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

Connector 🙃 The goal of the meeting is to explain the

purpose of the study and to get your ideas on how to improve safety and mobility on I-15 and US-20 in Idaho Falls.

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

We want to hear from you!



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

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

The safety and mobility study includes six interchanges:

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

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



(3) US-20, Exit 307, Lindsay Blvd.

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



US-20, Exit 309 Science Center Dr.











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

Transportation planning study outlined by FHWA that identifies:

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

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



PEL Study **Planning and Environmental Linkage Study**



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

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Land Use System

Transportation System

Water **Re**sources System

Other **Natural** Cultural Resource **Systems**



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





DAHO FALLS





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





Project Schedule

refined alternatives

planning study findings







provide safe and efficient



Example 7 Example 7 Connector

	Level of Service	Flow Conditions	Technical Descriptions
			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
			Density becomes noticeable with ability to maneuver limited by other vehicles. <u>Minimal Delays</u>
			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
Worst	F		Traffic flow is unstable, with brief periods of movement followed by forced stops.



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

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













Existing Weekday Conditions

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2045 No-Build Connector Weekday Conditions

A PEL is a good option when:

Problems in multiple jurisdictions, on multiple corrido that need to be solved, such as safety concerns, traffi congestion, or infrastructure deficiencies and geogra area may not have key logical termini.

There is not identified funding for the project but fede funding is a possibility.

There is a need to gain gauge public interest and/or gather support for a project and collaborate to development alternatives.

The study will incorporate previous transportation and use planning documents and recommendations.

There is a desire to gain agency input and awareness project before NEPA begins.

A need to identify and screen alternatives that improve safety and mobility for all users, support local land us plans and minimize impacts.

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

	I-15/US-20 Project	
ors ic iphical		The PEL will study mu improvements to I-15 roadway linkages.
eral		Partial funding is antic would only address in study area.
op		Provide improvement local commuters, freig
dland		Current infrastructure growth as identified in use and comprehensi
s of the		Consider new infrastr coordination with Idal
ove se		Identification of resour focus on environment avoid, minimize, or mi

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Identified urpose & Need

ulti-modal connections and capacity and US-20 as well as potential new

cipated in the next 5-7 years, but those funds mprovements for a prioritized portion of the

s that serve all types of travelers including ght, and regional tourism.

e will not appropriately provide for future n adopted local (City, County, and MPO) land ive plans.

ructures impacts to local roads through ho Falls and Bonneville County.

urces to investigate and level of analysis to tal concerns and allow agencies to proactively itigate.

I-15/US 20 Connector study:

- **>>**
- **>>**
- **>>**

Get Involved

There are several ways to get and stay involved in the

Fill out a comment form tonight Email us at I-15US20Corridor@itd.idaho.gov Go to the project website at itd.idaho.gov/i15-us20 to: Fill out a comment form Sign up for email updates Check our event calendar for community events and future meetings

Follow ITD on Facebook and Twitter and YouTube!

