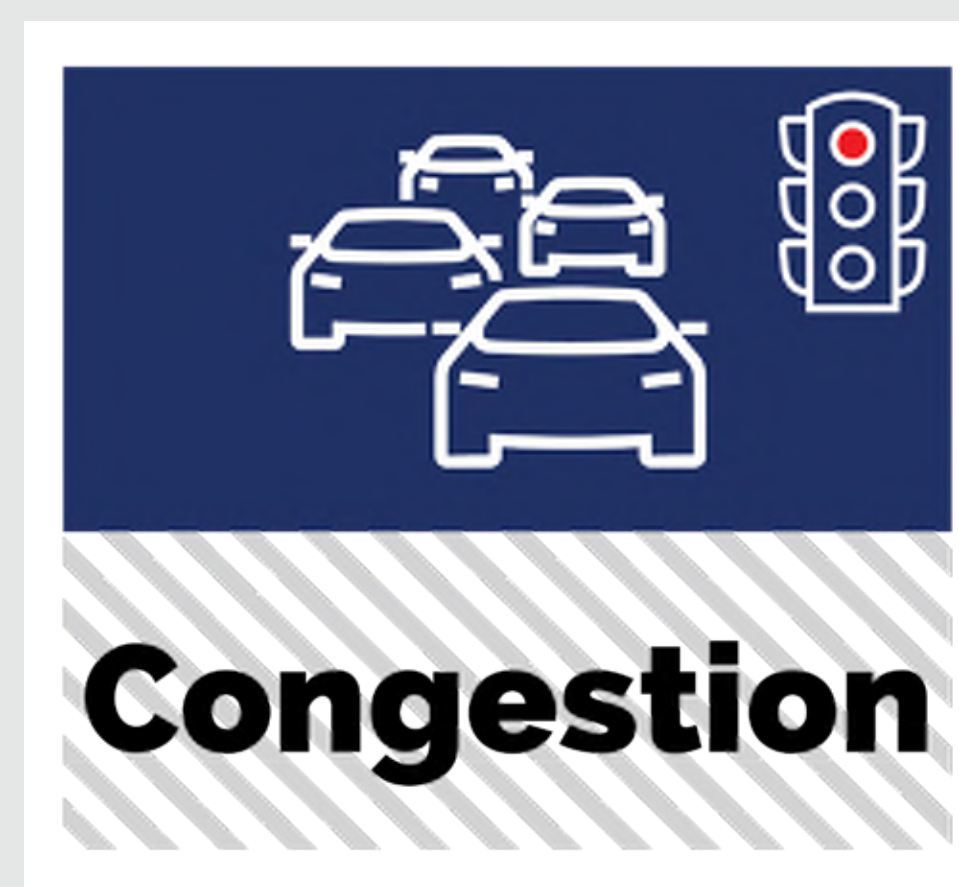
Purpose

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

Project Needs

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

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





Level of Service

Best

Worst

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

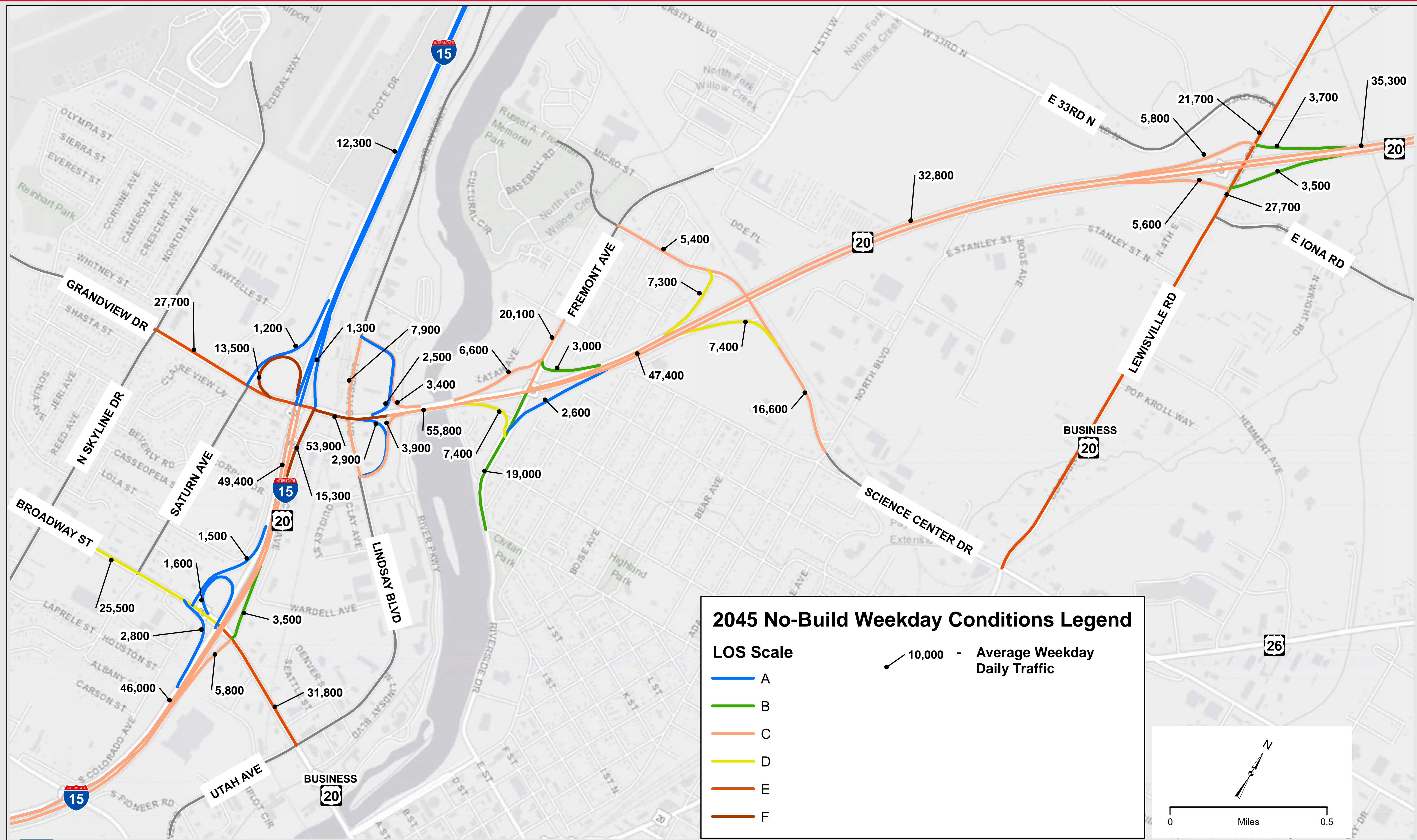
Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways.

The concept of level of service (LOS) was developed to quantify traffic delay data to descriptions of traffic performance. LOS is defined by six designated ranges, from “A” (best) to “F” (worst), used to evaluate performance, and is similar to grades in school.





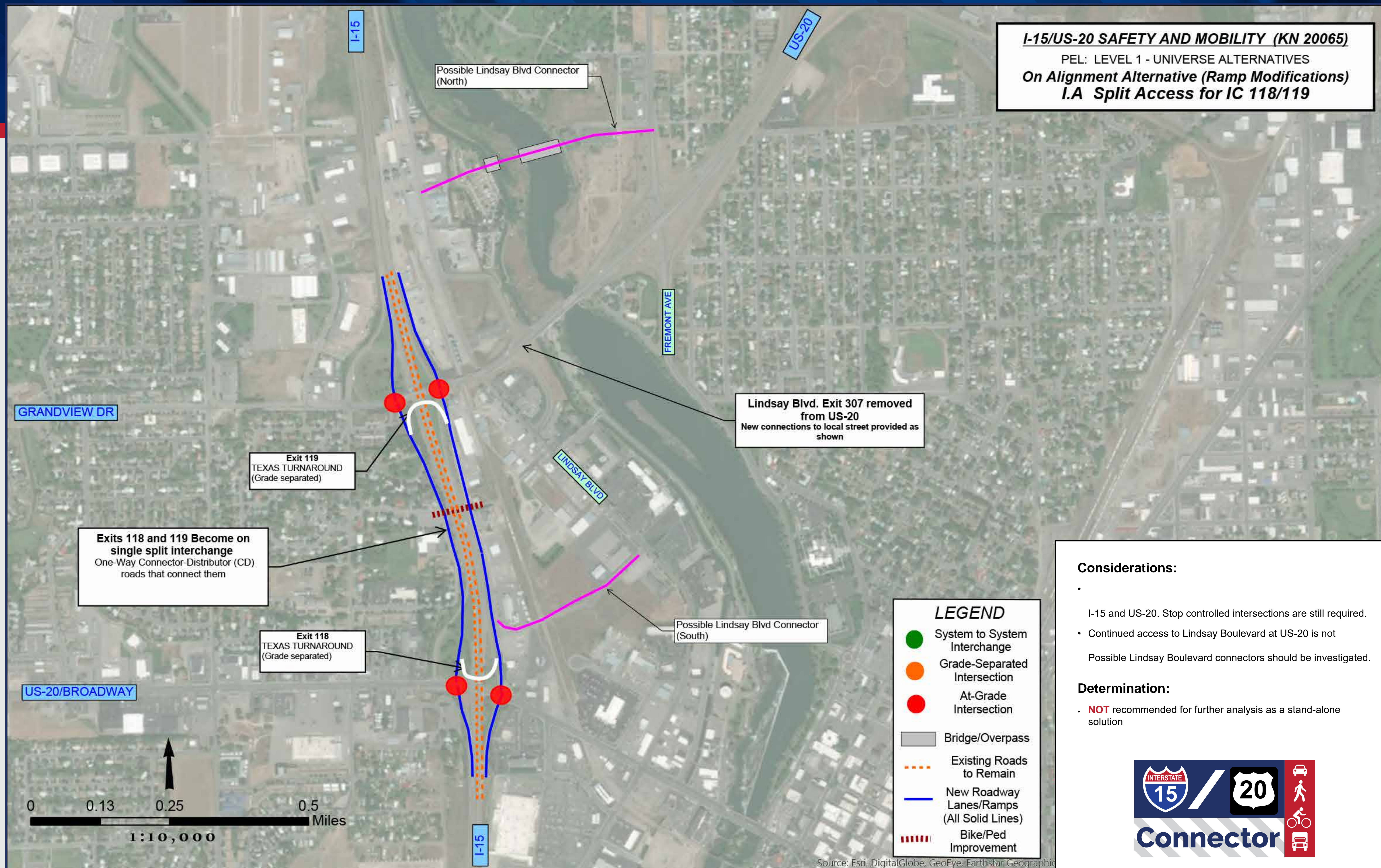
2045 No-Build Weekday Conditions

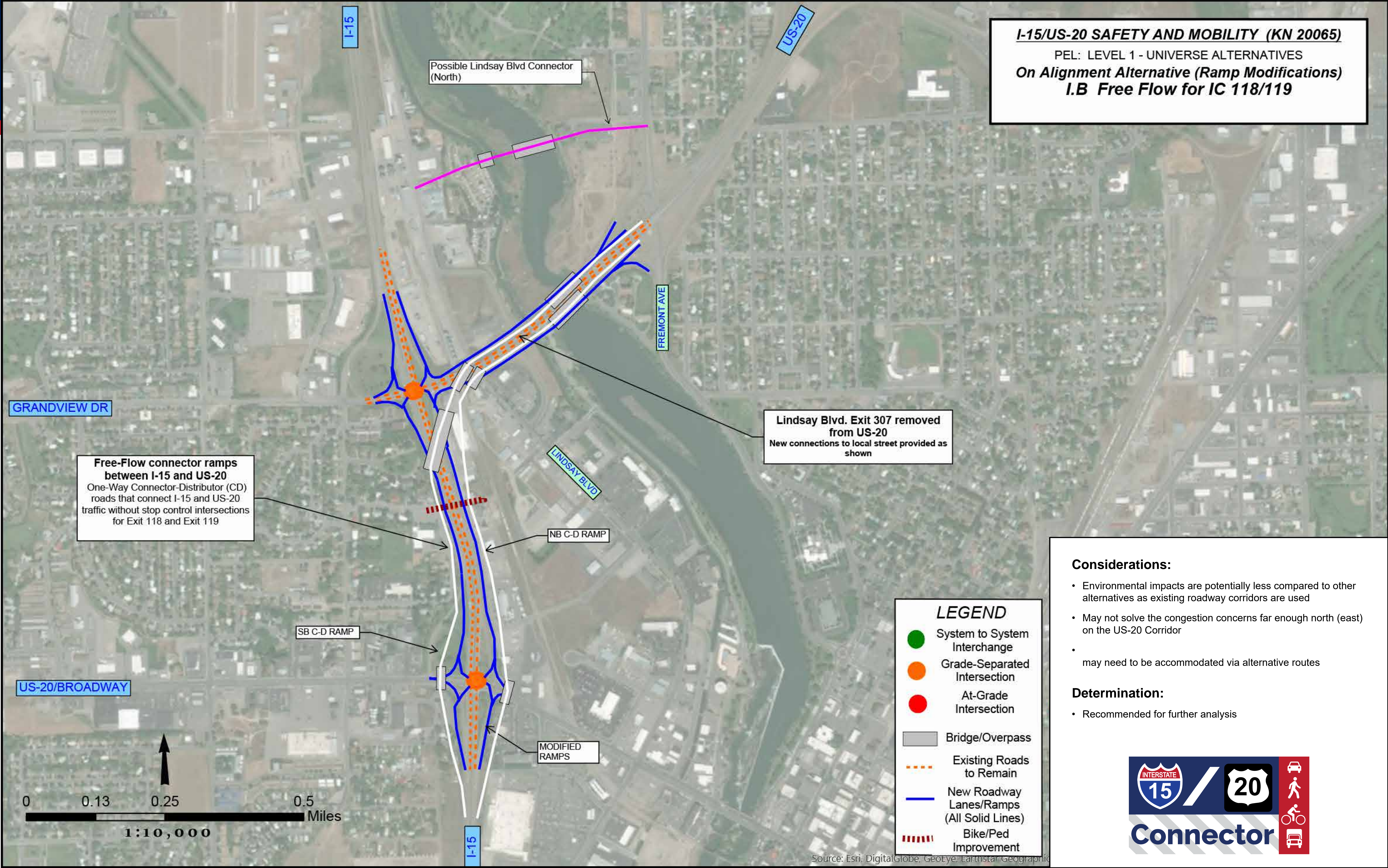


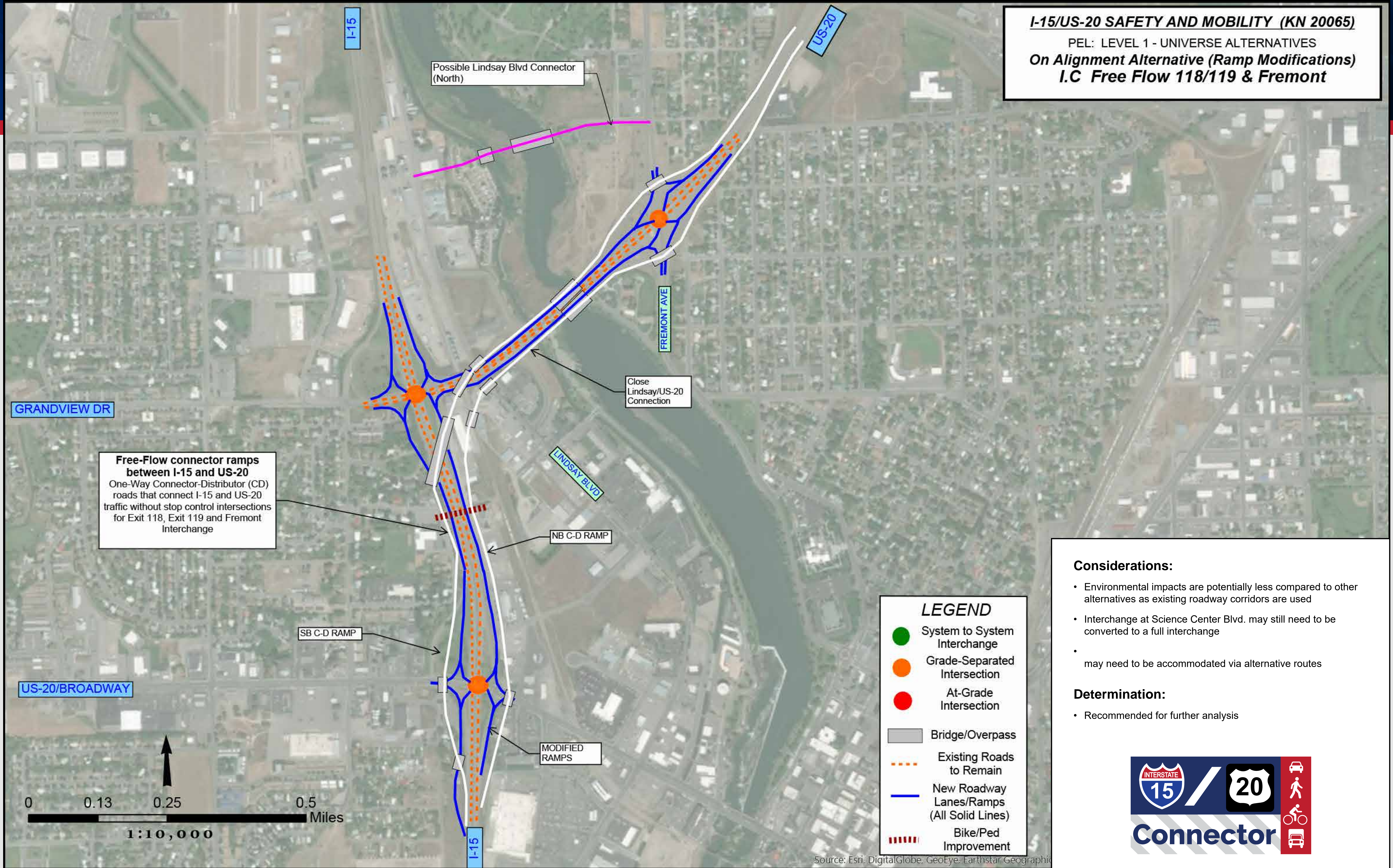


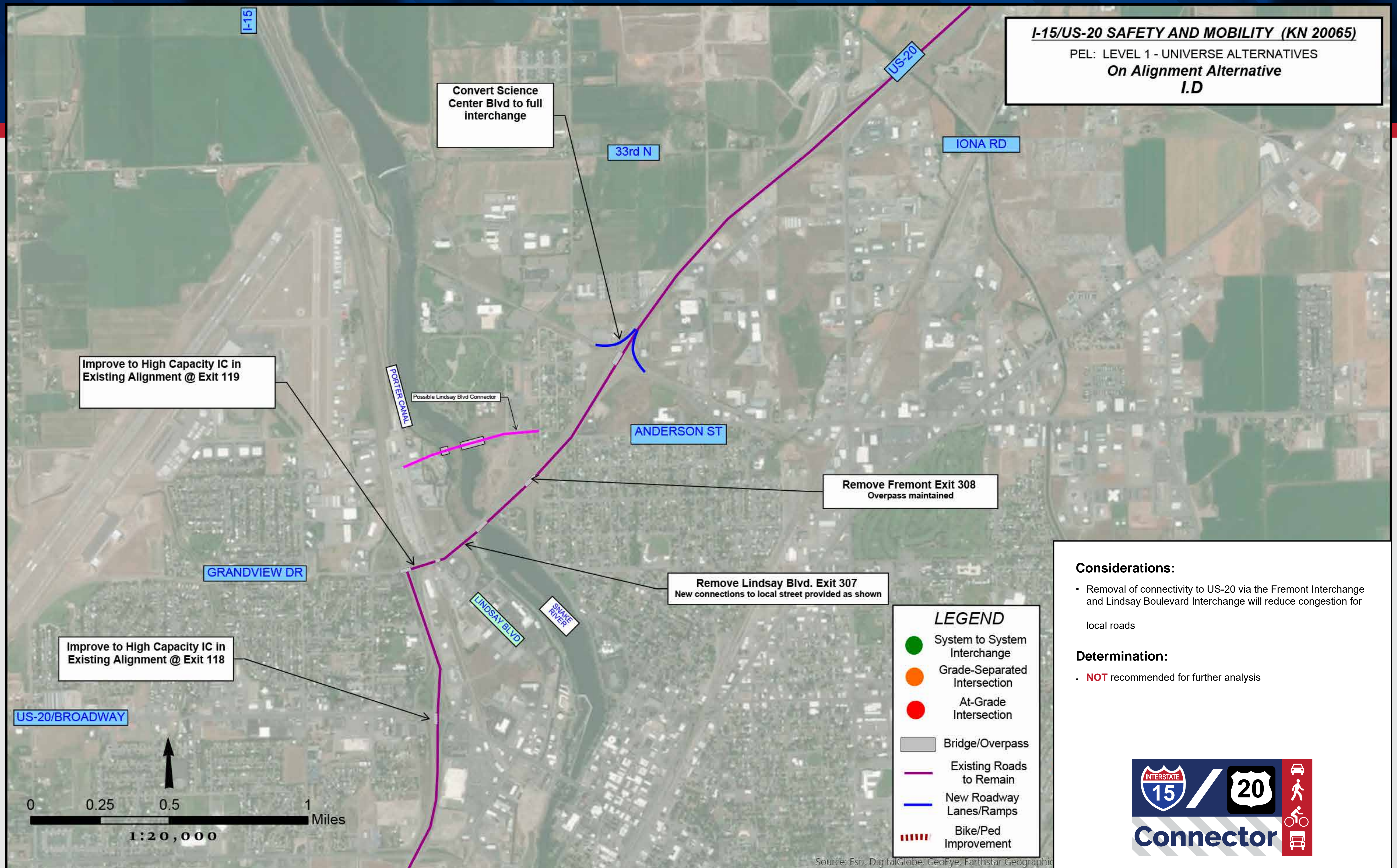
N/A

I.E Off Alignment 65th N
Connector with West
Extension to 45th W and
East to US-26









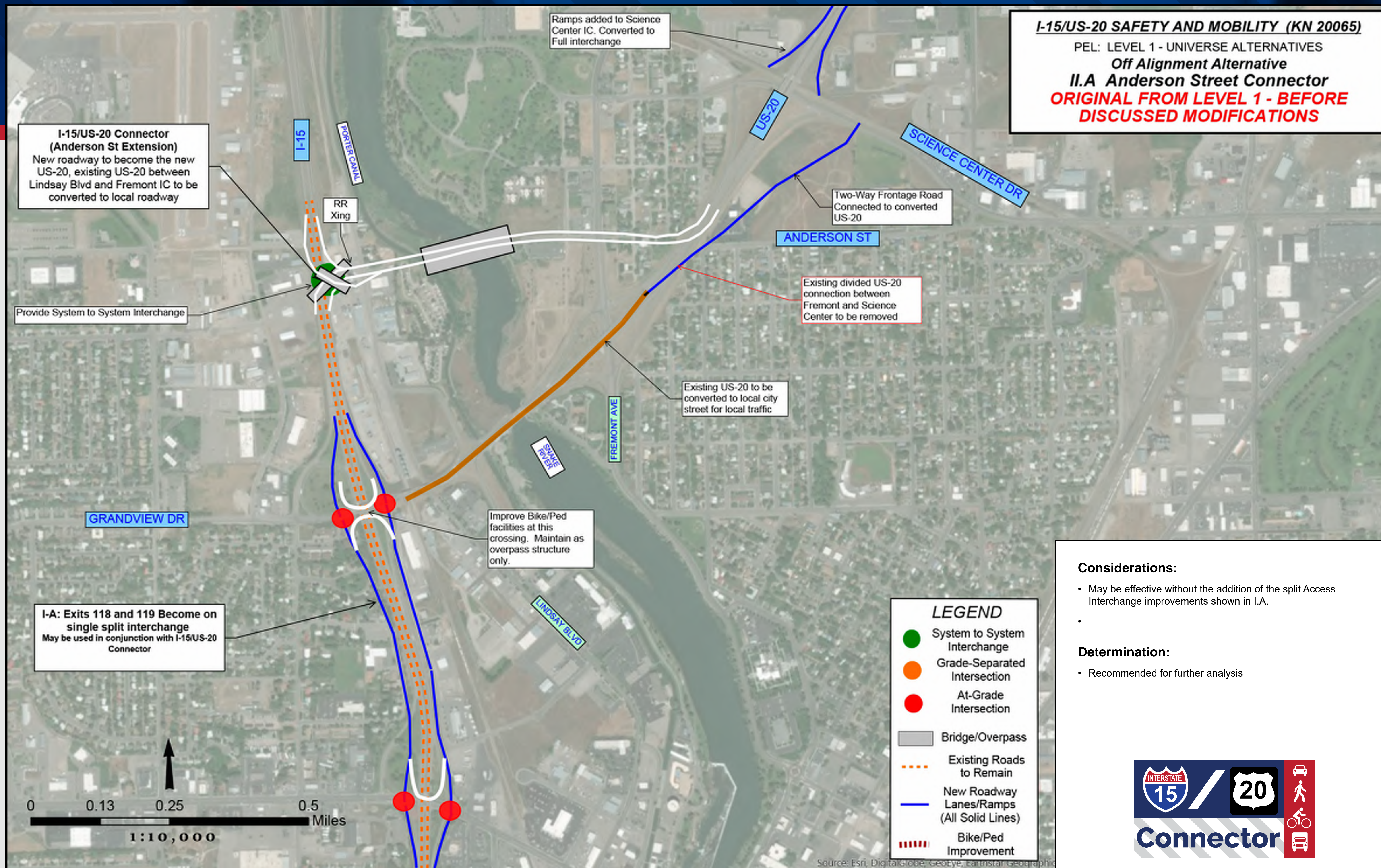
Considerations:

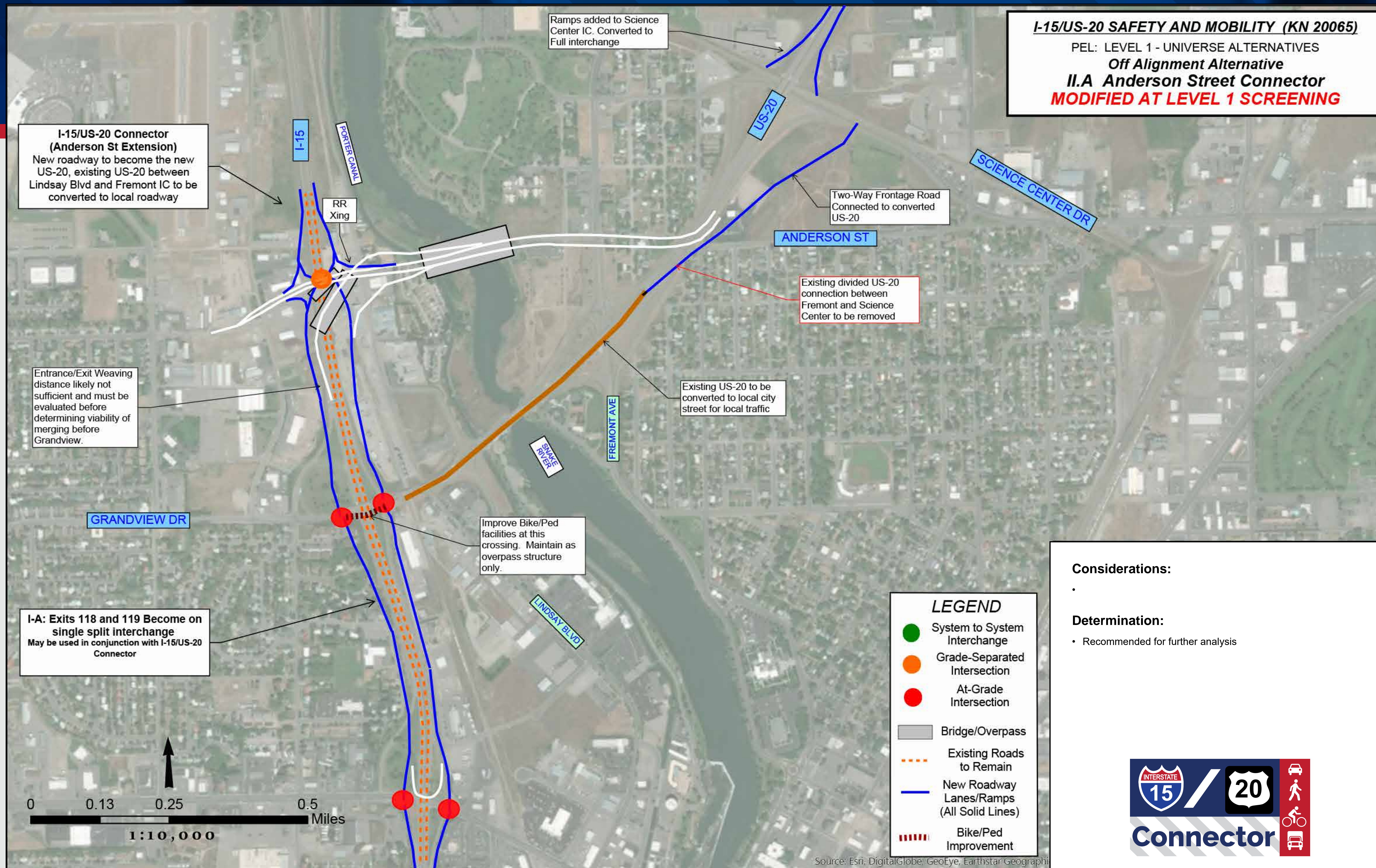
- Removal of connectivity to US-20 via the Fremont Interchange and Lindsay Boulevard Interchange will reduce congestion for local roads

Determination:

- NOT** recommended for further analysis







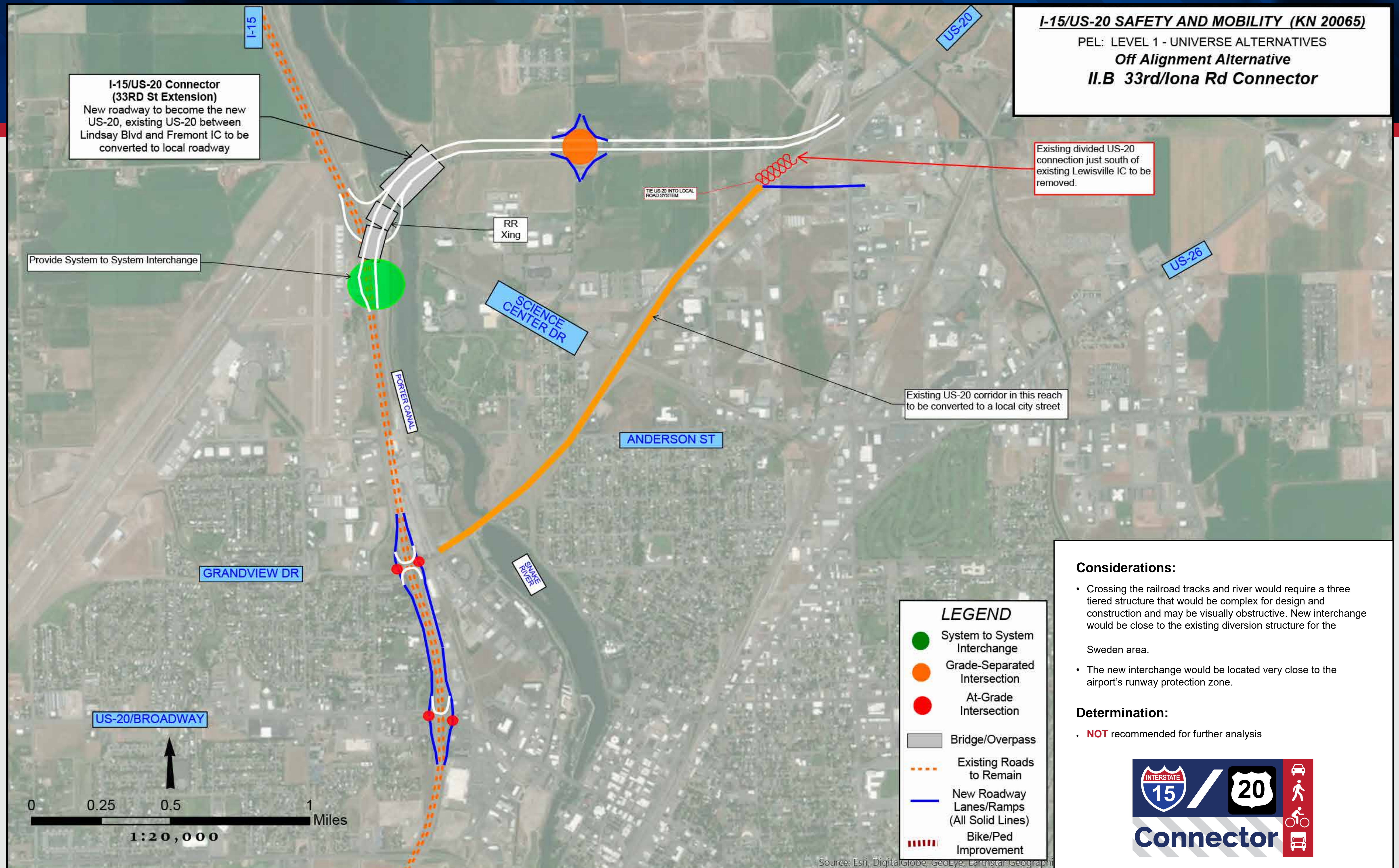
I-15/US-20 SAFETY AND MOBILITY (KN 20065)
 PEL: LEVEL 1 - UNIVERSE ALTERNATIVES
Off Alignment Alternative
II.A Anderson Street Connector
MODIFIED AT LEVEL 1 SCREENING

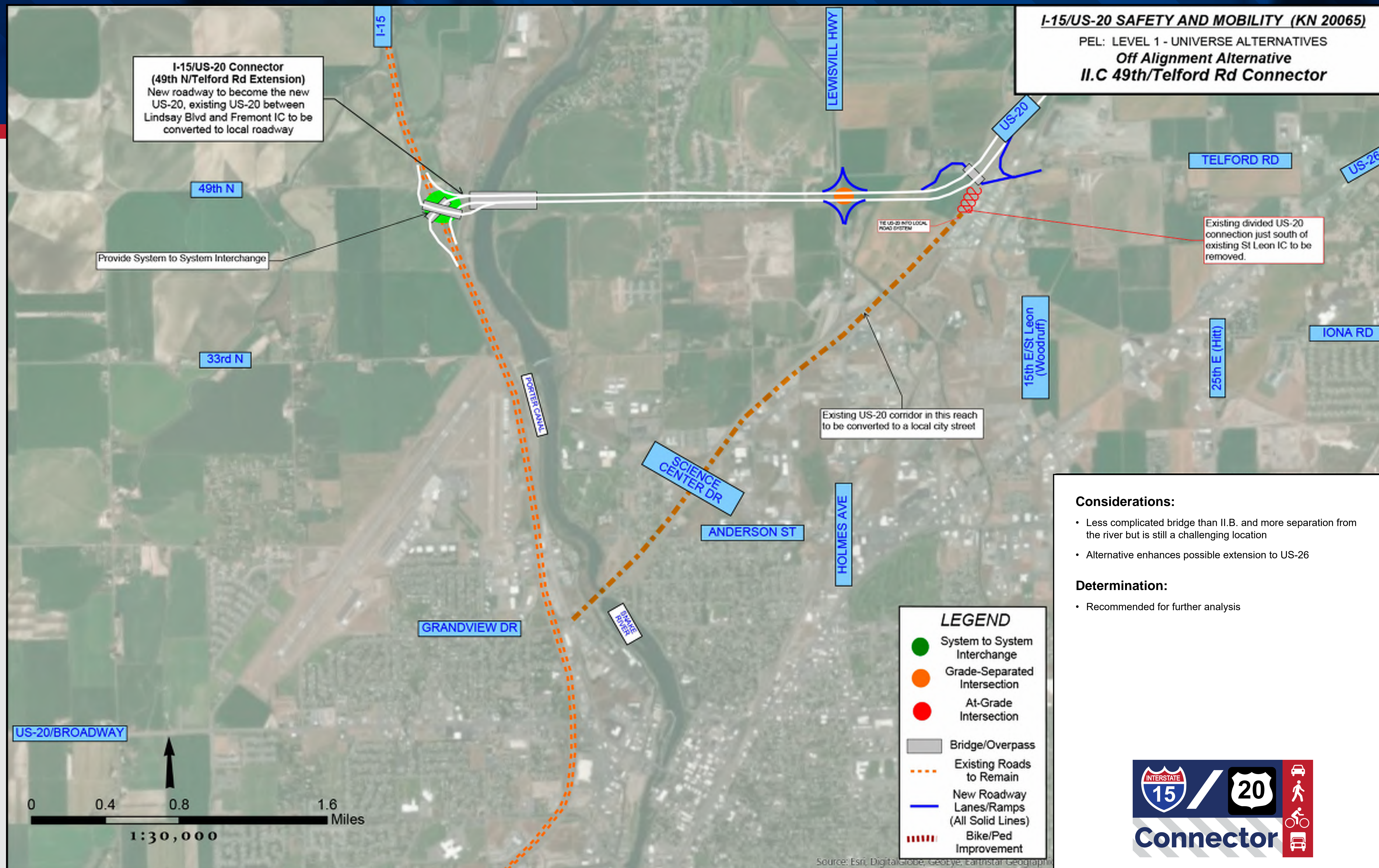
Considerations:

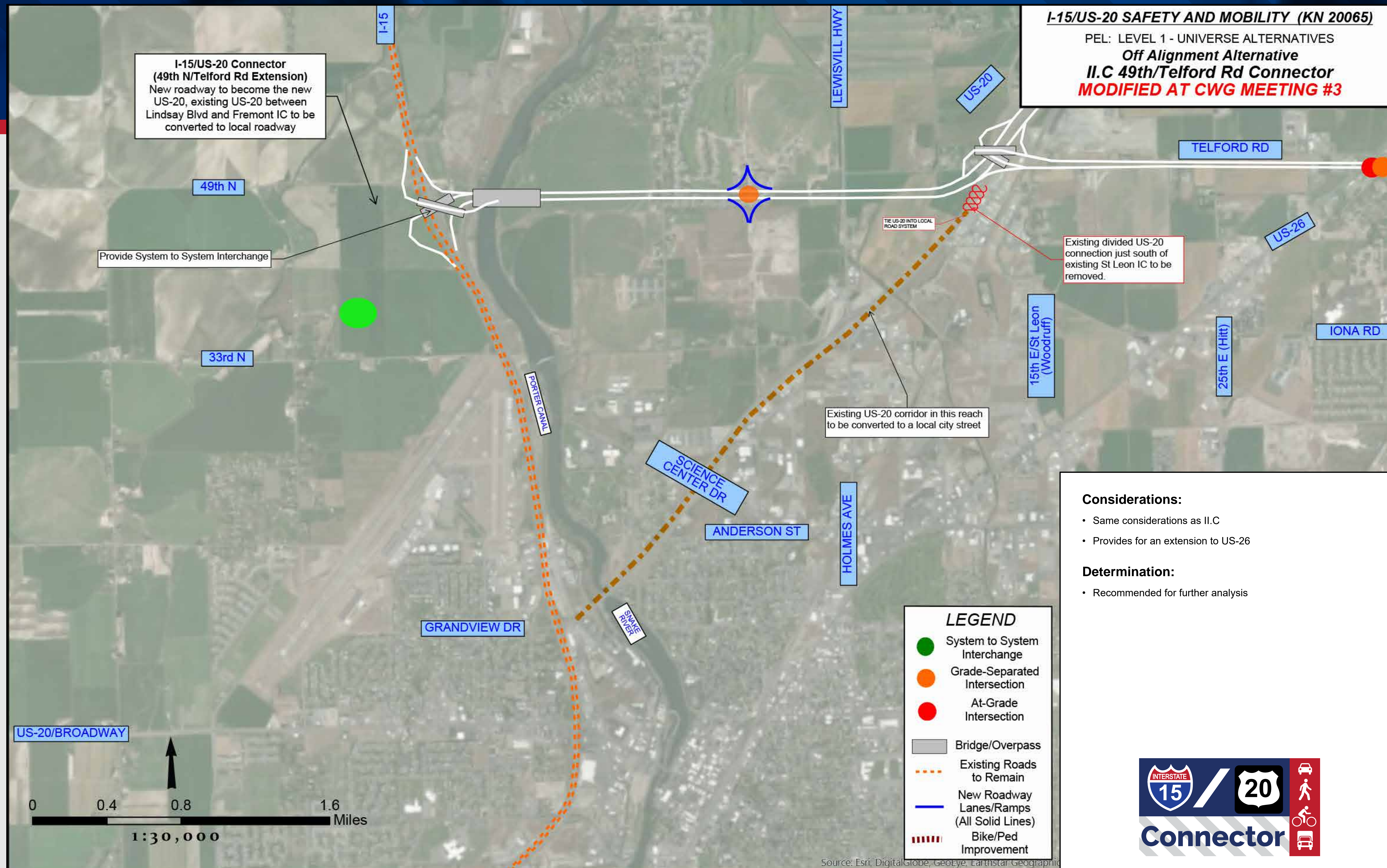
Determination:

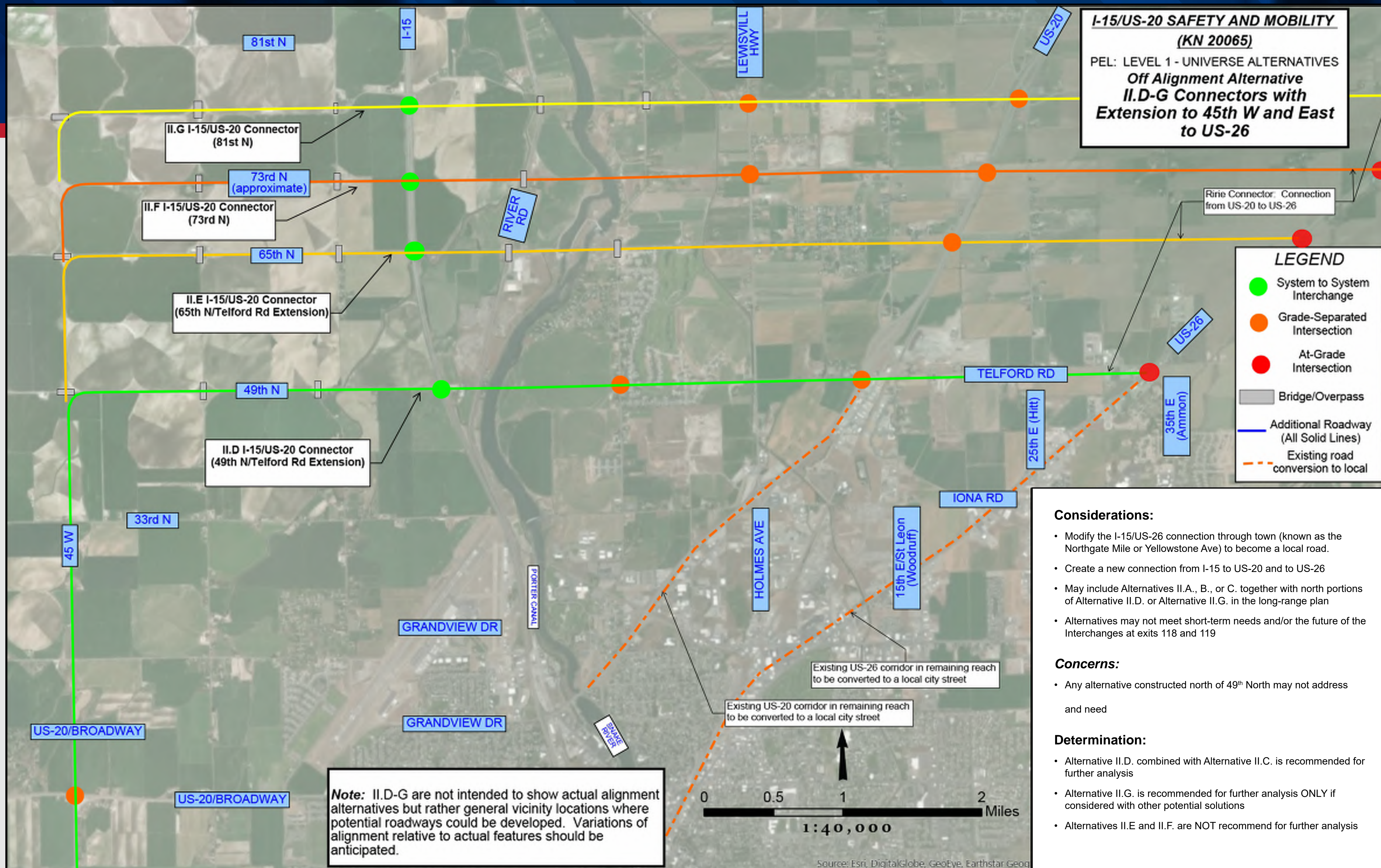
- Recommended for further analysis







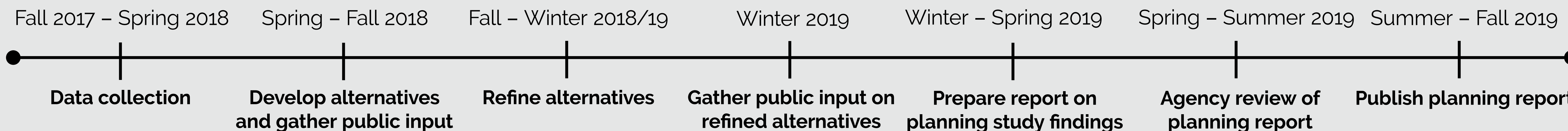
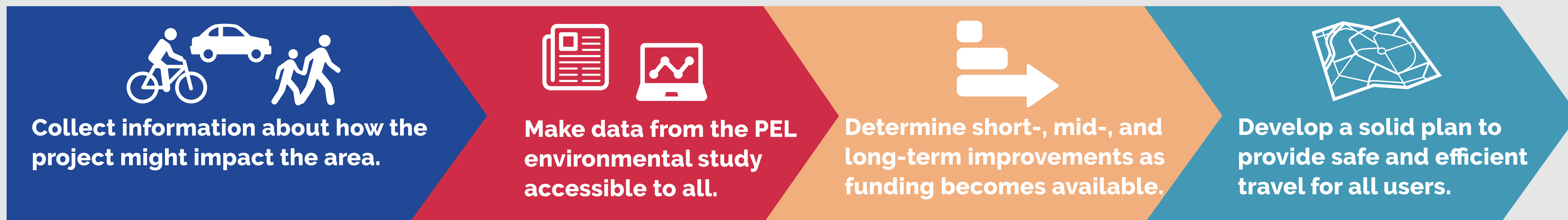






Project Schedule

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



★ We Are Here



Get Involved

There are several ways to get and stay involved in the I-15/US 20 Connector study:



Fill out a comment form tonight

Email us at **I-15US20Corridor@itd.idaho.gov**

Go to the project website at **i15us20connector.com** to:

- » Fill out a comment form - comments are due by September 19, 2018
- » Sign up for email updates
- » Check our event calendar for community events and future meetings

Follow ITD on Facebook and Twitter and YouTube!





September 2018 Open House

Meeting Summary

Appendix E – Comments

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

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

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

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

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

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

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

Comment ID #	Comment Source	Comment Date	Comment	Comment Topic/s
190	Public meeting comment	09/05/2018	With regards to Exit 119 & Grandview - Have you thought of adding another bridge across I-15 on the north side of the existing bridge. Make the new bridge 3 lanes wide with the right lane exiting onto I-15. Use the existing bridge for all traffic continuing onto HWY 20 with the right lane for traffic exiting I-15 and remove the stoplight for all traffic. Also, close Lindsay Blvd. Divert all airport traffic to Exit 118. Also, all traffic wanting to go north on I-15 to use the Broadway on ramp as it is used today.	Routes
191	Public meeting comment	09/05/2018	As I have studied the alternatives presented at the open house Alternative IB and IC would be the best choices. They would make the best use of existing infrastructure while avoiding city traffic including signals. They also appear to be the most cost effective. As you move farther north additional structures and roadways would be required. The new traffic corridor west of town makes no sense at all. It would cost far more in land and structures. It would also carve up some of Idaho's best farmland making day to day farmwork harder, with the additional traffic and limited crossings. I oppose this option!	Routes
193	Public meeting comment	09/05/2018	Beyond the scope of this study -> we should also be looking at high-speed by-pass alternative to the south and east, perhaps further out. Sunnyside is going to saturate eventually. 65th S is high speed from I-15 to Yellowstone (US-91). Extending that further east and wrapping around up to US-26 and US-20 should be on the list for study. For Bonneville Co. -> Access to HWY 20 exits is good on all the mile roads. Holmes, Woodruff/St. Leon, Hitt. But it is not so good for 35th E and further east. I keep hearing comments about how its getting too built up on the east side and therefore now impossible. I would counter that that won't improve in the future and the sooner consideration gets going the better.	Routes
194	Public meeting comment	09/05/2018	IIC - Telford Rd looks good IID-G - 45th W - NO THANK YOU Please respect the historical farming area that is way more productive than N & E of Idaho Falls.	Routes
195	Public meeting comment	09/05/2018	1. No "Texas" u-turns - there isn't one within 200 miles of here so no one would know how to use it. 2. Separate bike/walk with their own bridge over the river & I-15 - there shouldn't be sidewalks next to traffic moving at 50 mph. 3. Please don't do those intersection under the overpass like they have in SLC where you have a six-way intersection - wait time is too long. 4. Grandview doesn't need to connect to I-15, but does need to get to Lindsay & cross the river. Consider moving it north instead of US20. 5. Dedicated I-15, US20/26 is great idea, but do it at current location. 6. Use dedicated lanes with over/under for exit 119 off and entrance 118 on (northbound) instead of local access road where traffic needs to cross in a short distance. US-26 - figure out how to reroute to use the same interchange as US20, as both go NE from I-15. Look at the main highways and how to flow between them, then look at how to provide connectivity from there to the local roads. Consider a 2-level bridge at John's Hole - top for US20 and bottom for local traffic.	Routes
196	Public meeting comment	09/05/2018	Version IIC -> (& IID) using Telford. All would require overpasses or interchanges at E. River road & Lewisville (about a mile between) - probably an elevated highway for most of this. -> Lab and subdivisions to North rely on these roads to get to town (no other alternatives) No matter where you locate it, there will be elevated highspeed highway on top of or just south of a golf course subdivision.	Routes

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

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

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

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

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

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

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

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

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

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

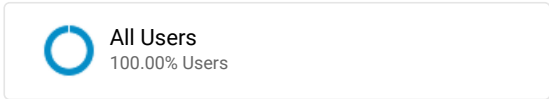


September 2018 Open House

Meeting Summary

Appendix F – Online Meeting and Website Visit Statistics

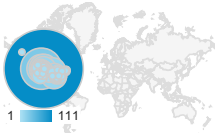
Location



Sep 5, 2018 - Oct 15, 2018

Map Overlay

Summary



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

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

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