

## US-20 Ashton to SH-87 JCT Public Meeting #4

# Welcome



The purpose of these meetings is to share recent developments and ideas for corridor improvements as part of the Planning and Environmental Linkages (PEL) process.



# Project Area



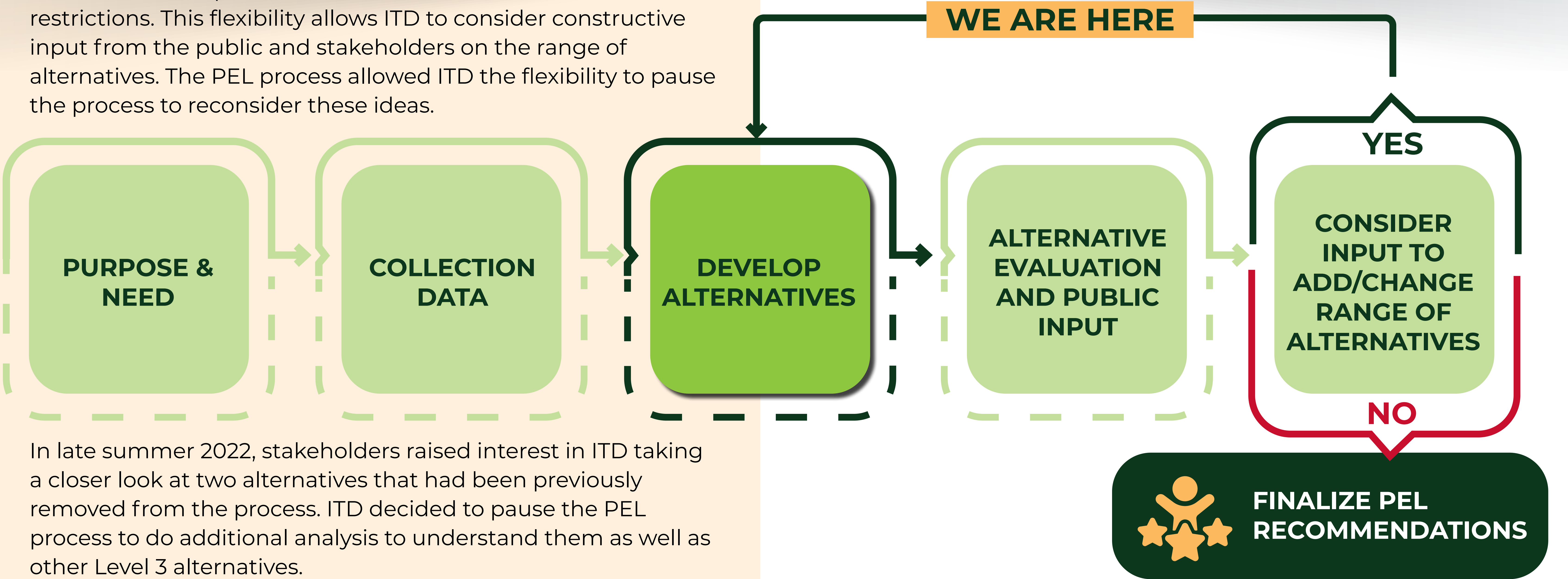
## PROJECT BACKGROUND

With growth in traffic and tourism, it is time for ITD to find a solution to address safety and capacity concerns on US-20 between Ashton and the junction with SH-87. ITD must find a solution that will handle increased traffic, meet driver expectations, and improve safety.



# PEL Process and Flexibility

Unlike the NEPA process, the PEL does not have time restrictions. This flexibility allows ITD to consider constructive input from the public and stakeholders on the range of alternatives. The PEL process allowed ITD the flexibility to pause the process to reconsider these ideas.



In late summer 2022, stakeholders raised interest in ITD taking a closer look at two alternatives that had been previously removed from the process. ITD decided to pause the PEL process to do additional analysis to understand them as well as other Level 3 alternatives.

Tonight, we are sharing a more detailed look at those re-introduced alternatives for public comment and questions. We will then carry them through the third level of alternatives evaluation and share the results as well as the recommendations for which alternative concept(s) should be carried forward into the NEPA process.



# Alternatives Screening Process

Since 2021, ITD and FHWA has been working with the public, elected officials and agencies to develop a solution so that US-20 can continue to function safely with reduced congestion through 2050.

## SCREENING CONSISTS OF EVALUATING EACH ALTERNATIVE AGAINST SET CRITERIA SUCH AS:



**ACCESS  
MANAGEMENT**



**TRAFFIC  
OPERATIONS**



**ENVIRONMENTAL  
RESOURCES**



**SAFETY**



**CONSTRUCTABILITY**

Alternatives that don't meet the criteria or have fatal flaws are eliminated. Alternatives needing refinement are modified to reflect stakeholder and agency suggestions or regulatory requirements.

# Level 3 Screening Process

## SCREENERS

<b>Mike Bogden</b> City of Island Park	<b>Micah Brown</b> ITD	<b>Mike Hartz</b> ITD	<b>Cameron Waite</b> HDR
<b>Bruce Ard</b> City of Island Park	<b>Bryan Young</b> ITD	<b>Wade Allen</b> ITD	<b>Jason Longsdorf</b> HDR
<b>Tom Mattingly</b> City of Ashton	<b>Curtis Calderwood</b> ITD	<b>Kelly Hoopes</b> Horrocks	<b>Bill Davis</b> US Forest Service
<b>Sara Bowersox</b> City of Ashton	<b>Mark Layton</b> ITD	<b>Kurt Wald</b> Horrocks	<b>Jason Minzghor</b> ITD
<b>Blair Jones</b> Fremont County Road and Bridge	<b>Todd Sherwood</b> ITD	<b>Mike McKee</b> Horrocks	<b>Karen Hiatt</b> ITD
<b>Wendy Terlizzi</b> ITD	<b>Drew Meppen</b> ITD	<b>Ben Burke</b> Horrocks	<b>Lisa Applebee</b> Federal Highway Administration
	<b>Chad Jensen</b> ITD	<b>Mike Worrall</b> Horrocks	

## INVITED TO ATTEND AS SUBJECT MATTER EXPERTS

ADVISORY FOR QUESTIONS ONLY

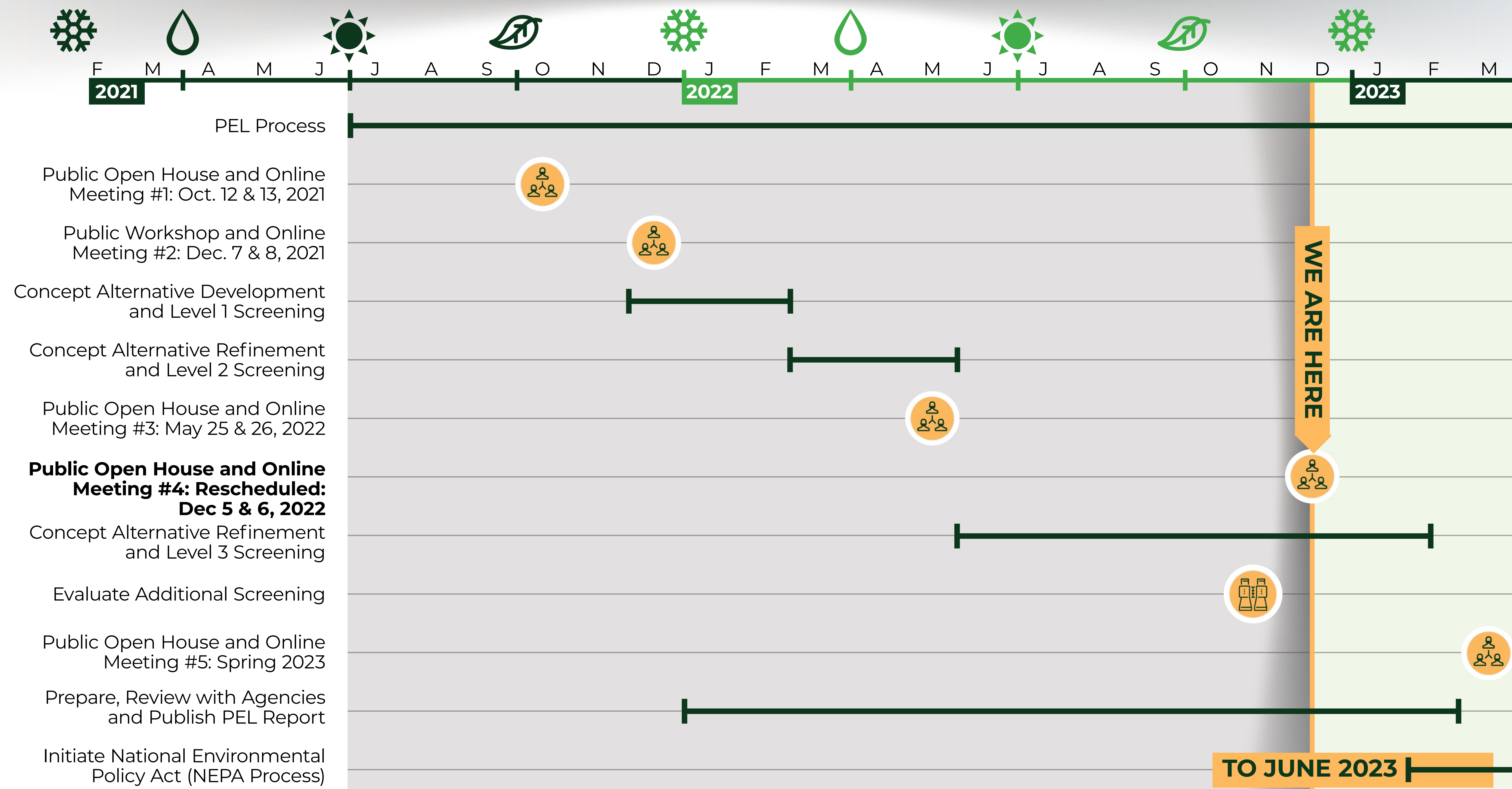
<b>Jacob Gray</b> <b>Idaho Fish and Game</b> Wildlife	<b>Dan Cook</b> <b>HDR</b> Crash Prediction Modeler
<b>Stephanie Borders</b> <b>HDR</b> Public Comments	<b>Brent Inghram</b> FHWA
<b>Shane Skaar</b> <b>US Army Corps of Engineers</b> Aquatic Resources	<b>Samantha Patterson</b> <b>Horrocks</b>  Environmental Justice and Economic Opportunity
<b>Blair Dance</b> Fremont County Commissioner	

## TEAM SUPPORT

<b>Elizabeth Harvey</b> Horrocks	<b>Eric Verner</b> Horrocks	<b>Jayce Allen</b> Horrocks
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# PEL Process: How We Got Here



US-20 Ashton to SH-87 JCT

Dec. 2022

# Public Input Received

181

Comments

## DESIGN

Feedback on the alternatives and design concepts

- Input on the Level 1 and 2 alternatives screening
- Feedback on roundabouts, traffic signals, interchanges, overpasses/underpasses, and city bypasses
- Opposition to a four-lane highway
- Suggestions such as additional turn lanes, additional passing lanes, emergency pullouts, wider shoulders, and longer left-turn lanes

70

Comments

## WILDLIFE

Input on preserving wildlife and their habitat

- Support for wildlife crossings in the project area
- Opposition to wildlife crossings in the project area
- Wildlife-vehicle collision concerns

37

Comments

## SAFETY

Recommendations to lower the speed limit, enforce the speed limit better, and implement a consistent speed on US-20 through Island Park.

31

Comments

## STUDY PROCESS

Observations regarding the study process.

26

Comments

## COMMUNITY CULTURE

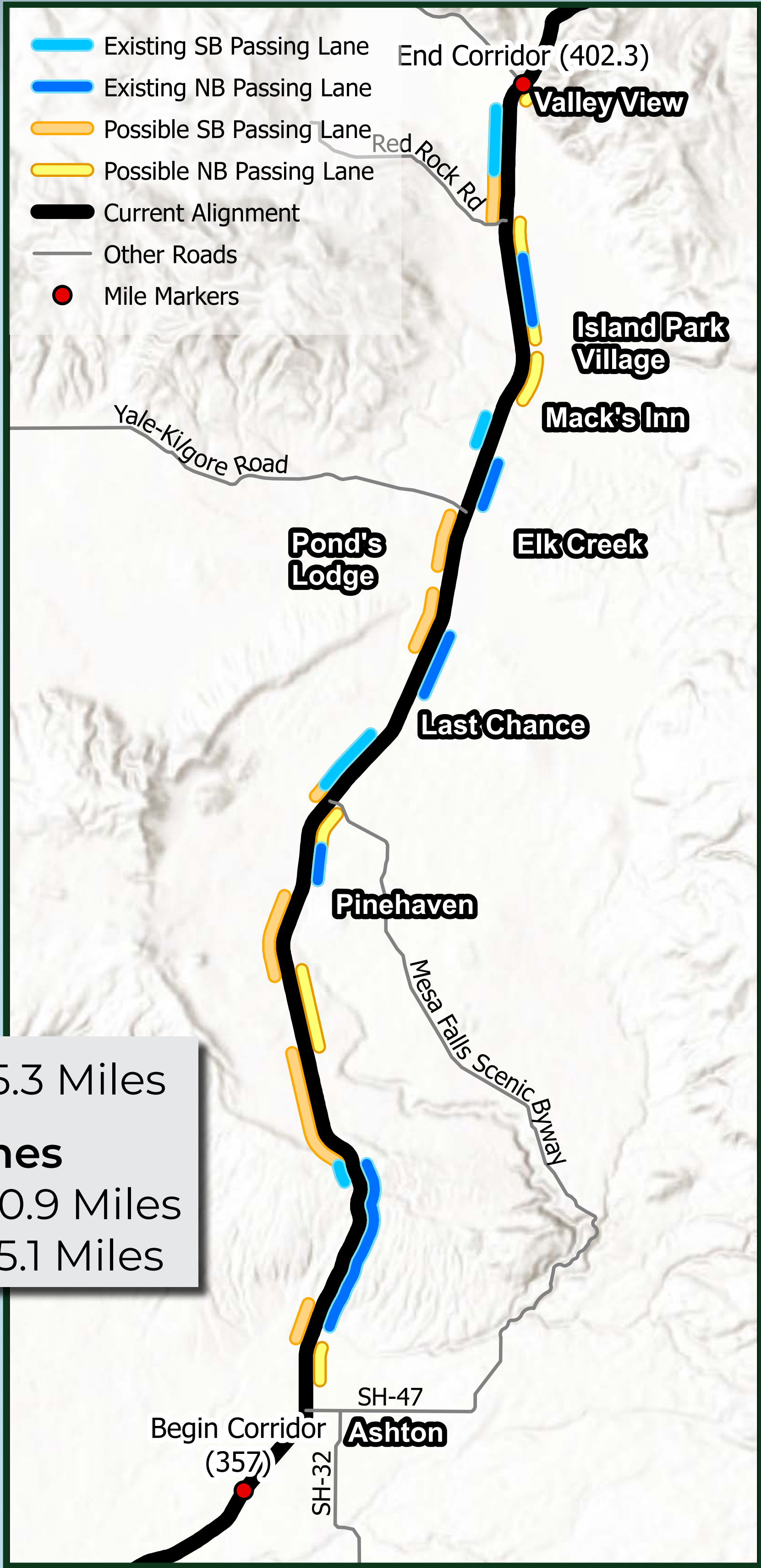
Experiences about the area and connections to community. Feedback included how roadway updates, including a four-lane highway, would affect the area and the community's culture.

**132 comments were received between May 25 – June 9, 2022. Many comments included more than one theme, making the total number of themes larger than the number of comments received.**

# Alternating Passing Lane

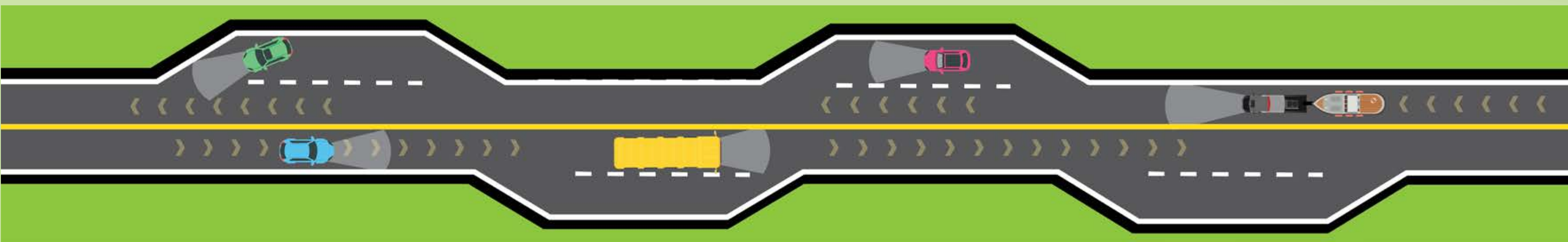
An alternating passing lane highway has designed passing lanes to allow drivers to pass slower vehicles. The passing lane will alternate from one direction of travel to the other within a section of roadway allowing passing opportunities in both directions.

**Corridor Length** = 45.3 Miles  
**Existing Passing Lanes**  
Northbound (NB) = 10.9 Miles  
Southbound (SB) = 5.1 Miles

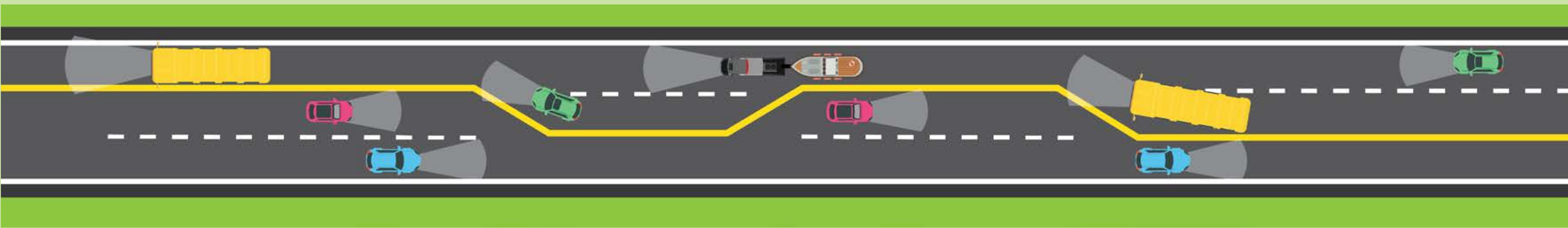


## DESIGN ALTERNATIVES

**Challenges:** Crown location for snow plows, Keeping slower traffic to the right, merging left

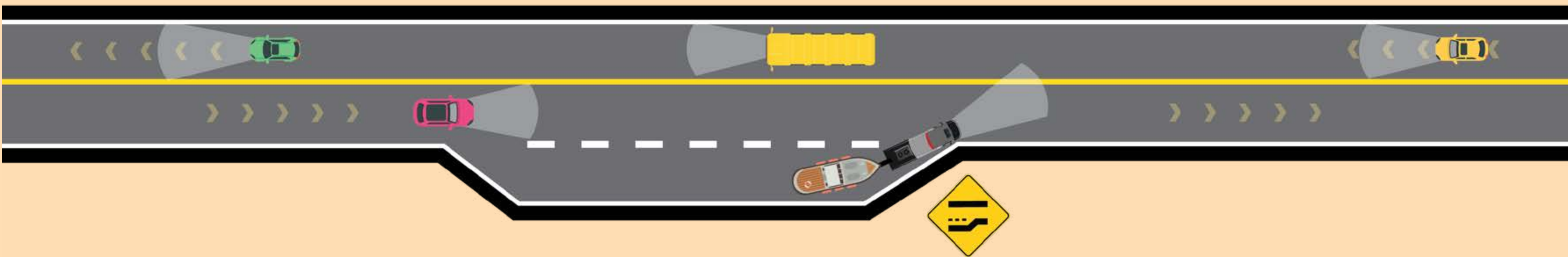


**Challenges:** Head-on perception

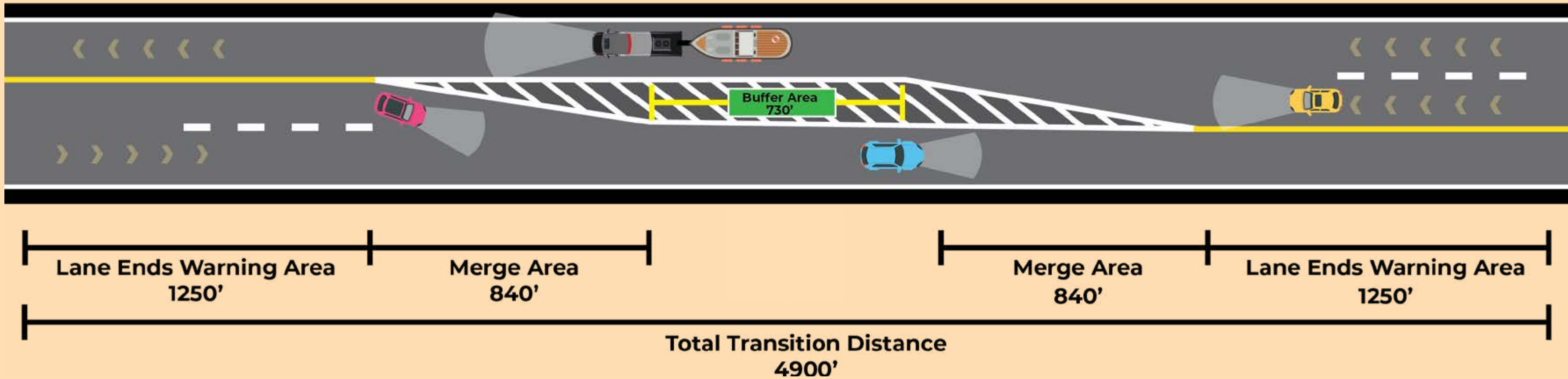


## PASSING LANE ATTRIBUTES

1.5 - 2.0 MILE PREFERRED

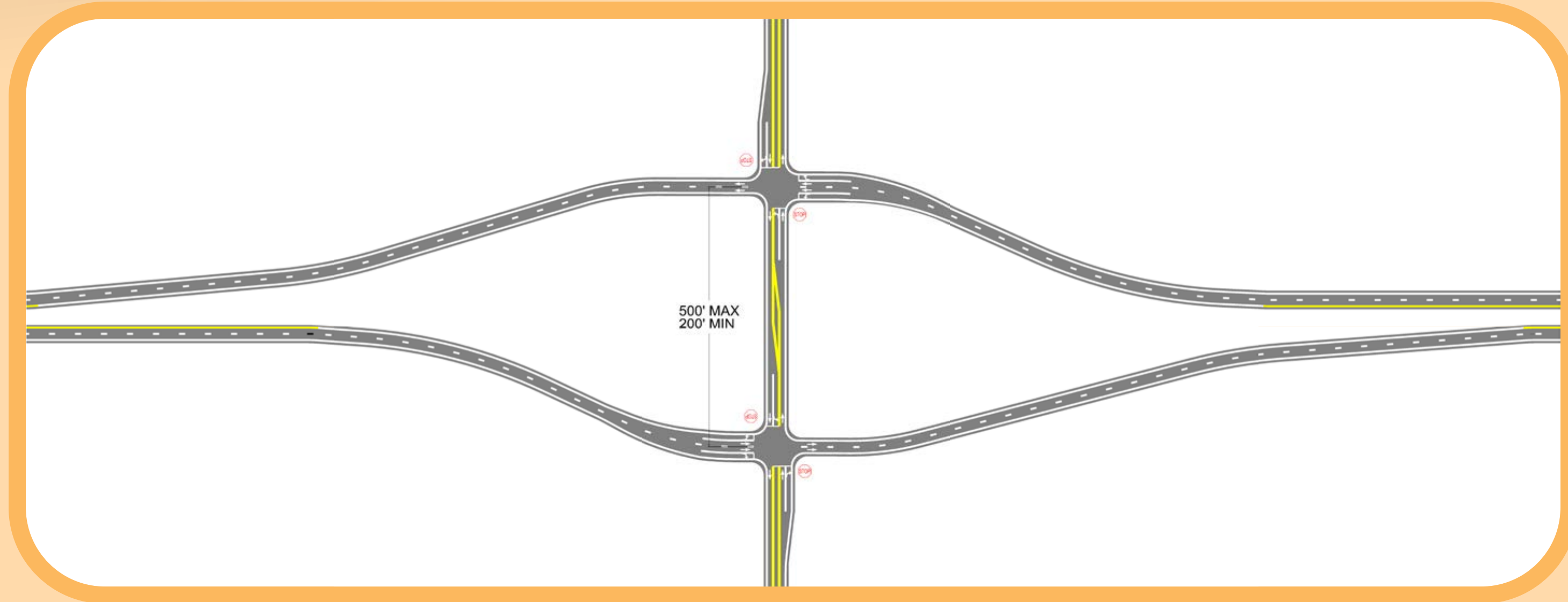


*Note: Driveway access and approach integration in this configuration is based on IDAPA Standards.*



# At-Grade Intersection / Grade Separated Interchange Details

## AT-GRADE INTERSECTION



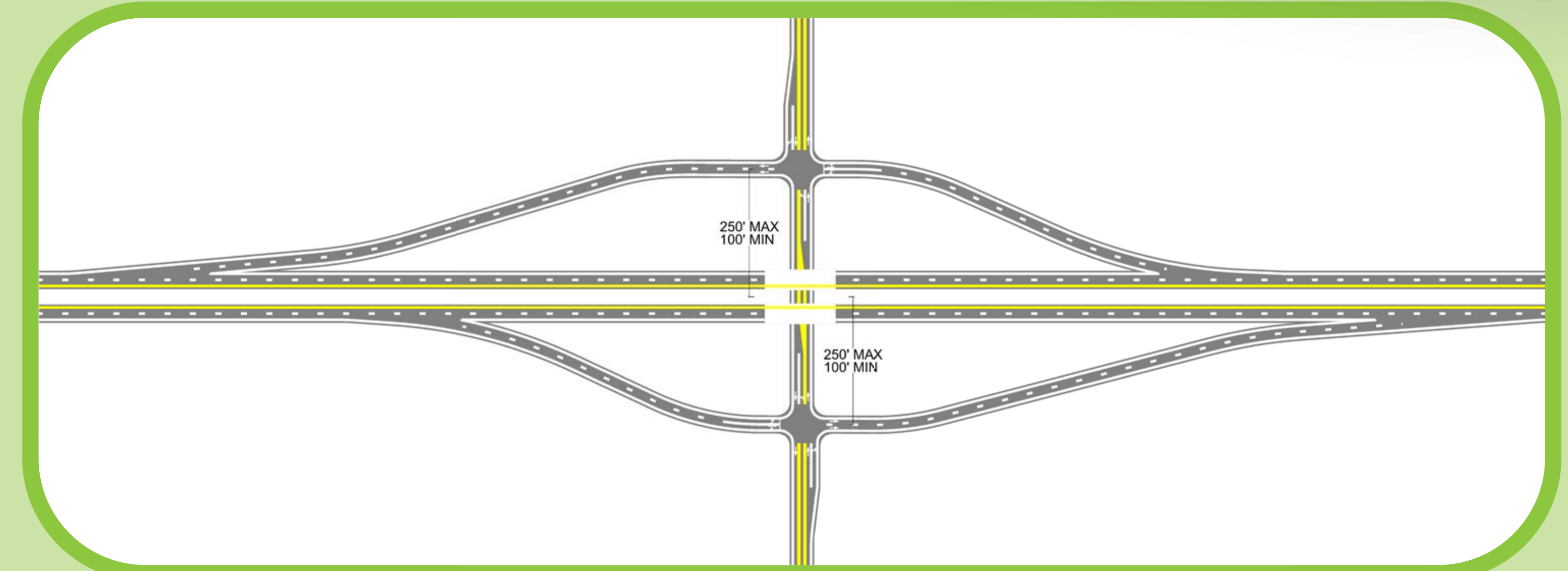
### BENEFITS:

- Widened median allows for vehicle queuing at traffic signs refuge
- Separated vehicle to vehicle conflict points for directional travel
- Allows space for acceleration and deceleration lanes- Less infrastructure maintenance

### CHALLENGES:

- Potential increased number of intersection crashes

## GRADE SEPARATED INTERCHANGE



### BENEFITS:

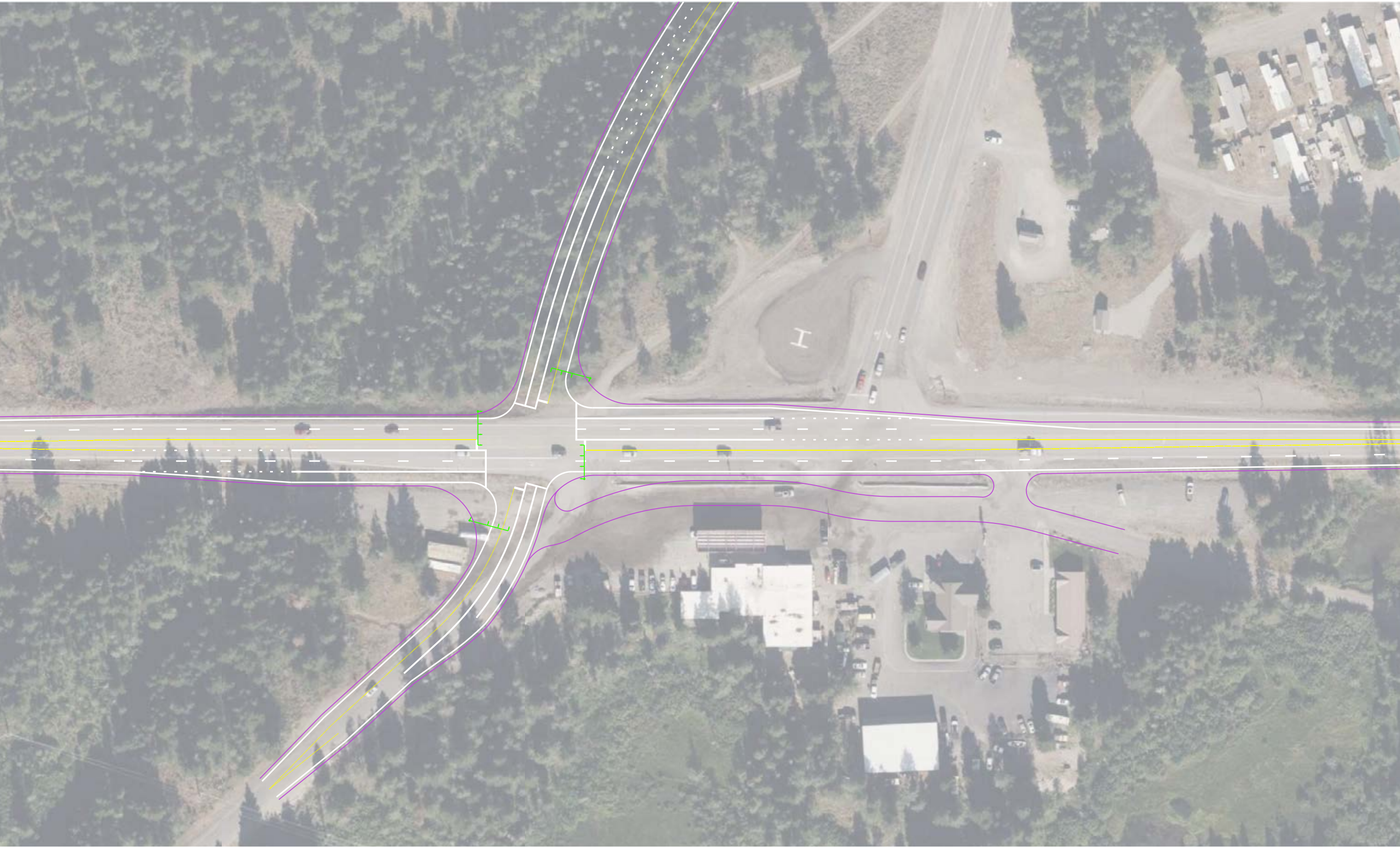
- Reduced overall number vehicle to vehicle of conflict points
- Reduce intersection crashes
- Accommodates multi-modal crossing

### CHALLENGES:

- Increased maintenance of bridge structure
- Visual impacts

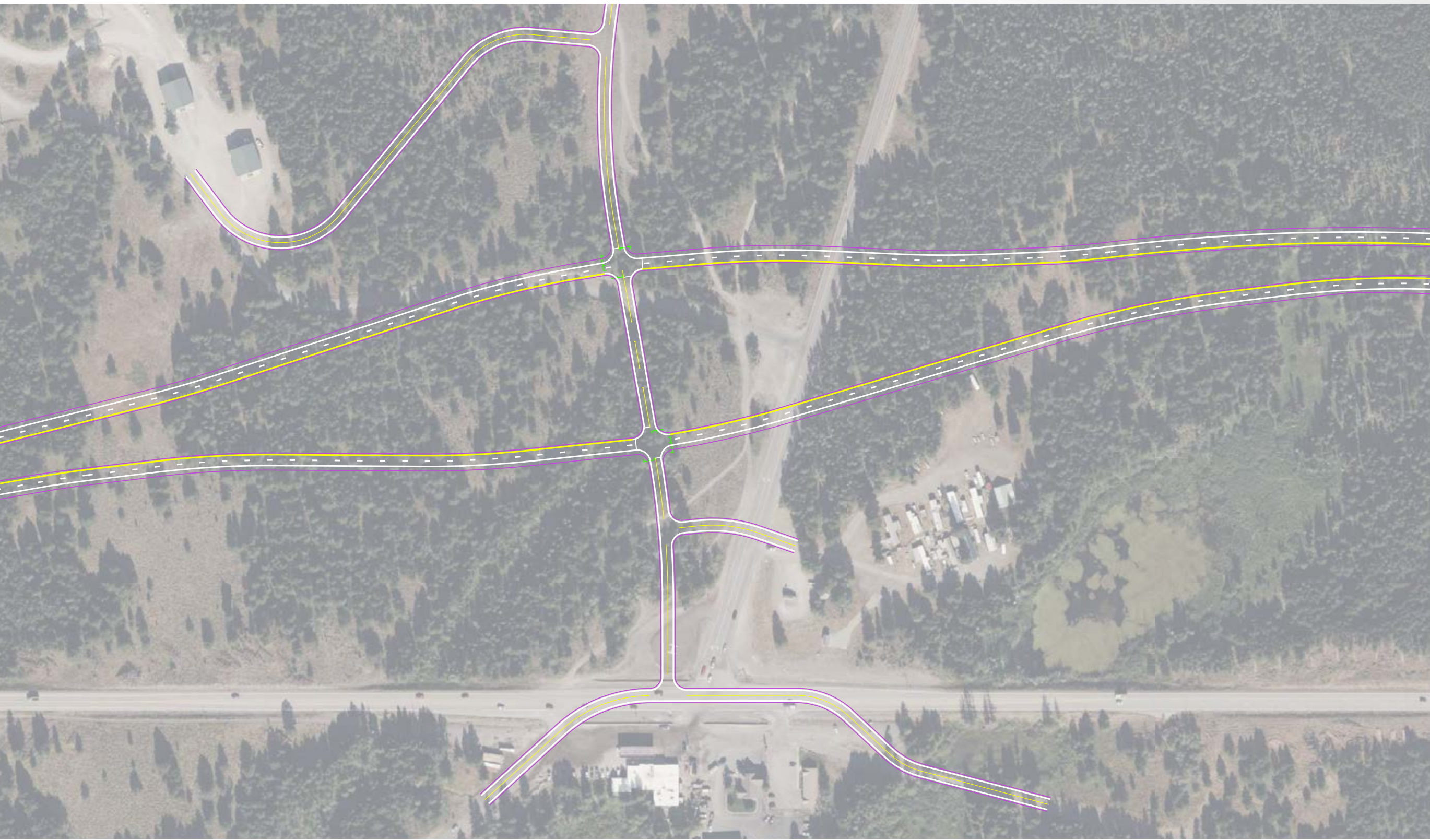
# Elk Creek - High Priority Intersection Improvement

At the request and in coordination with the City of Island Park and Fremont County, efforts to advance an interim safety intersection project at the Elk Creek Intersection is being considered. This early action may include a traffic signal, road widening, turn lanes, or access consolidation. This also may included realignment or split intersection.

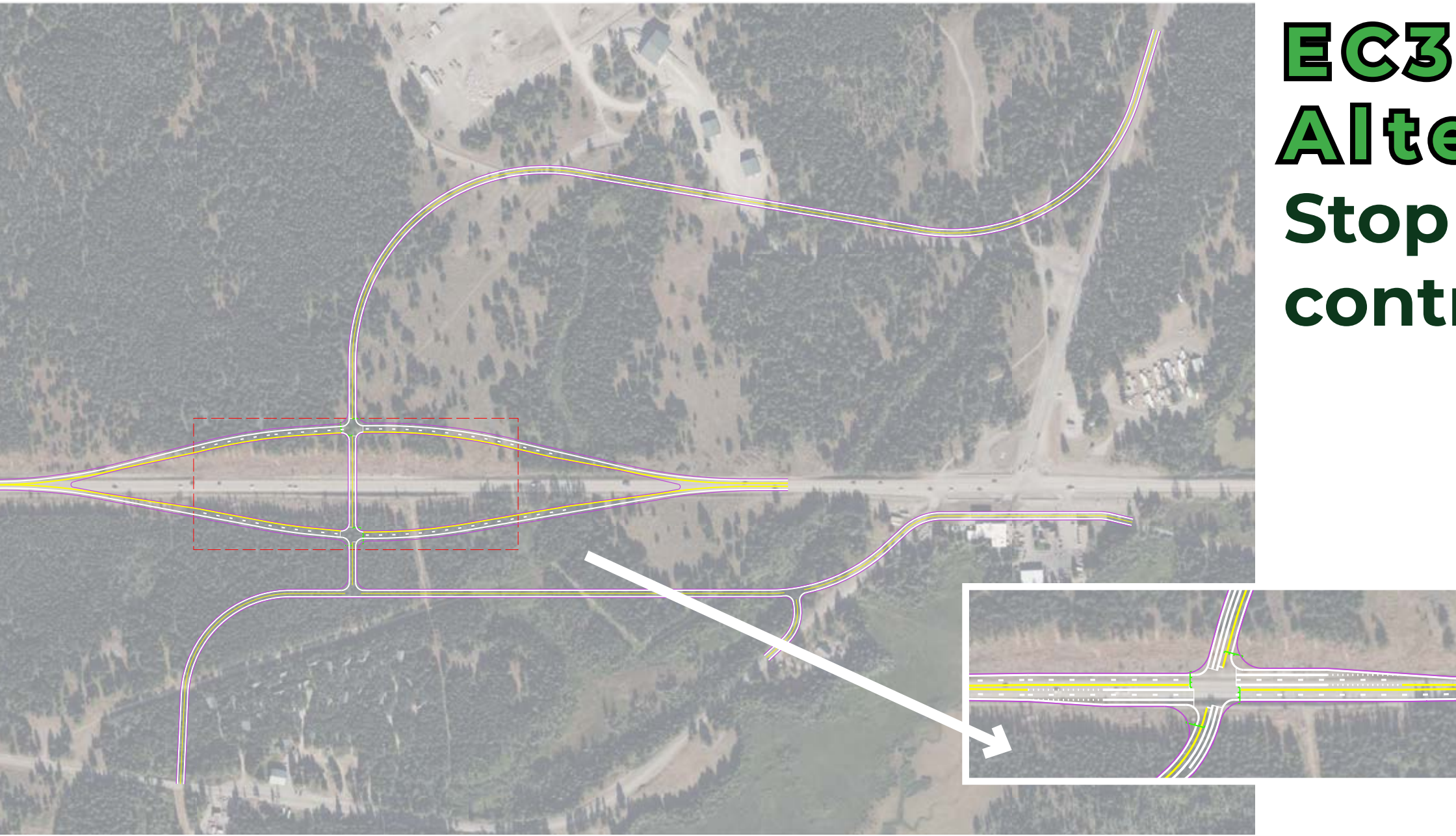


**EC1 PEL Alternative**  
Traffic signal development for existing US-20 and EC1 PEL alternative

ITIP Project KN. 23240 FY2028



**EC2 PEL Alternative**  
Split intersection, stop or signal control off alignment



**EC3 PEL Alternative**  
Stop or signal control on alignment

Interim Layout to keep US-20 within the existing Right-of-Way

# Alternatives: Ashton

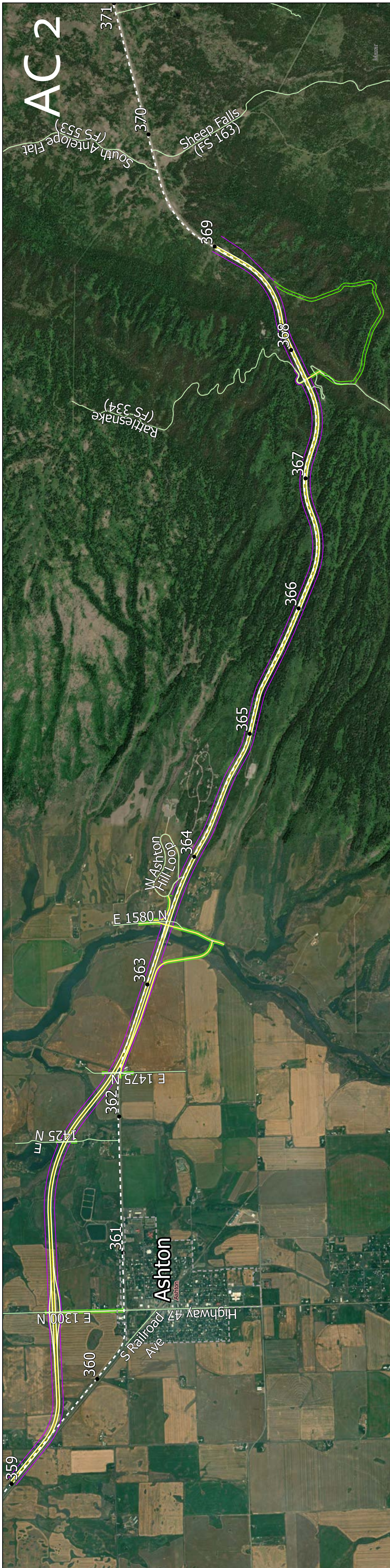
ITD is seeking input on the Level 3 alternatives.

Note: See Alternative Passing Lane (APL) and Four Lane At-Grade/Grade Separated (AG & GS) Intersection details for roadway layout variations.

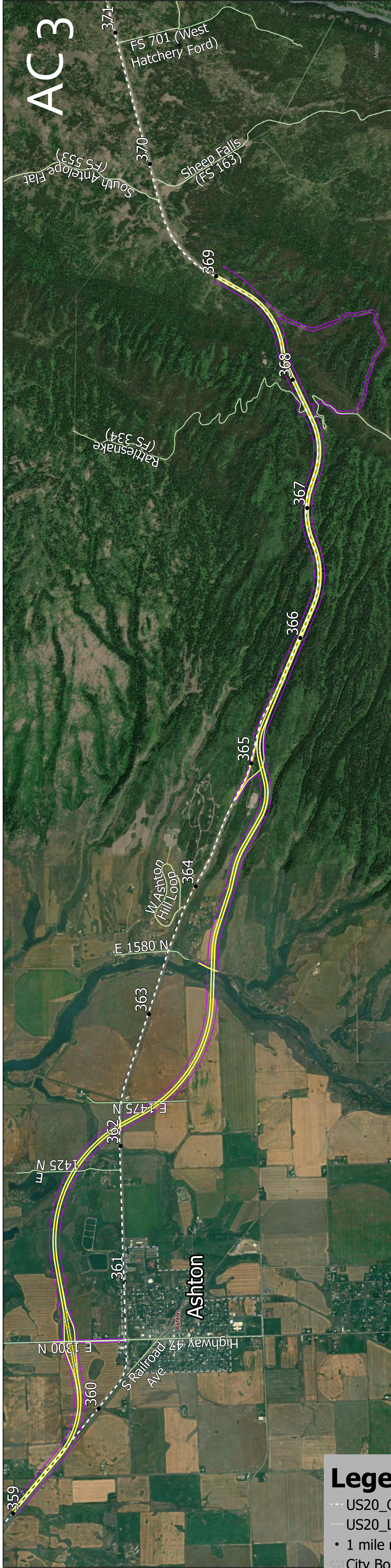
AC1 (AG)  
Four Lane Road Layout



AC2 (AG & GS)  
Four Lane Road Layout



AC3 (AG & GS)  
Four Lane Road Layout



**Legend**

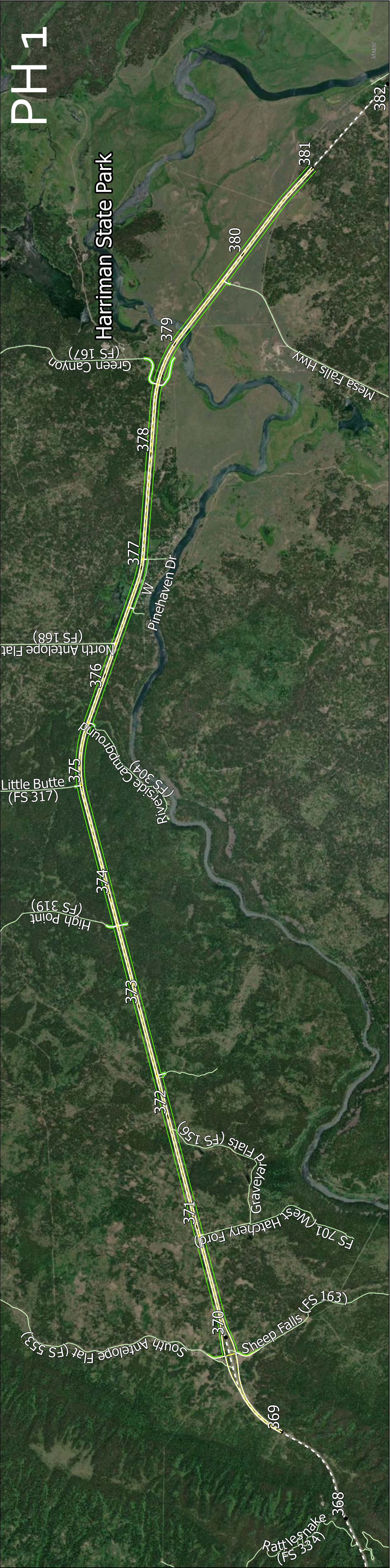
- US20\_OriginalRoad
- US20\_LocalRoads
- 1 mile markers
- City Boundary

# Alternatives: Pinehaven

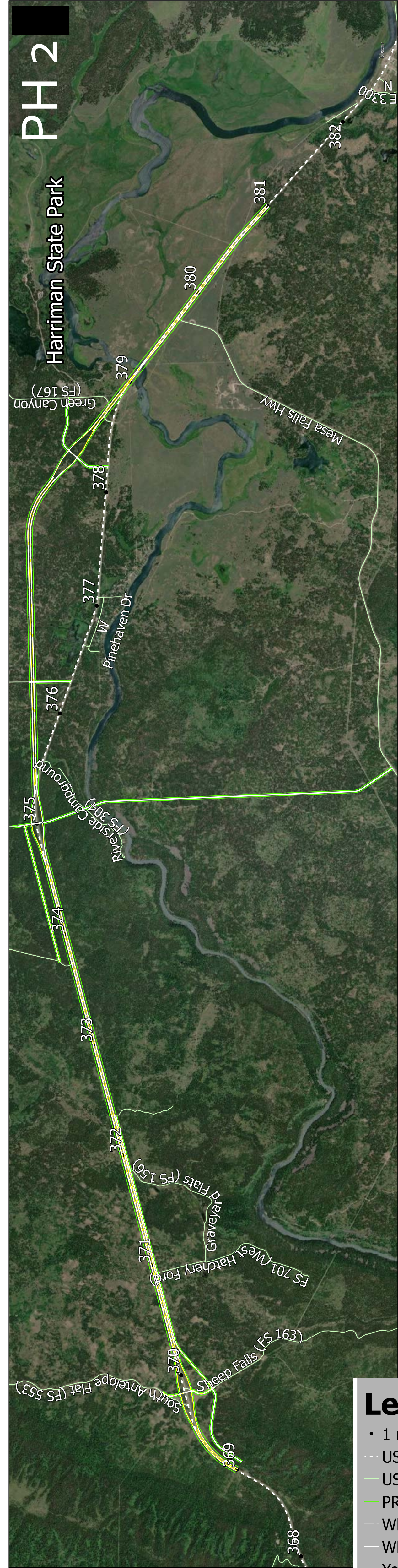
ITD is seeking input on the Level 3 alternatives.

Note: See Alternative Passing Lane (APL) and Four Lane At-Grade/Grade Separated (AG & GS) Intersection details for roadway layout variations.

PH1 (APL)  
PH1 (AG) Four Lane Road Layout



PH2 (APL)  
PH2 (AG & GS) Four Lane Road Layout



**Legend**

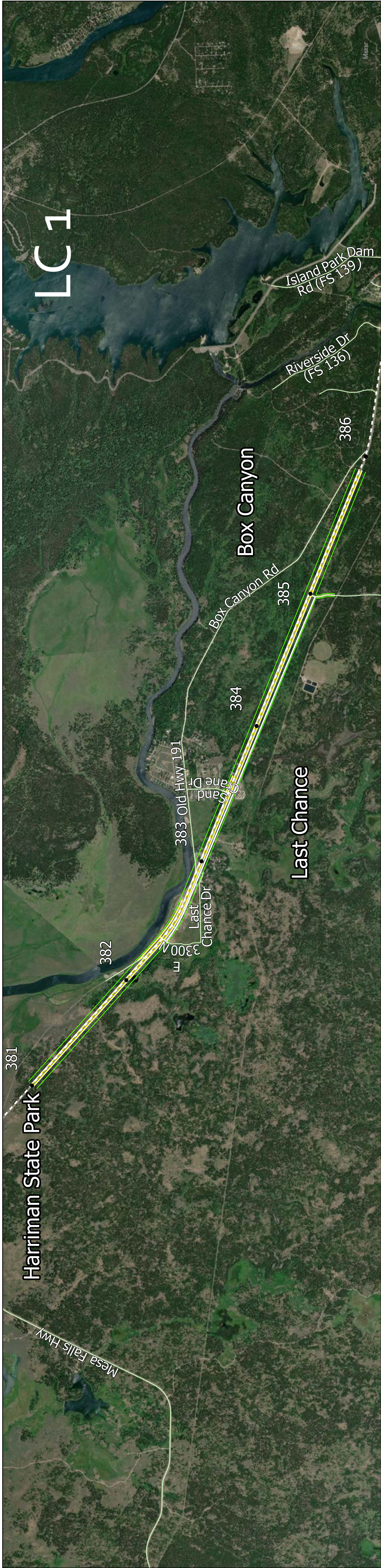
- 1 mile markers
- - - US20\_OriginalRoad
- - - US20\_LocalRoads
- - - PROW Freeway
- - - White Skip
- - - White Stripe
- - - Yellow Stripe

# Alternatives: Last Chance

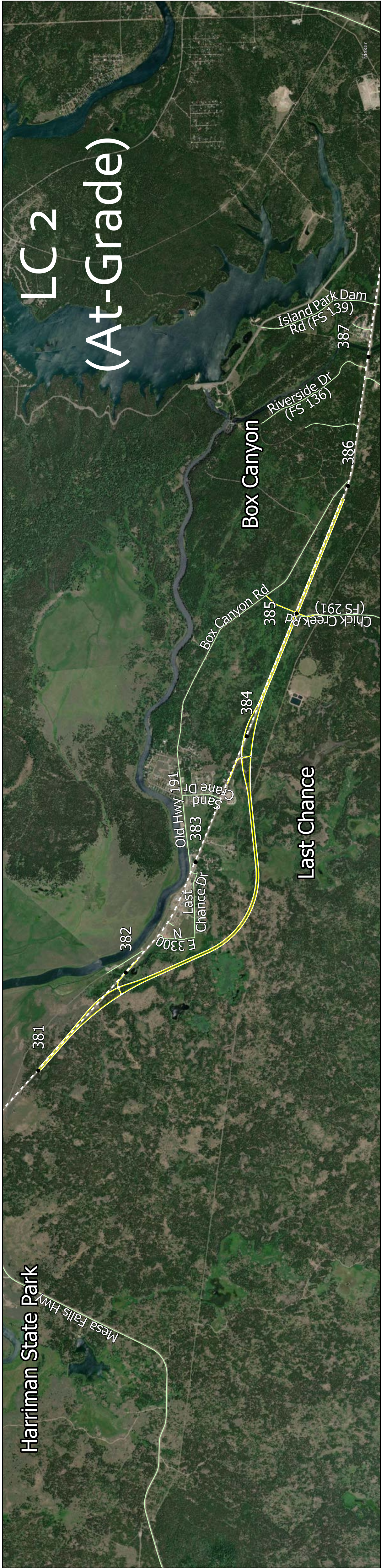
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Note: See Alternative Passing Lane (APL) and Four Lane At-Grade/Grade Separated (AG & GS) Intersection details for roadway layout variations.

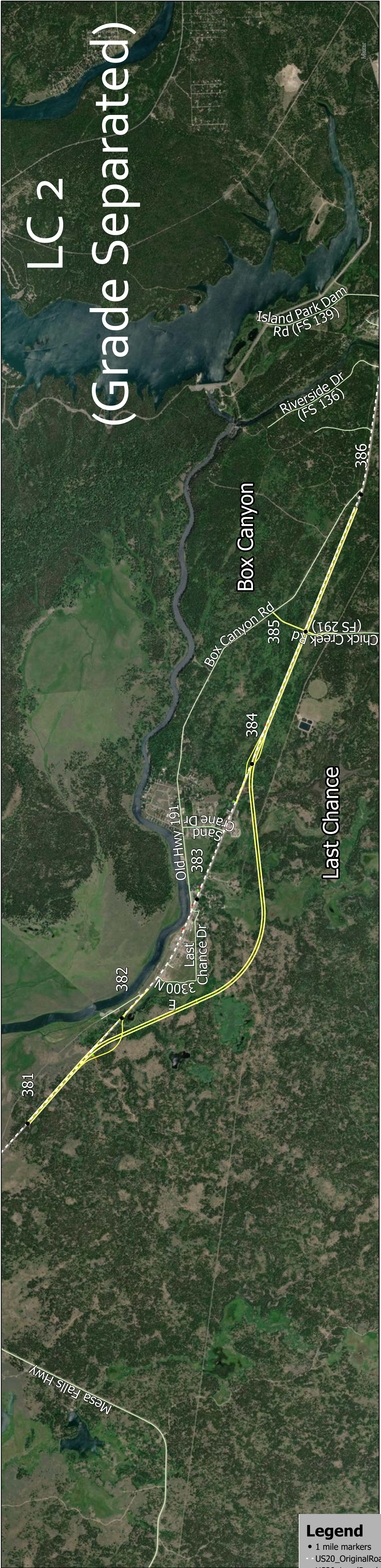
LC1 (APL)  
LC1 (AG) Four Lane Road Layout



LC2 (APL)  
LC2 (AG) Four Lane Road Layout



LC2 (GS) Four Lane Road Layout



Legend

- 1 mile markers
- US20\_OriginalRoad
- US20\_LocalRoads

PopUpInfo

- Asphalt
- Bridge
- Gravel

- Access Closed
- Access Remains
- White Skip
- White Stripe
- Yellow Stripe

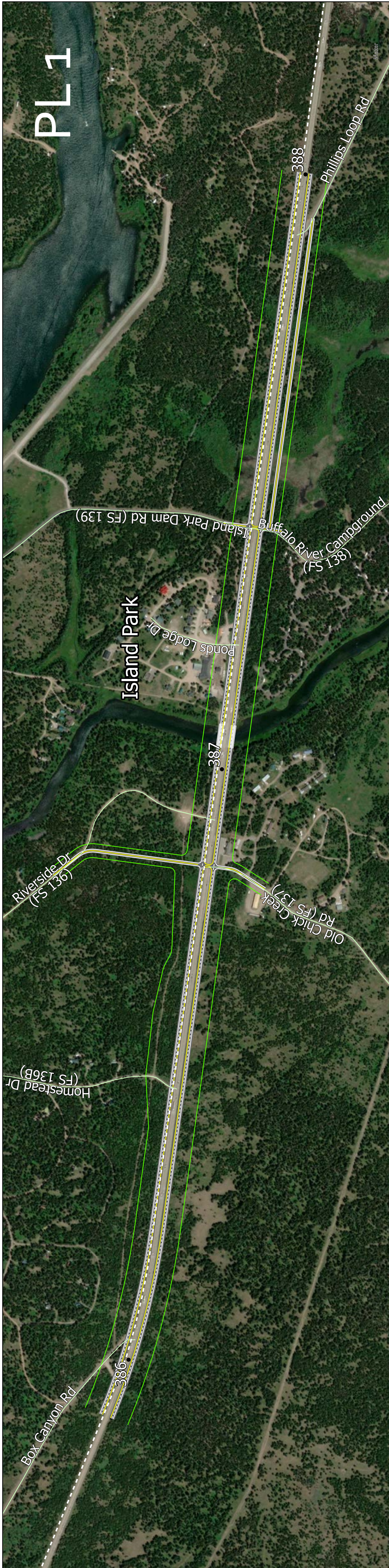
PopUpInfo

# Alternatives: Pond's Lodge

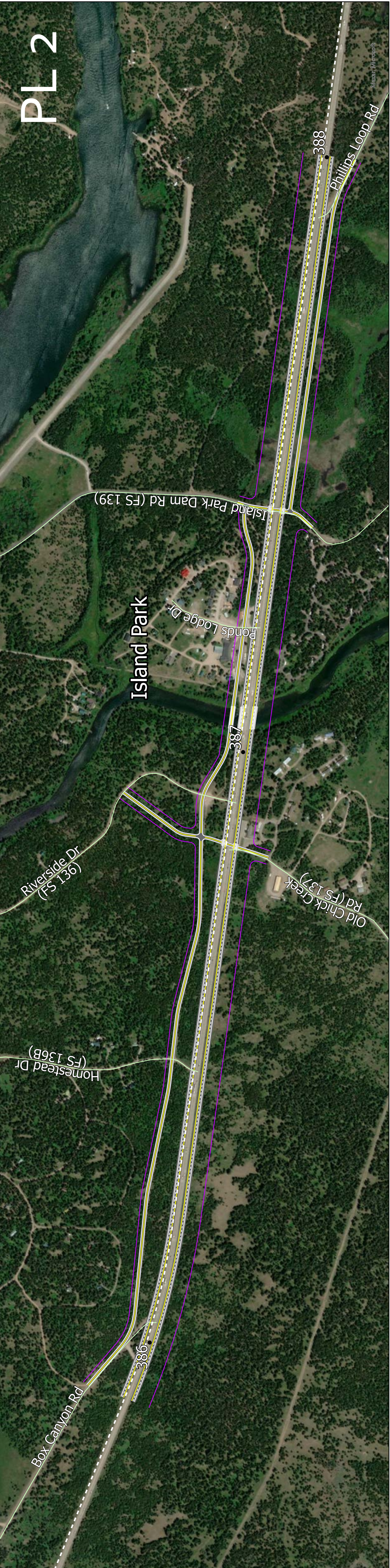
ITD is seeking input on the Level 3 alternatives.

Note: See Alternative Passing Lane (APL) and Four Lane At-Grade/Grade Separated (AG & GS) Intersection details for roadway layout variations.

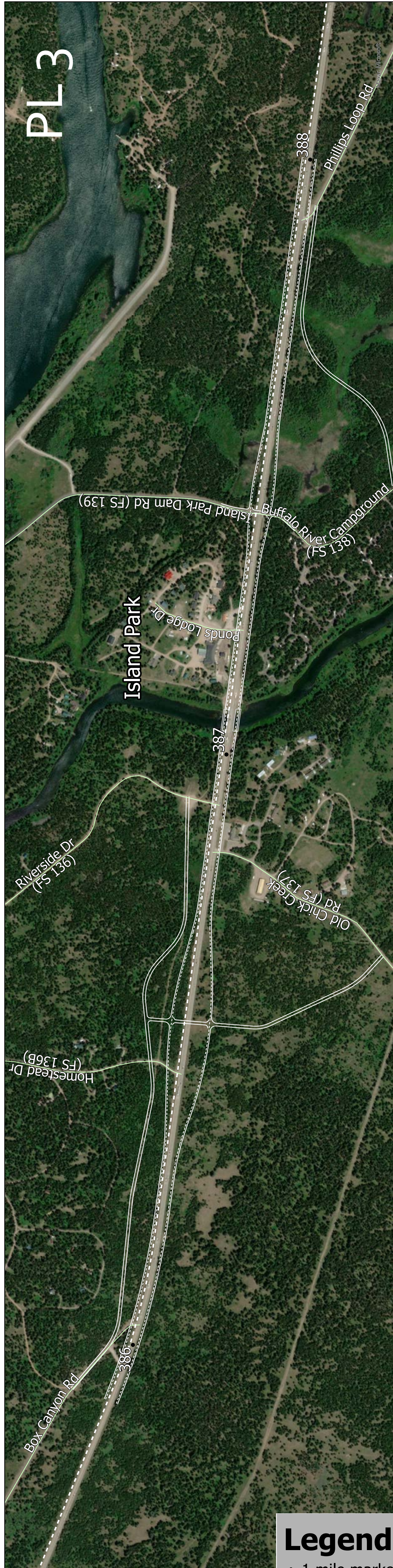
**PL1 (APL)**  
**PL1 (AG)** Four Lane Road Layout



**PL2 (APL)**  
**PL2 (AG & GS)** Four Lane Road Layout



**PL3 (APL)**  
**PL3 (AG & GS)** Four Lane Road Layout



Legend

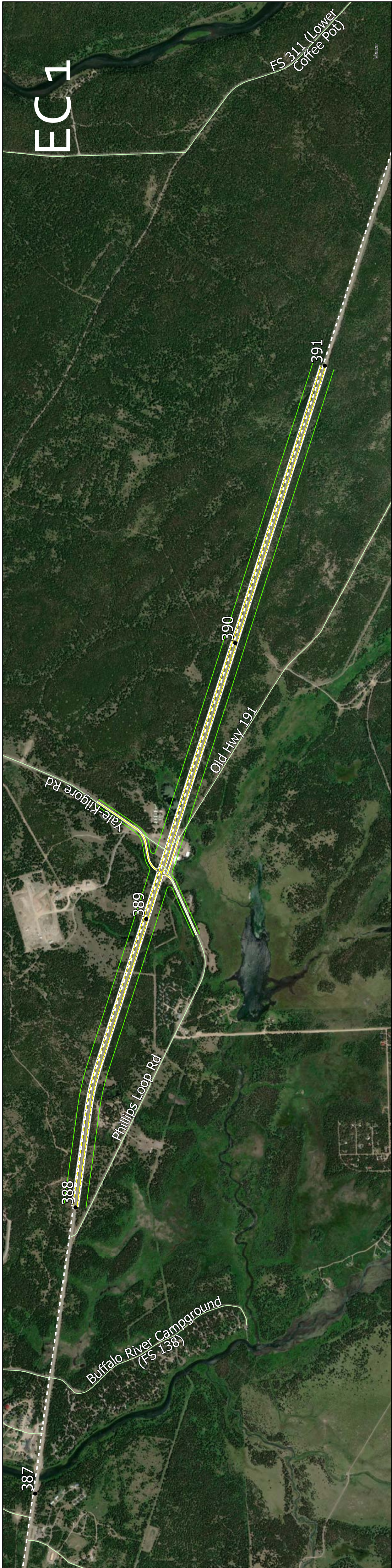
- 1 mile markers
- - - US20\_OriginalRoad
- - - US20\_LocalRoads

# Alternatives: Elk Creek

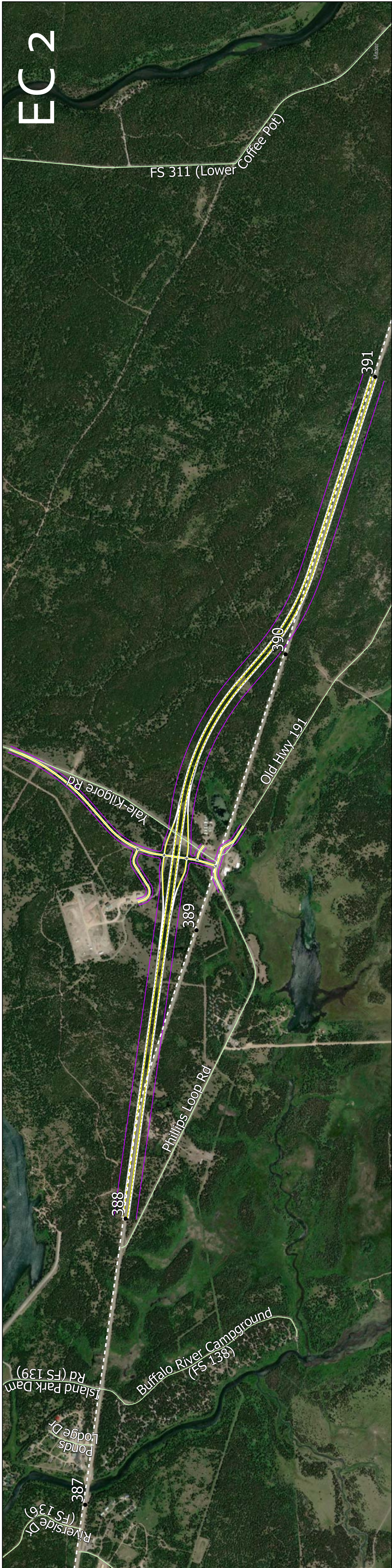
ITD is seeking input on the Level 3 alternatives.

Note: See Alternative Passing Lane (APL) and Four Lane At-Grade/Grade Separated (AG & GS) Intersection details for roadway layout variations.

EC1 (APL)  
EC1 (AG)  
Four Lane Road Layout



EC2 (APL)  
EC2 (AG & GS)  
Four Lane Road Layout



EC3 (APL)  
EC3 (AG & GS)  
Four Lane Road Layout



**Legend**

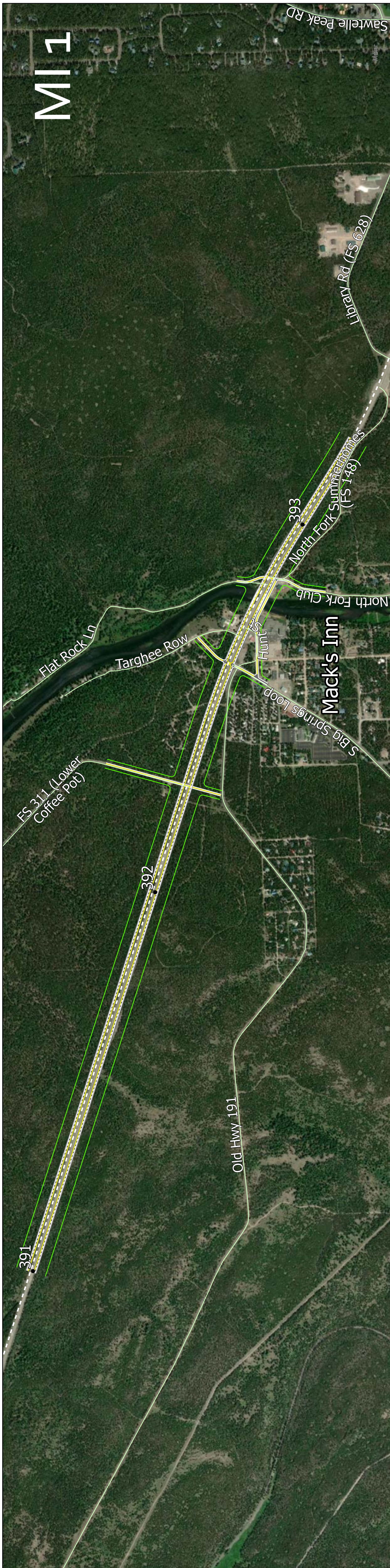
- 1 mile markers
- - - US20\_OriginalRoad
- - - US20\_LocalRoads

# Alternatives: Mack's Inn

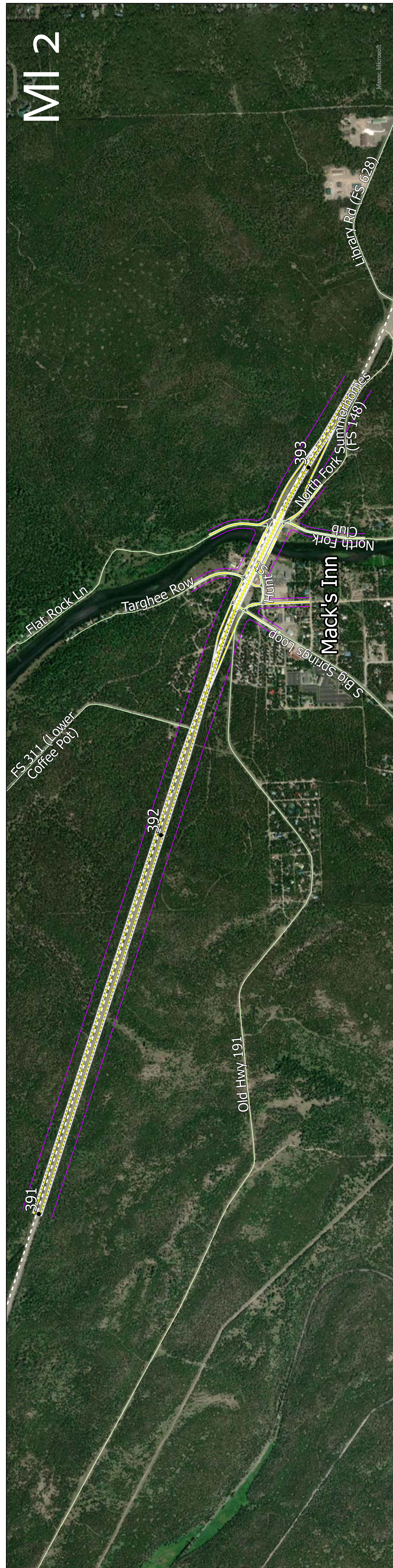
ITD is seeking input on the Level 3 alternatives.

Note: See Alternative Passing Lane (APL) and Four Lane At-Grade/Grade Separated (AG & GS) Intersection details for roadway layout variations.

MI1 (APL)  
MI1 (AG) Four Lane Road Layout



MI2 (APL)  
MI2 (AG & GS) Four Lane Road Layout



MI3 (APL)  
MI3 (AG & GS) Four Lane Road Layout



Legend

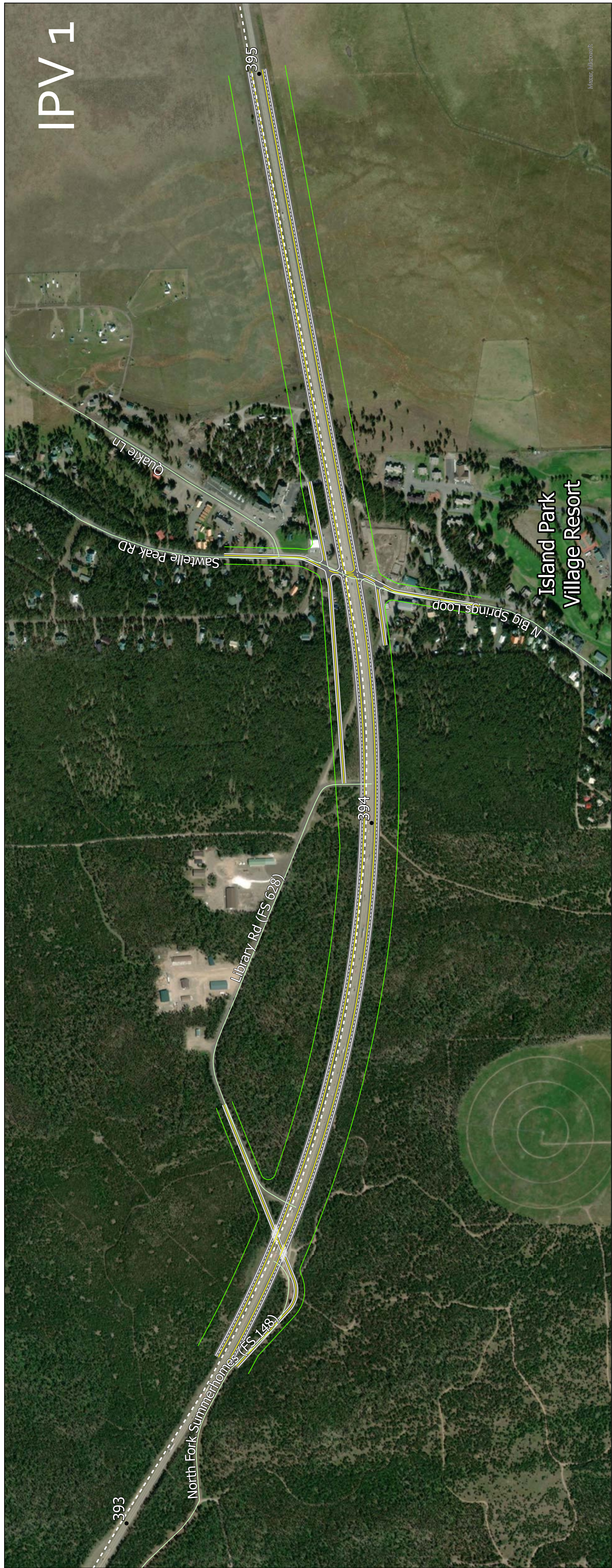
- 1 mile markers
- - - US20\_OriginalRoad
- - - US20\_LocalRoads

# Alternatives: Island Park Village

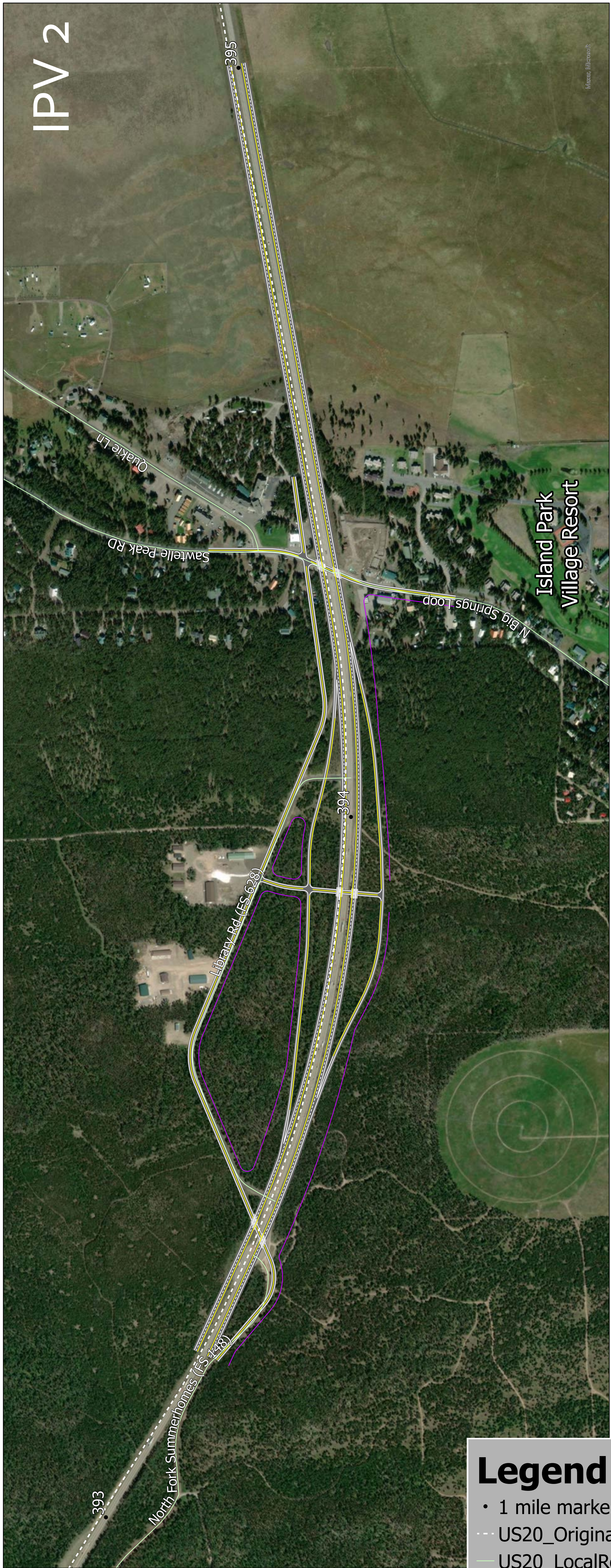
ITD is seeking input on the Level 3 alternatives.

Note: See Alternative Passing Lane (APL) and Four Lane At-Grade/Grade Separated (AG & GS) Intersection details for roadway layout variations.

IPV1 (APL)  
IPV1 (AG) Four Lane Road Layout



IPV2 (APL)  
IPV2 (AG & GS) Four Lane Road Layout



Legend

- 1 mile markers
- US20\_OriginalRoad
- US20\_LocalRoads

# Alternatives: Red Rock Road

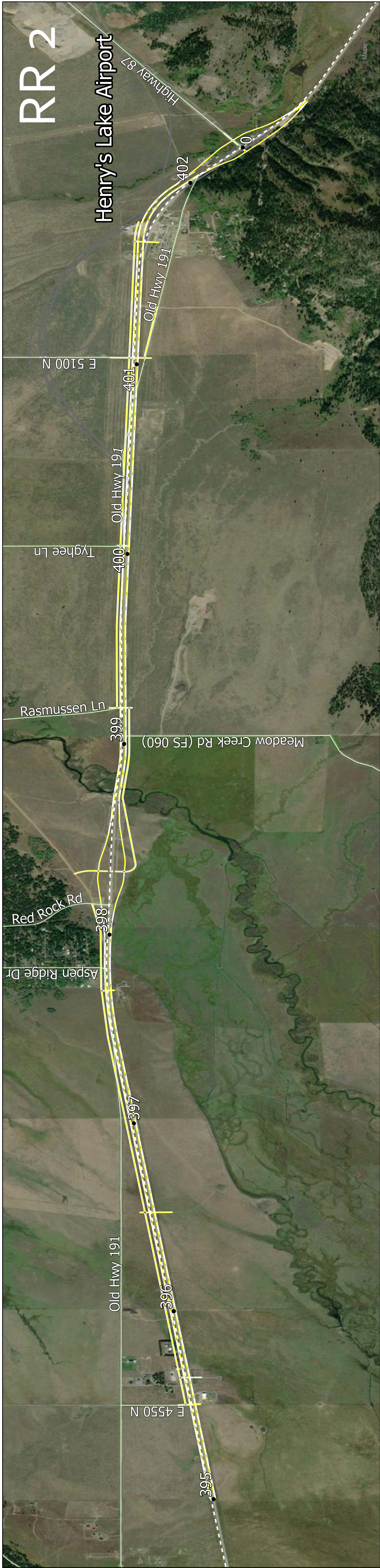
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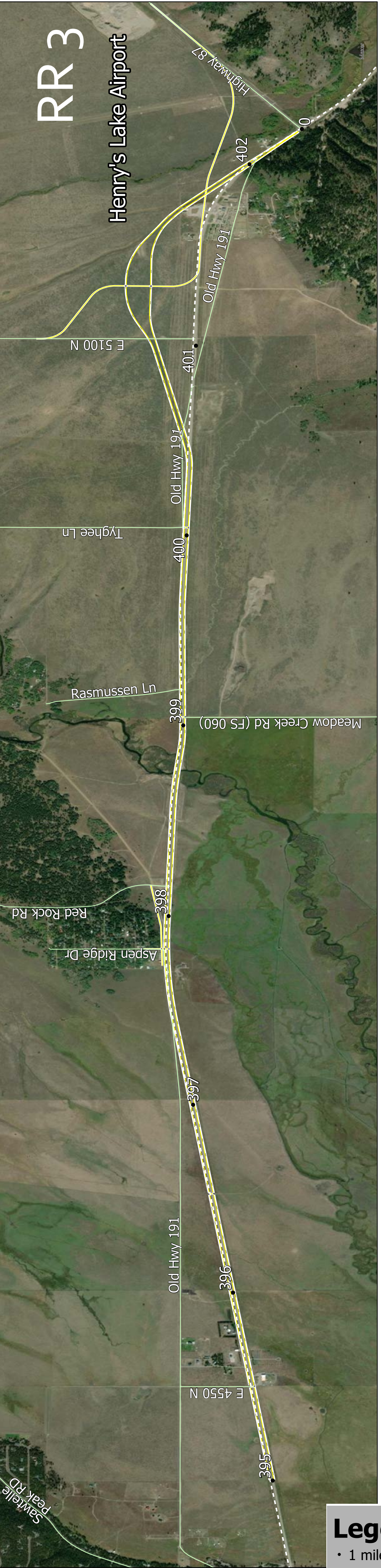
RR1 (APL)  
RR1 (AG)  
Four Lane Road Layout



RR2 (APL)  
RR2 (AG & GS)  
Four Lane Road Layout



RR3 (APL)  
RR3 (AG & GS)  
Four Lane Road Layout



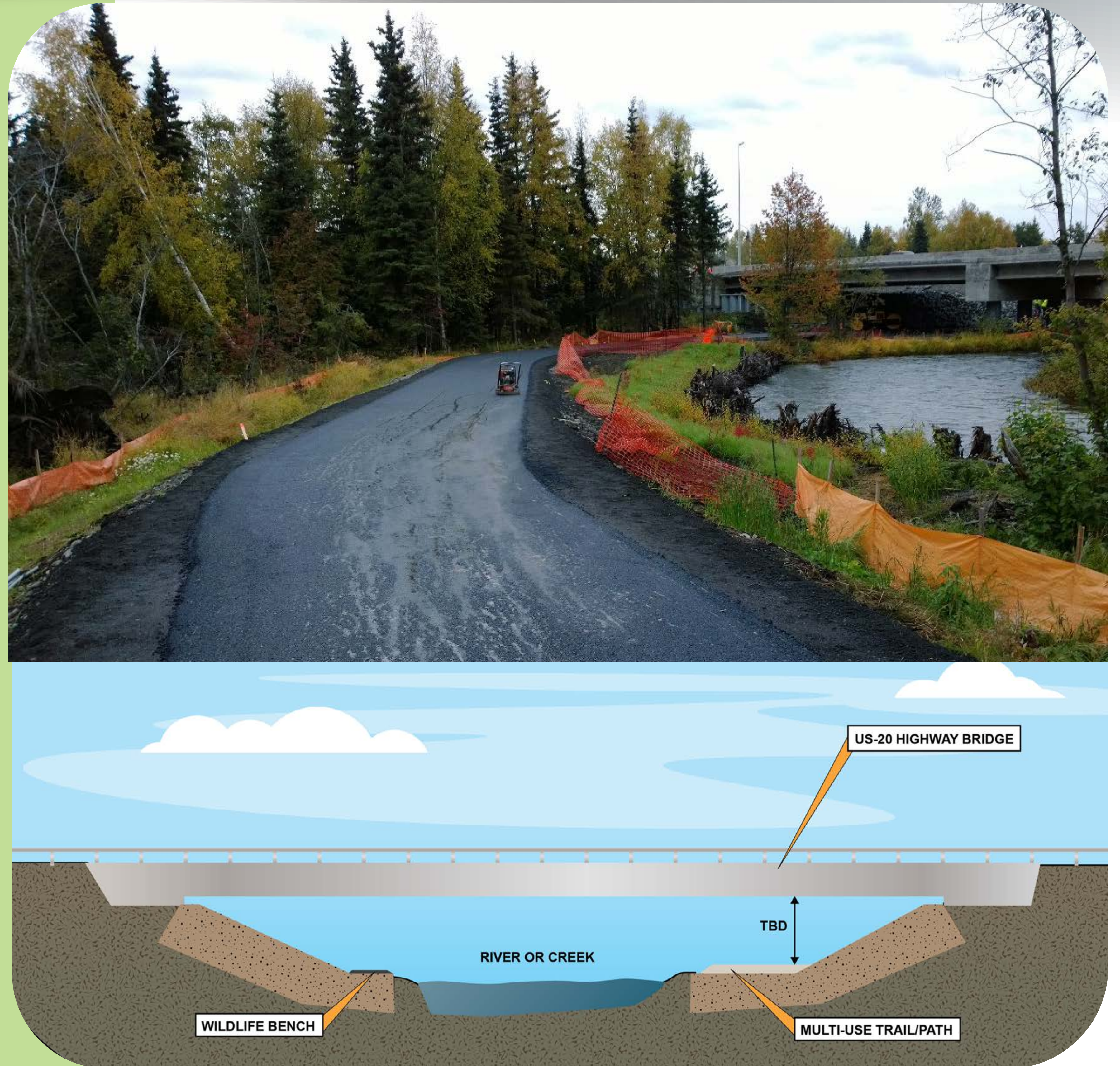
**Legend**

- 1 mile markers
- US20\_OriginalRoad
- US20\_LocalRoads

# Multi-Use Crossing

ITD is evaluating:

- **Multi-use crossing opportunities at trails, pathways, and bridge locations that intersect US-20**
  - » Cyclists
  - » Pedestrians
  - » Snowmobilers
  - » ATV/UTV riders
  - » Equestrians
  - » Snowshoers
  - » Fishermen and other sportsmen
  - » Hikers and other trail users
- **Wildlife crossing infrastructure**
  - » ITD is evaluating movement and wildlife migration information. Technical assistance is being provided by the U.S. Forest Service, U.S. Fish and Wildlife Service, and Idaho Fish and Game.



# Draft Purpose & Need

The Ashton to SH-87 Junction section of US-20 was originally built in the 1950s. The current roadway does not provide sufficient traffic flow or passing opportunities to accommodate growing traffic volumes. The roadway has exceeded its service life and requires improvements to roadway and drainage features. Reconstruction will provide the opportunity to include design elements that reduce the severity and frequency of crashes.

## PURPOSE

The purpose of the US-20 Ashton to SH-87 project is to enhance highway safety and operations by:

- Improving capacity and level of service
- Improving access management
- Improving regional freight movement
- Decreasing crash severity

## NEED

The need for improvements to the US-20 corridor is to:

- Address existing deficiencies, such as:
  - » Travel time
  - » Congestion
  - » Delays
  - » Safety
- Prepare for future growth, economic development, and tourism in the region
- Increase freight mobility

## GOALS

When consulting with the public and resource agencies, ITD identified additional goals to be considered as the project is developed:

- Integrate wildlife movement strategies in the corridor
- Provide traffic calming measures or separation where the US-20 alignment runs through developed areas
- Provide multiuse solutions that provide a range of options for recreational users



# Environmental Considerations

Alternatives will be evaluated through a screening process to determine how well they meet the project’s draft purpose and need. The screening process includes evaluating each alternative based on the following 11 environmental criteria.

	<b>VISUAL RESOURCES</b>		<b>CULTURAL RESOURCES</b>		<b>LAND USE AND TRANSPORTATION PLANNING</b>
	<b>AGRICULTURAL AND FOREST RESOURCES</b>		<b>GEOLOGY AND SOILS</b>		<b>NOISE</b>
	<b>AIR QUALITY</b>		<b>HAZARDS AND HAZARDOUS MATERIALS</b>		<b>SOCIAL AND ECONOMIC RESOURCES</b>
	<b>BIOLOGICAL RESOURCES</b>		<b>HYDROLOGY AND WATER QUALITY</b>		

# Tell Us What You Think!



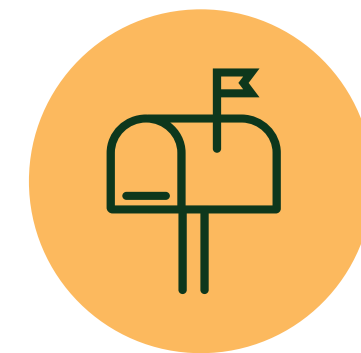
Please share ideas about the project. Public input will be an important part of the decision-making process along with technical information and engineering best-practices.

## HOW TO SUBMIT COMMENTS:

**COMMENTS ARE DUE BY DEC 23, 2022**



Fill out a **comment form** at this public meeting and leave it with the project team



**Mail your comments** to:  
ITD District 6 C/O Micah Brown  
206 N. Yellowstone Highway  
Rigby, ID 83442



**Email:** [comments@us20ashtonto87.com](mailto:comments@us20ashtonto87.com)



Submit a **comment form** on the project website:  
[itdprojects.org/projects/us-20-ashton-to-sh-87-jct](https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct)