

Appendix A | Sign-in Sheets

- Ashton Meeting Sign-in Sheet: August 21, 2024
- Island Park Meeting Sign-in Sheet: August 22, 2024



Public Meeting

August 21, 2024

Ashton Community Center and Library
5 p.m. – 7 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Donald Calvano Lorraine Andrews				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
David + Tori Garz				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Steve GLAS				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JIM HOBBS				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Lothar Eidinger				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ken Watts				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Matt Hinckley				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Terry Delong				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



 = Has not been
receiving emails ?
would like to

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Kathy Scaife				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jeff Coward				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bob Christensen				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Sheay Hill				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



Your Safety

• Your Mobility

• Your Economic Opportunity





X = Has not been
receiving emails &
would like to

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes							
<i>Judy Smith</i>				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White
<i>Sarah Hargfeld</i>				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes							
<i>Hugh Norman</i>				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Greg Bitter				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
RENA LITTON				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
James Stoeberl				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Other
				<input type="checkbox"/> Female	
MIKE DURANT				<input type="checkbox"/> Disabled	
Shaun Ward				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Barry Boyle				<input type="checkbox"/> Male	<input type="checkbox"/> Other
				<input type="checkbox"/> Female	
				<input type="checkbox"/> Disabled	
Tyron Koon				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
John a dcap				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Pete Stark				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Henry White				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Hatami				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Tom Ward				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Other
				<input type="checkbox"/> Female	
Lori Elliott				<input type="checkbox"/> Disabled	
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Mark Elliott				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Other
				<input type="checkbox"/> Female	
Ron Franklin				<input type="checkbox"/> Disabled	
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
John Fajen				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Mary Fajen				<input type="checkbox"/> Male	<input type="checkbox"/> Other
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native
					<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Paul Jackson				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Marinda Ballard				<input type="checkbox"/> Male	<input type="checkbox"/> Other
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native
					<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Lynne Ballard				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Ron & Kristin				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Johns				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Lois Lenz				<input type="checkbox"/> Male	<input type="checkbox"/> Other
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native
					<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Kim Graue-Haskin				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Anay Haskin				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Kevin Boxle				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Carlynn Warner				<input type="checkbox"/> Male	<input type="checkbox"/> Other
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native
					<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
BLAIR DANCE				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Chuck Susan's Ramone				<input type="checkbox"/> Male	<input type="checkbox"/> Other
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native
					<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Kim Ragozlate				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Bayne Miller				<input type="checkbox"/> Male	<input type="checkbox"/> Other
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native
					<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Rachel Hatton				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Judy Seeley				<input type="checkbox"/> Male	<input type="checkbox"/> Other
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native
					<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White



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Public Meeting

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Island Park EMS Building

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Lee & Peggy Price				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Dan Corrae				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Ursula Foster				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Lynda Brumley				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Kenwin $\frac{1}{2}$				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Frank Hossing					<input type="checkbox"/> Black
Elaine Wimenga					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Bonnie Altshuler				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Doug Button				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
LARRY V. STAKER				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Michele Staker				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Shauna Winegar				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Kathy Russell				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Becky Hall				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Dan McElhane				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Ann Anth				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other
Will McBride				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
					<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input checked="" type="checkbox"/> White
					<input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Mary Martin				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Bevert Kremer				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
Don Wiegler				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Other
				<input type="checkbox"/> Female	
Kyle Bobbitt + Philip Chavez				<input type="checkbox"/> Disabled	
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
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				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
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				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	



Public Meeting

August 22, 2024

Island Park EMS Building

5 p.m. – 7 p.m.

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
KATHLEEN STEVEN				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Bob & LINDA AUBANO				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Chad Barrett				<input type="checkbox"/> Black	<input type="checkbox"/> Black
Ken Barrett				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Other				<input type="checkbox"/> Other	<input type="checkbox"/> Other
S. DERUSSEAU				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Keith Esplin				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Black	<input type="checkbox"/> Black
				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Other	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Black	<input type="checkbox"/> Black
				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Other	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Black	<input type="checkbox"/> Black
				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Other	<input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
ALISON ORME GIAOLETTO				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Pat Ritar				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Black	<input type="checkbox"/> Black
				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Other	<input type="checkbox"/> Other
PAT RIDLEY				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Black	<input type="checkbox"/> Black
				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Other	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Black	<input type="checkbox"/> Black
				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Other	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Black	<input type="checkbox"/> Black
				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Other	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Black	<input type="checkbox"/> Black
				<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Other	<input type="checkbox"/> Other



Your Safety

• Your Mobility

• Your Economic Opportunity



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
GARY LARIS				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Rob Andrews				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Les Schroeder				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
HELEN TAUSSNER				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Sue Castelan				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Hill & Kim Goedel				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Tom Hallberg				<input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Stacy Gerhards				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Payton Holton				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Debby Jensen				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Joni Barnes				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Karla Barnes				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kia Barnard				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Doug Ward				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
LaRee Ward				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Willa Ward				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Jacque Winegar Todd Winegar				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Laurie Ard				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Bruce Ard				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Tony Berhards				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Mike Carter				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Martha Wentzel				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Tonell Holly				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other



Public Meeting

August 22, 2024

Island Park EMS Building

5 p.m. – 7 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Tim Lawson				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
VAZ Zupson				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Andrew Wentzel				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Dan & Margie Harris				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Bob Brumagh				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Janet Bear				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Tom Thruood				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
BLAIR DANCE				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other



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Public Meeting

August 22, 2024

Island Park EMS Building

5 p.m. – 7 p.m.

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes	
Dan Ward				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Tim Hopkins				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Gayle Hopkins				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Dave Richards				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Nancy Richards				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Dee Palmer				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Wendi Palmer				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Greg Johnson				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Ken LEEN Johnson				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
Ken Watts				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other
RICK Hill				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Disabled	<input type="checkbox"/> Black
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> White
					<input type="checkbox"/> Other



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Appendix B | Meeting Materials and Display Boards

Display Boards



Study Background – Preliminary Environmental Phase

What is a PEL Study?
The PEL process considers environmental, community, and economic goals early on while planning future projects.

This process is outlined by the Federal Highway Administration and weighs:

- Transportation issues & priorities
- Environmental resources & concerns
- Stakeholder & public concerns

Scan the QR code to watch a short video about the PEL process.

Why Is the Planning and Environmental Linkages (PEL) study being conducted?
ITD is conducting the study to begin the long-term planning process for addressing traffic growth in the corridor. The study is looking at reducing the severity of crashes, improving access to businesses and properties along US-20 and addressing freight movement.

What Is the vision for the study area?
ITD's vision for the US-20 Ashton to SH-87 JCT corridor area is to provide safe and reliable travel for the planning year of 2050.

COLLECT
Collect information about the transportation system, local communities, and environment.

UTILIZE
Evaluate ideas to develop a range of potential transportation solutions called alternatives.

REFINE
Screen alternatives against certain factors such as safety, environmental impacts, and future development and planning.

CATEGORIZE
Categorize alternatives into potential short-, mid-, and long-term transportation improvement projects in the study area.

DEVELOP
Develop a plan for funding and delivering projects.

POST-PEL PROJECT NEXT STEPS ➤ ➤ ➤

National Environmental Policy Act (NEPA) Preliminary Design
2–8 years

Final Design
3–5 years

Construction
TBD

NEPA requires agencies to assess environmental effects of proposed actions prior to making decisions.

ASHTON to SH-87 JCT August 2024

Project Map



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Study Update

Since community meetings last summer, ITD enhanced its public involvement effort. In the past year, ITD has done the following:

- Met with additional stakeholders
- Held additional public meetings
- Collected additional traffic data to verify previously acquired projections used for screening
- Used the data to continue screening alternatives



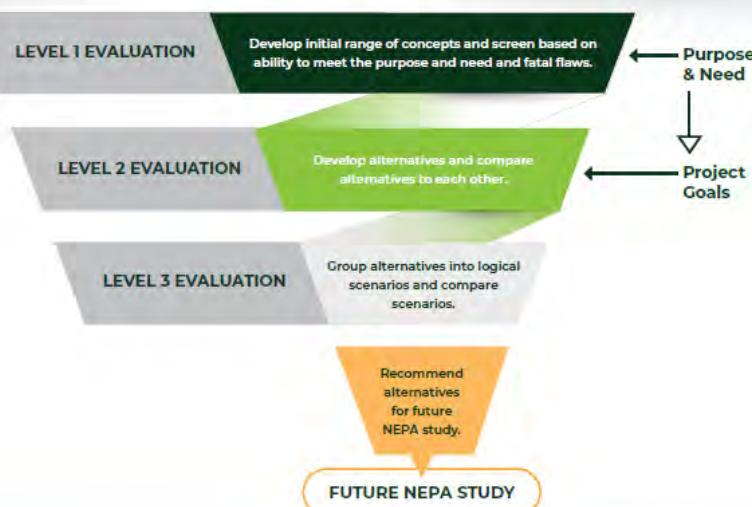
Use this QR code to submit your comments online.

The results of this Level 3 screening are presented here. Please view each alternative and share your feedback.



What is included in a PEL?

The Planning and Environmental Linkages (PEL) study is looking at future, long-term (25+ years) transportation improvements. Since the study was initiated in 2021, ITD has developed a wide range of alternatives and screened those potential improvements to determine if they meet the project's purpose and need.



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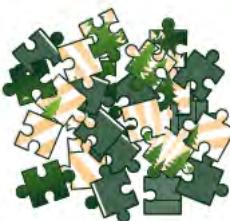
• Your Economic Opportunity



Level 3 Alternatives

ITD used public and stakeholder input, planning best practices, and collaboration with agencies and jurisdictions to develop a range of alternatives that have been evaluated or "screened" to determine how to best meet the Purpose and Need of the study.

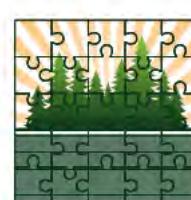
Alternatives that don't meet the criteria or have fatal flaws are usually not carried forward for further analysis. Alternatives needing refinement are modified to reflect stakeholder and agency suggestions or regulatory requirements.


LEVEL 1

Concepts/ideas


LEVEL 2

Further developed and combined concepts/ideas into alternatives


LEVEL 3

Recommended alternatives



Purpose and 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. Reconfiguration 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 Junction Project is to enhance highway safety and operations by:

- Decreasing crash severity
- » Addressing traffic growth in the corridor
- » Improving access management
- Addressing regional freight movement

NEED

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

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

GOALS

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

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

What is a Purpose and Need?

The Purpose and Need provides the framework for evaluating the alternatives leading to the study's recommendations. The Purpose and Need is used to screen reasonable alternatives.

What is a Goal?

Goals are the desired project outcomes beyond the Purpose and Need that provide additional guidance for assessing reasonable alternatives, based on stakeholder and community input. Goals help balance environmental, transportation, and other community values.



Environmental Considerations

Alternatives were 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.



Visual Resources



Cultural Resources



Land Use and Transportation



Agricultural and Forest Resources



Geology and Soils



Noise



Air Quality



Hazards and Hazardous Materials



Social and Economic Resources



Biological Resources



Hydrology and Water Quality



Screening Criteria

Screening consists of evaluating each alternative against set criteria such as:



Safety



Access Management



Traffic Operations



Environmental Resources



Mobility



Constructability

Alternatives Key:

= Carried forward

Roadway Lane type

AG = At-grade

GS = Grade separated

APL = Alternating Passing Lanes

Every alternative includes the "No Action" option.



Your Safety

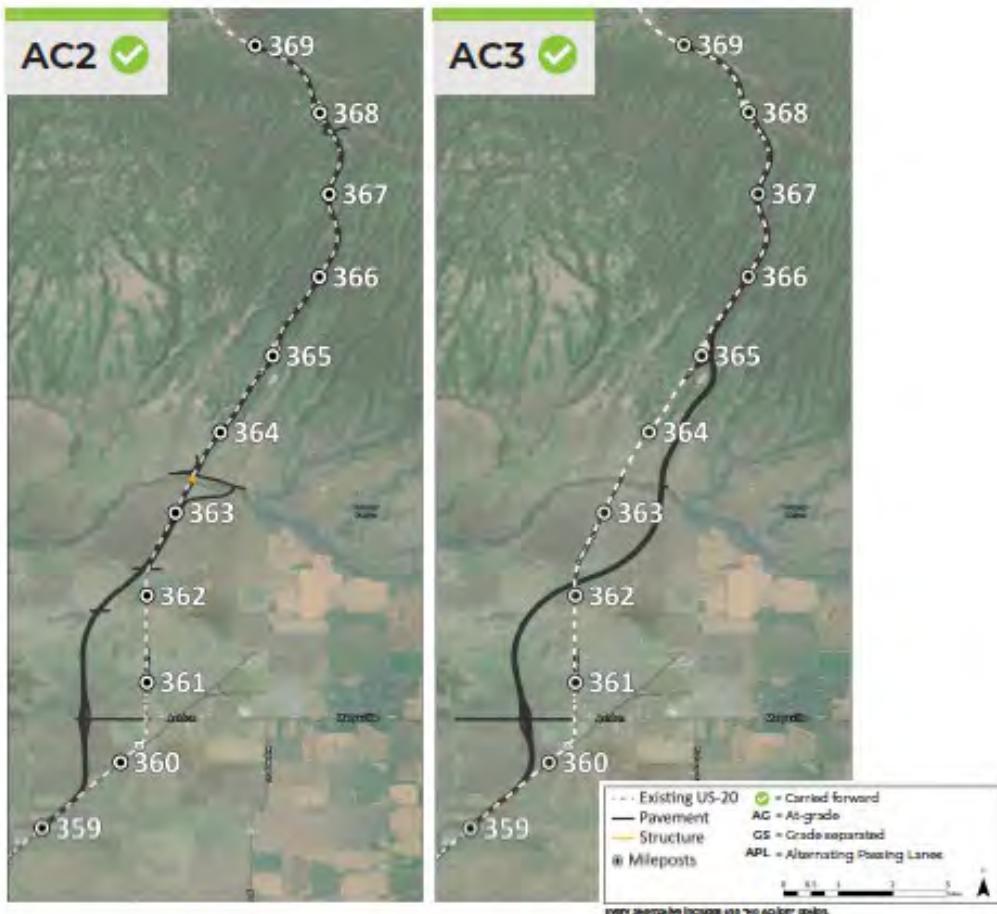
• Your Mobility

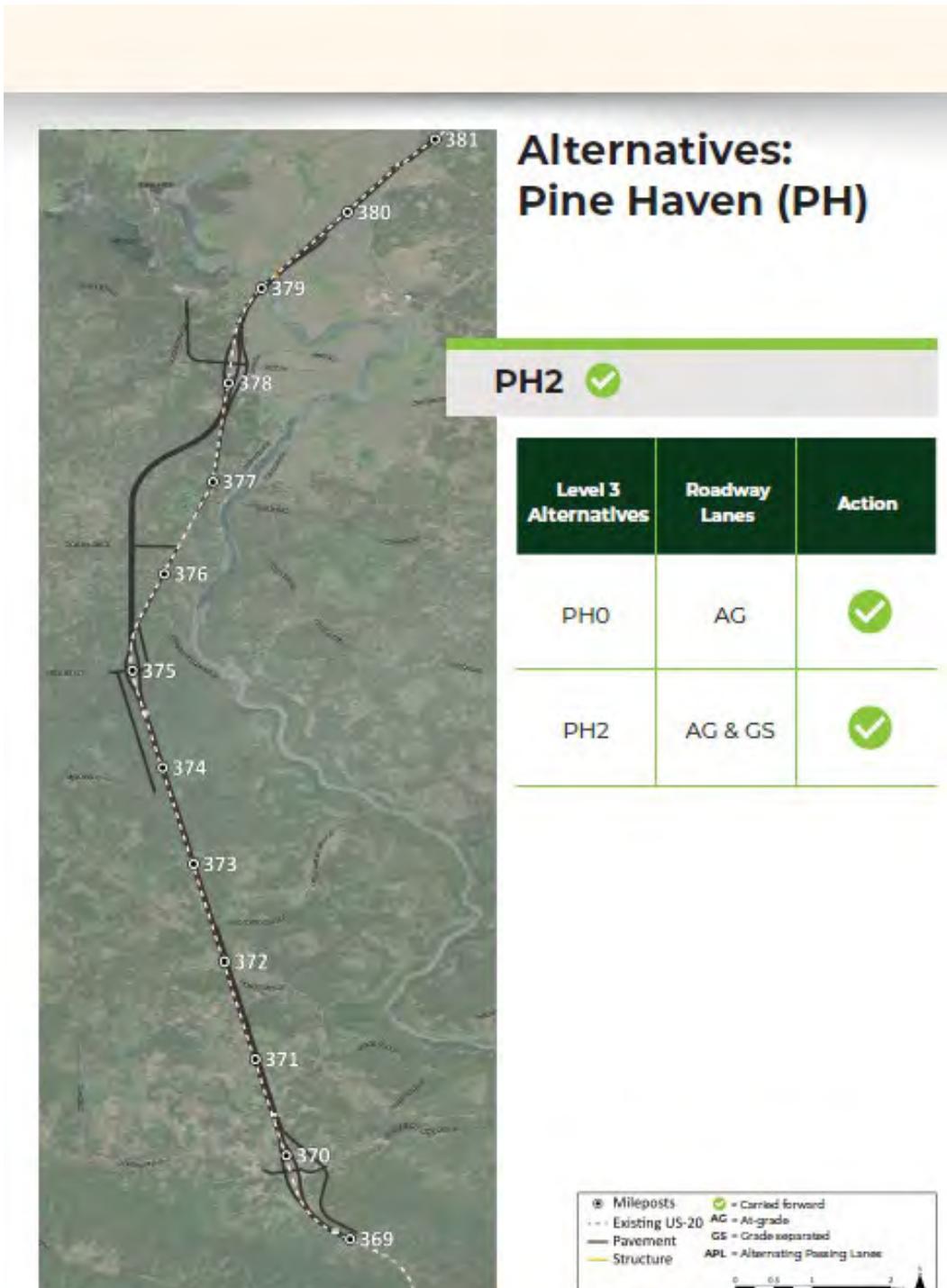
• Your Economic Opportunity

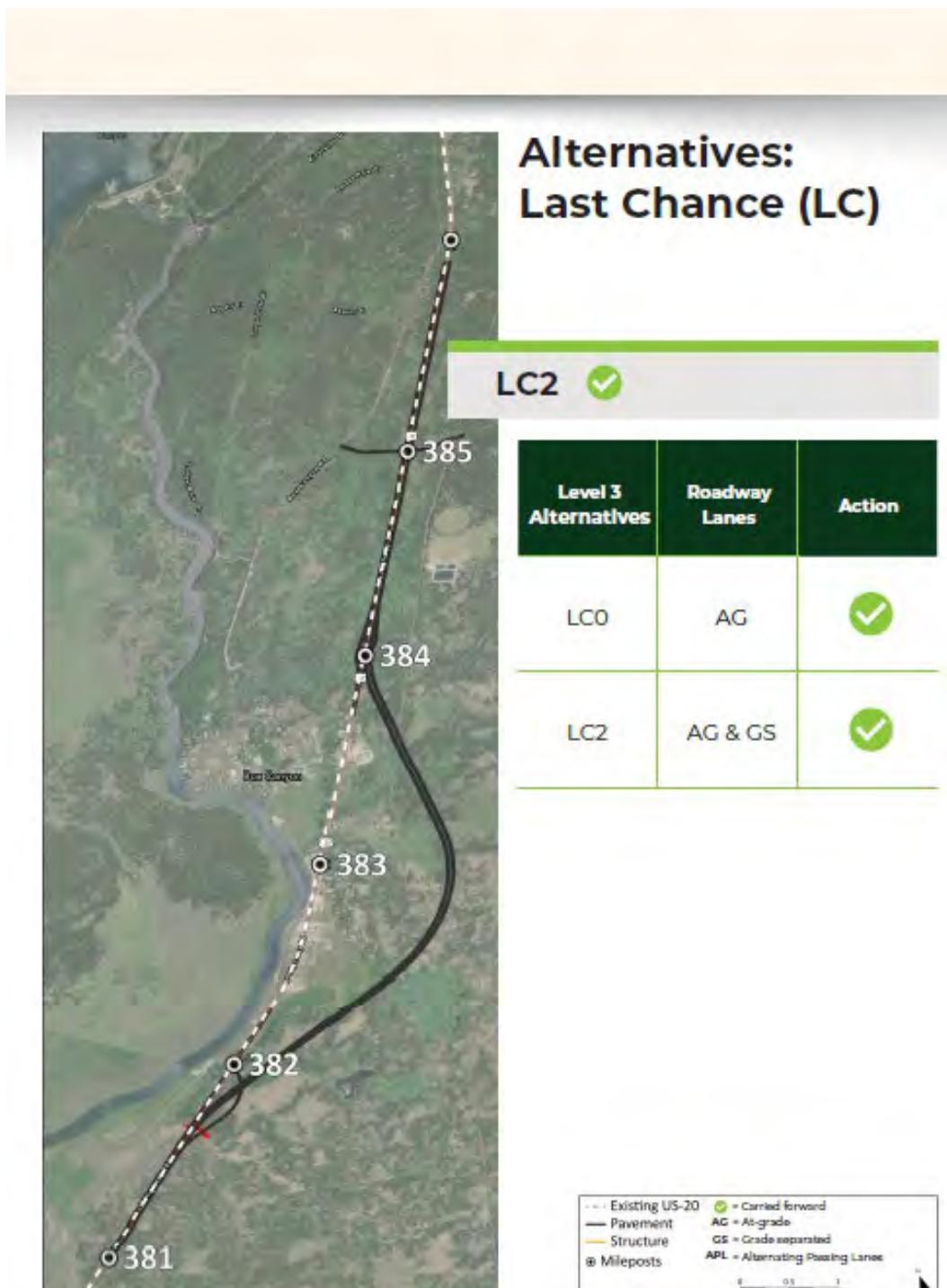


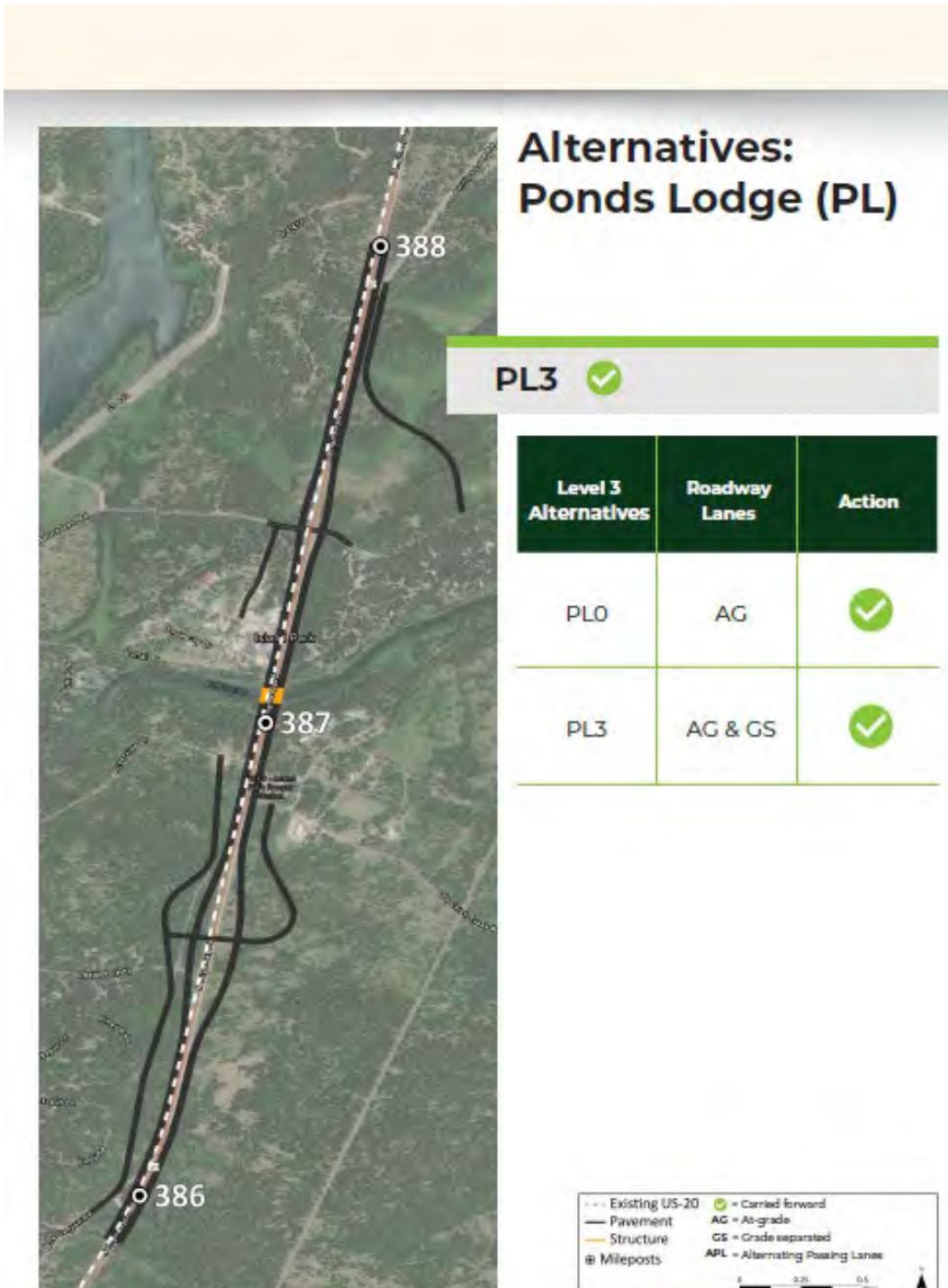
Alternatives: Ashton to Caldera Rim (AC)

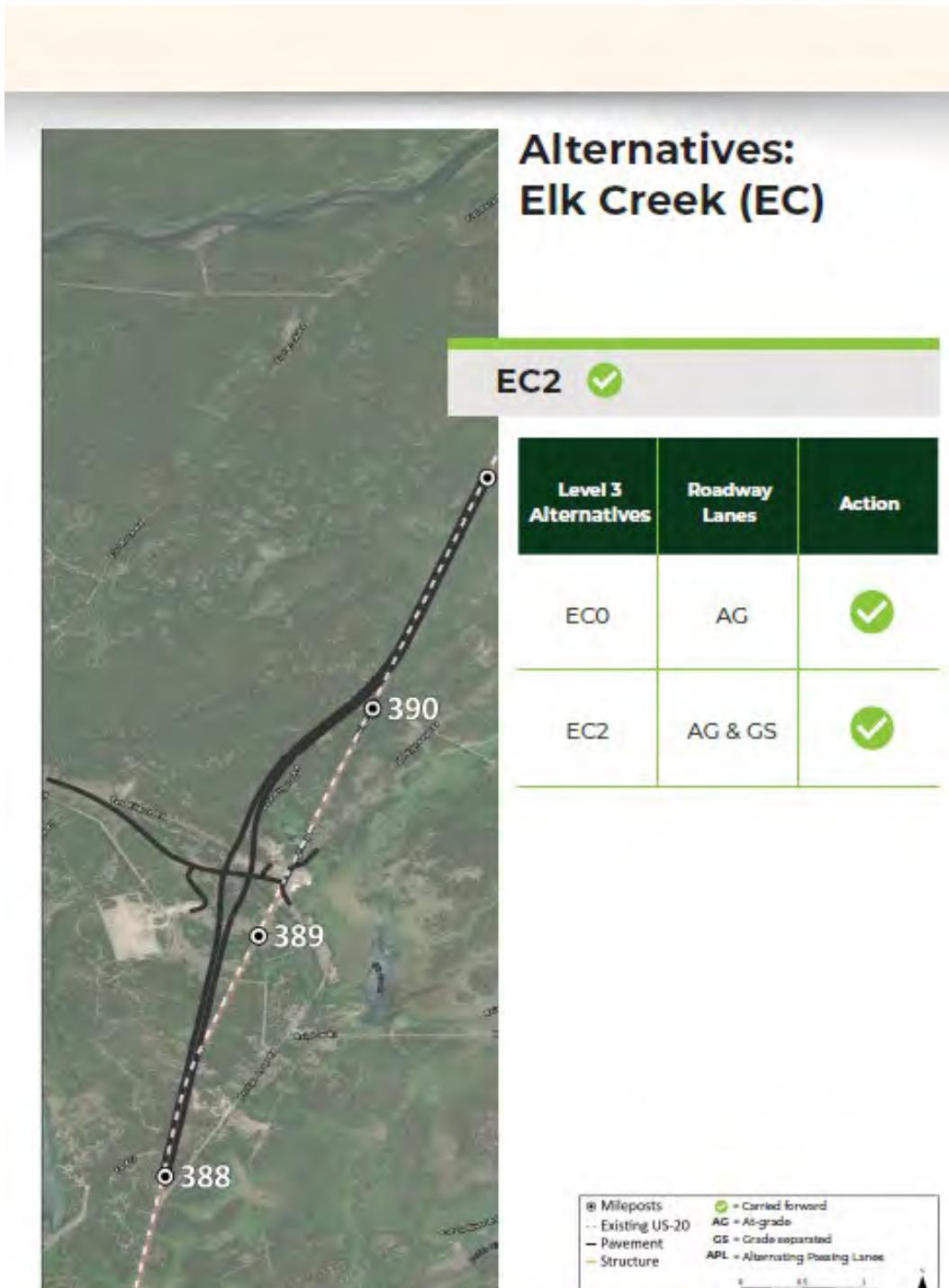
Level 3 Alternatives	Roadway Lanes	Action
AC0	AG	✓
AC2	AG & GS	✓
AC3	AG & GS	✓

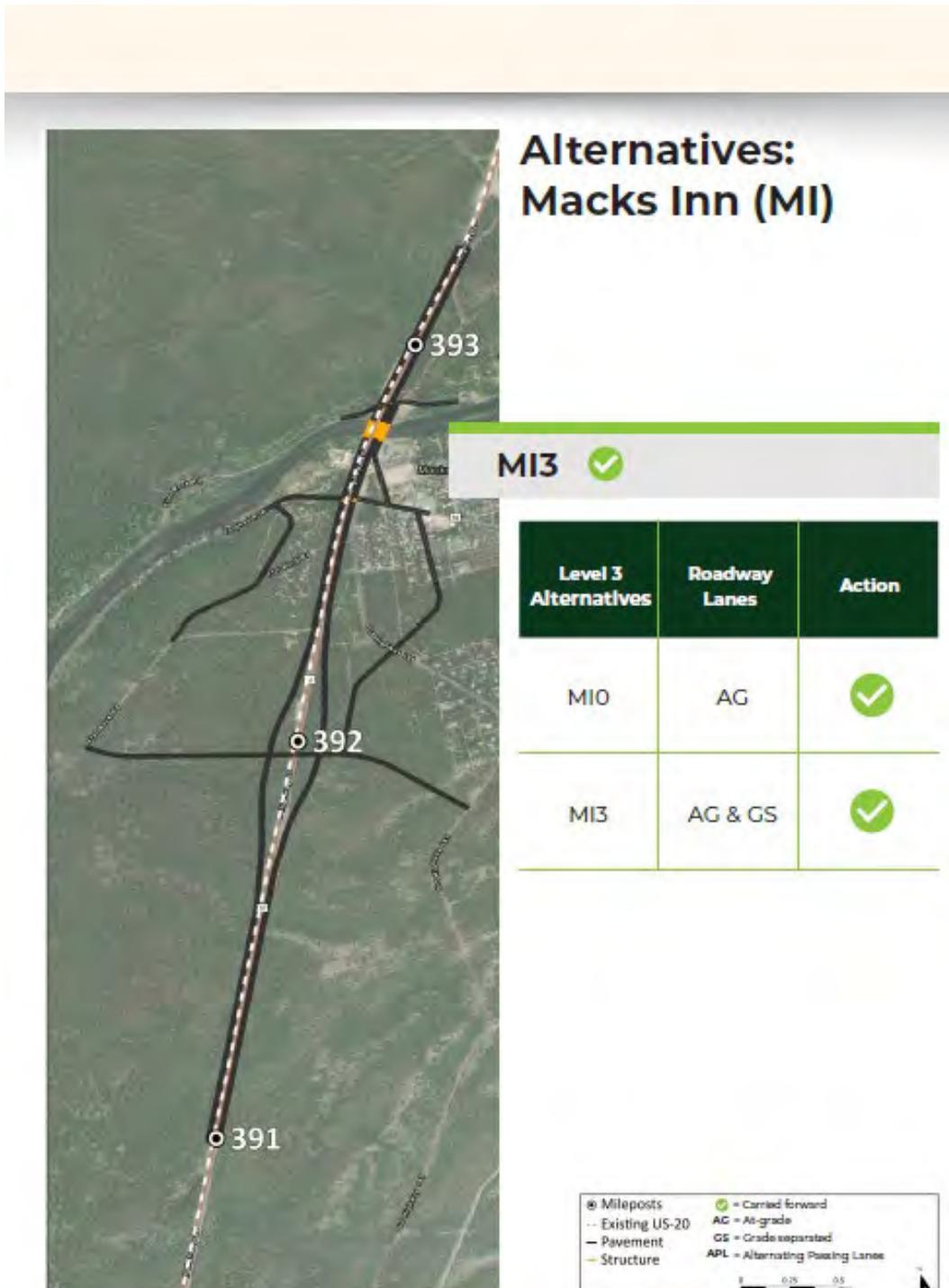


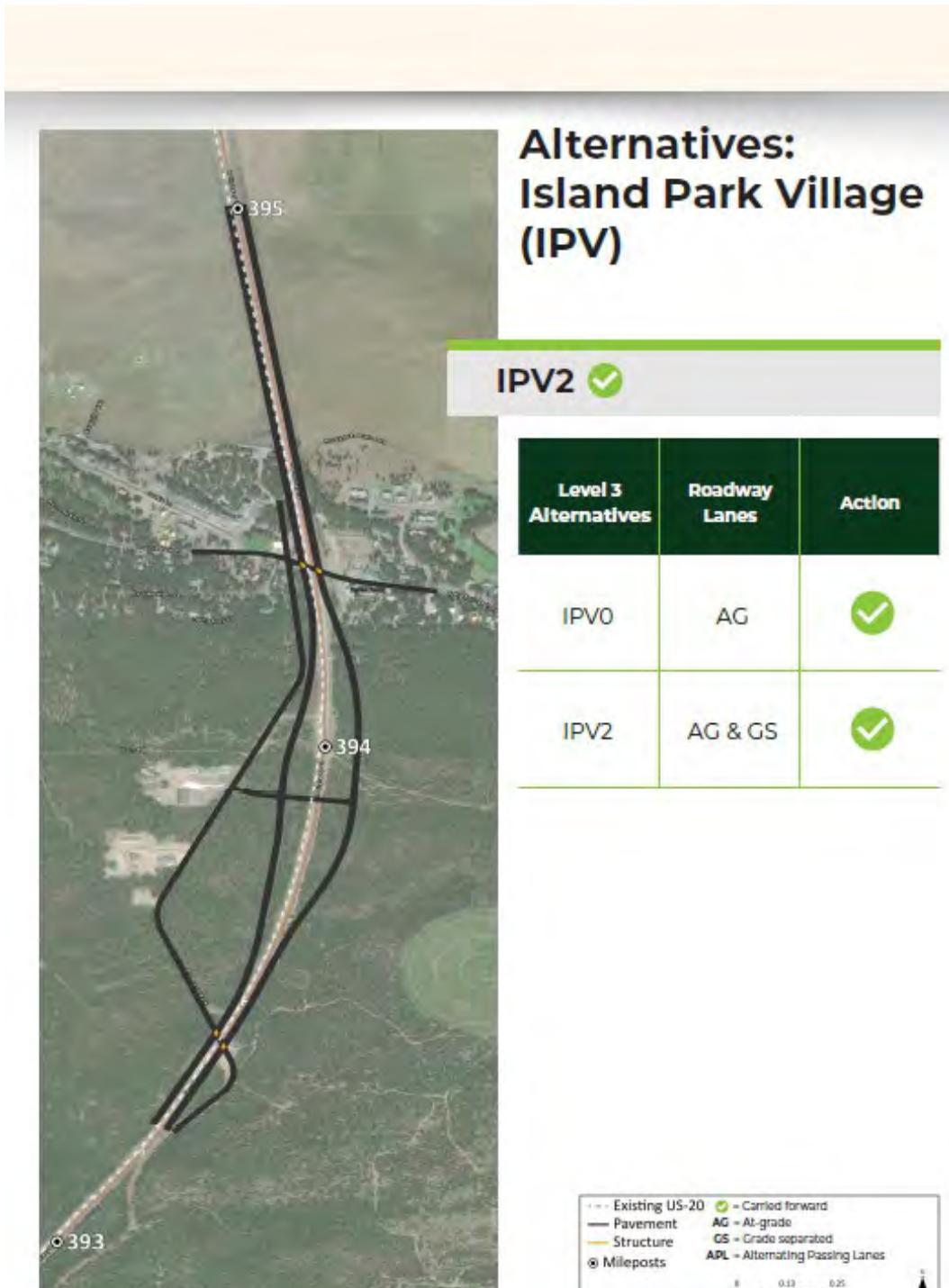


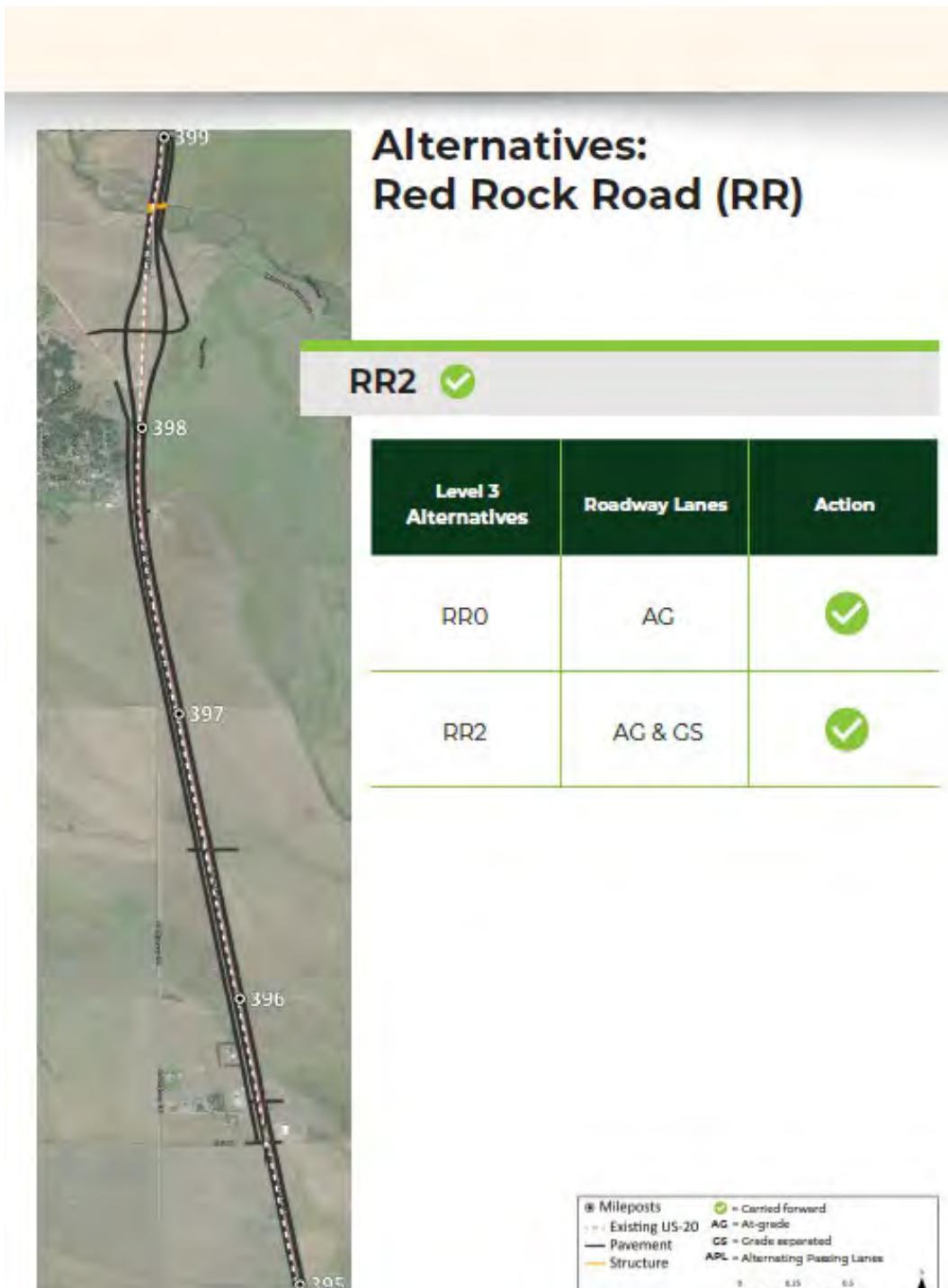


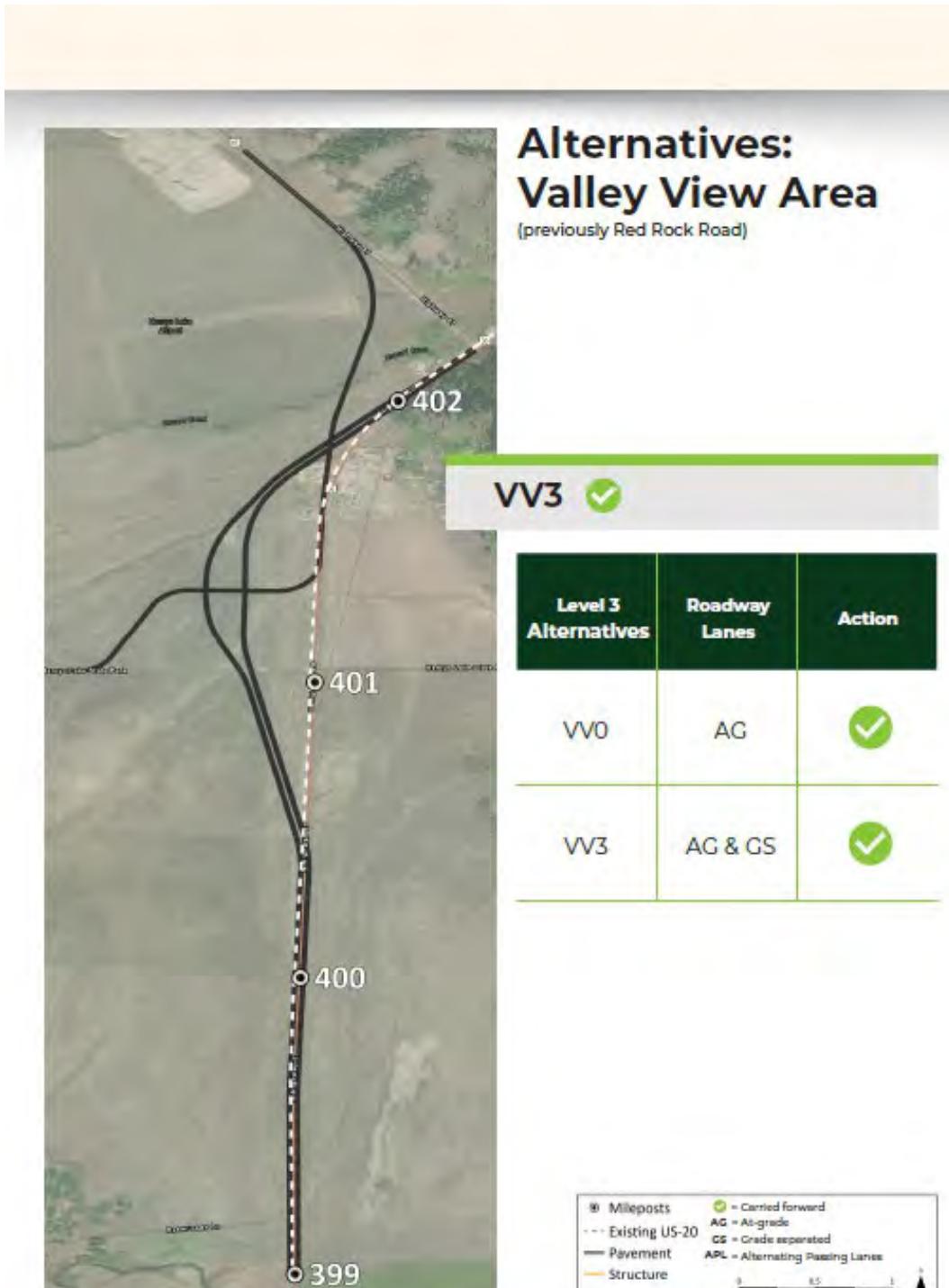












Alternate Passing Lanes

Why did the stakeholder screening group agree this option is least beneficial and should not be recommended for environmental studies and related costs?:

- Doesn't meet FHWA Purpose and Need requirements including safety and mobility.
- Traffic data currently indicates high seasonal volumes and by 2050 excessive congestion and delays.
- Designers have found this inconsistent lanes design creates high risk crash zones for traffic in both directions.
- The other alternatives per reviewers eliminate the above risks and have more safety and mobility benefits for the investment over decades helping the community and US20 travelers.
- ITD experts are available to discuss these traffic issues and answer questions.



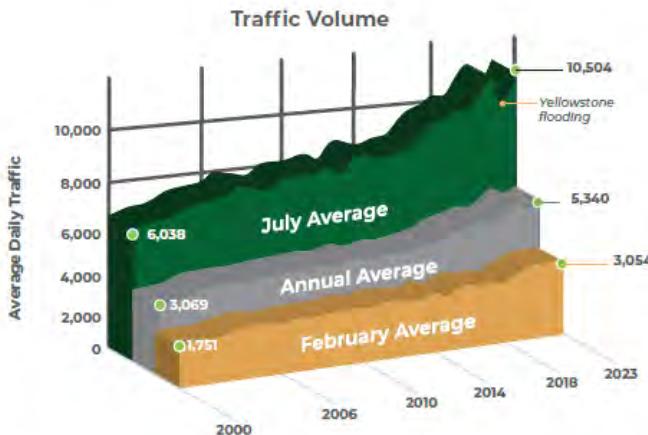
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Traffic Data



ITD will design improvements to address peak volumes and reduce congestion and delays

17.5% of traffic volume is truck traffic.

Graph based on Average Daily Traffic (ADT)

Multi-Use Crossing

ITD will further study in the next phase (NEPA):

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



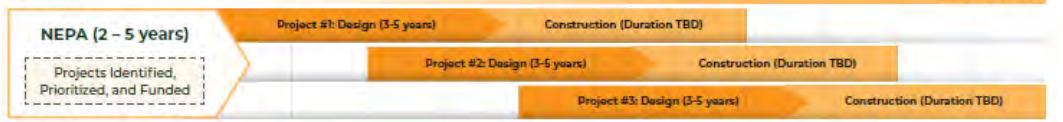
Schedule Update

2021	2022	2023	2024	2025
Summer 2021 Study Initiated	Feb 2022 - May 2022 Concept Alternative Refinement & Level 2 Screening	Spring 2023 Level 3 Screening Continues	June 18, 2024 Level 3 Screening Finalized	Spring 2025 Finalize PEL Study
Oct. 7 & 8, 2021 Public Meeting #1 Open House	May 25 & 26, 2022 Public Meeting #3 Open House	June 26 & 27, 2023 Public Meeting #5 Open House	Aug. 21 & 22, 2024 Public Meeting #6 Open House	Summer 2025 Start National Environmental Policy Act (NEPA) process
Dec. 7 & 8, 2021 Public Meeting #2 Workshop	June - Sept. 2022 Level 3 Screening begins	Summer - Fall 2023 Local and Business Door-to-door Outreach	Sept. 2024 FHWA and ITD review draft PEL study	
Dec. 2021 - Feb. 2022 Concept Alternative Development & Level 1 Screening	Sept. 2022 Governor Stakeholder Roundtable		Winter 2024/2025 Recommendation to Idaho Transportation Board	

Pending Funding and Board Approval to proceed into Environmental Phase (2025 TBD)

Summer 2025 ►

2050 and beyond



US-20 Ashton to SH-87 JCT

August 2024

Tell Us What You Think!



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

You can submit comments several ways:



Fill out a **comment form** tonight and leave
it with the project team



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



Email: comments@us20ashtonto87.com



Submit a **comment form** on the project website:
itdprojects.idaho.gov/pages/us-20-ashton-to-sh-87-jct

Comments are due by September 5, 2024



US-20 Ashton to SH-87 JCT

August 2024



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Meeting Handout



US-20 Ashton to SH-87 JCT Planning and Environmental Linkages (PEL) Study

If we didn't plan for the future, what would it look like?

Planning with purpose to keep US-20 safe for future generations.

Generations before us envisioned what travel today would look like. They studied and laid the groundwork for Idaho roads to be what they are now. For example, land and plans for the US-20 South St. Anthony interchange being constructed now have been in place since the 1970s. It's time for us to do the same for future generations. Passing lanes through this Island Park corridor of US-20 give some options to help with safety now, but they won't be enough in the future. When that future becomes a reality, we'll be ready.



Vehicles along the US-20 corridor between Ashton and the SH-87 Junction queue up before a passing lane.

Project Timeline

Over time, improvements have consistently been made to US-20 from Ashton to SH-87. Recommendations of older studies and concerns heard from the public have been put into place—things like passing lanes, traffic signals, tree removal, rumble strips and more.

The concepts being carried forward in this study are looking ahead to the year 2050 and beyond. They will only be implemented after further environmental analysis and if or when predicted growth and traffic projections are closer to becoming reality. Construction will be done in parts over time based on greatest safety concerns.

2002 Beginning of Corridor Plan

2006 Finished and Published Corridor Plan

2016 Updated Corridor Plan

2019 Idaho Transportation Investment Program (ITIP) Projects for Corridor Improvements for US-20 Chester to Ashton and (3) projects in Island Park

2024 Continuation of Corridor Plan through the PEL Process

What We Are Doing Now

- The team developed and screened alternatives based on the Purpose and Need of the study, public input, and ITD standards
- We are asking for public input as we finish the study and prepare to move to NEPA analysis.

Future Goals

- Complete NEPA analysis and identify preferred alternative
- Complete preliminary and final design of phased projects
- Identify funding for construction
- Construct improvements in phases over the next several years as they are needed
- ITD intends to adopt or incorporate by reference the findings of this study process.

2050



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Existing Conditions

With continued traffic growth, opportunities for passing safely on the corridor have become less likely, making drivers frustrated and increasing wildlife concerns. Through the PEL study, ITD will work towards improving the overall long-term Safety and Mobility of US-20 for the benefit of the traveling public while maintaining the character and economy of the study area.

'Passing' lanes already make up a good portion of the study corridor.



Alternating Passing Lanes already make up 30% of the corridor between Ashton and Island Park and 63% of the corridor between Island Park and the SH-87 Junction. Traffic analysis concluded in the 2022 Preliminary Traffic Operation Report that a roadway design with two lanes in each direction is required to meet minimum Level of Service requirement.

Reality of the 70-year-old design

The 43-mile Ashton to SH-87 Junction section of US-20 was originally built in the 1950s. Unfortunately, the roadway has exceeded its service life and requires improvements to roadway and drainage features. The purpose of this study—and future improvements as funding allows—is to enhance highway safety and operations through the year 2050 and beyond. The PEL lays the foundation for projects to be completed more efficiently as safety and traffic needs reach projected volumes and funding becomes available.



Legend

- | | | | | | |
|--|--------------------------|--|------------------|--|--------------------------|
| | North-bound passing lane | | Center turn lane | | South-bound passing lane |
|--|--------------------------|--|------------------|--|--------------------------|

Scan the QR code to visit »
our project page and share
your comments.



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Appendix C | Comments

- Ashton Meeting Comments: August 21, 2024
- Island Park Meeting Comments: August 22, 2024
- Online Meeting Comments: August 22 – September 5, 2024
- Emailed Comments
- Facebook Comments

Ashton Meeting Comments: August 21, 2024



US 20 Ashton to SH-87 JCT
Public Meeting
August 21, 2024
Ashton Community Center and Library
925 Main Street
Ashton, Idaho 83429

Att: Todd Sherwood

*Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.*

Name: *Jerry Smith*

Address: *[REDACTED]*

Email: *[REDACTED]*

Phone: *[REDACTED]*

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

*Copy (hand copy) of locations of frontage
roads south of Ashton - i.e. Chester to
Ashton*



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US 20 Ashton to SH-87 JCT
Public Meeting
August 21, 2024
Ashton Community Center and Library
925 Main Street
Ashton, Idaho 83429

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Kim Ragotzkie

Address: City, State, ZIP:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

- As you move forward with evaluating alternatives, potential impacts on wildlife movement, wildlife habitat, and wetlands MUST be a key criteria for evaluation.
- Specific details need to be included in final proposals spelling out exactly where and how wildlife (esp. bighorns, grizzly bear) movement will be accommodated at key wildlife crossing areas.

over →

- continue comments on side 2-



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Preferred Alternatives:

AC1 or AC2, not AC3

PHD or 2

LC0 or 2

PL0 or PL3 - but for PL3, not the new road connecting Phillips Loop Rd, w/ Buffalo CG Road. Why???

EK & M1 - either alternative

~~VEE~~

VVD, not VV3. VV3 raises many concerns regarding wildlife movement, especially antelope.

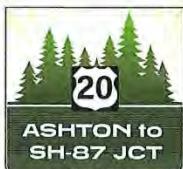


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US 20 Ashton to SH-87 JCT
Public Meeting
August 21, 2024
Ashton Community Center and Library
925 Main Street
Ashton, Idaho 83429

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Kathy Scarfe

A

E

P

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

I'm hoping things go toward the Super 2 plan. Being on the Chamber of Commerce Board we have enough problems getting people to stop now. Having the 4 lane go further west will may have people by-pass Ashton unless they need gas. Our Main St. businesses are already struggling.

I do appreciate all the planning ~~that~~ & studies that go into these alternatives.

- continue comments on side 2 -

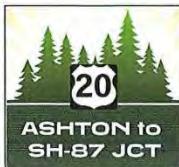


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US 20 Ashton to SH-87 JCT
Public Meeting
August 21, 2024
Ashton Community Center and Library
925 Main Street
Ashton, Idaho 83429

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: *Judy Seeley*

Addr:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

*Look at ~~making the bridge north of Ashton wider~~
a making an interchange + not building
another bridge.*

- continue comments on side 2 -



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US 20 Ashton to SH-87 JCT
Public Meeting
August 21, 2024
Ashton Community Center and Library
925 Main Street
Ashton, Idaho 83429

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Rena Litton

Address:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

Former school teacher here -
suggestion: take this presentation
into the high school (they are the
recipients of all this planning + work)

I am NOT in favor of bypassing
Ashton

- continue comments on side 2 -



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US 20 Ashton to SH-87 JCT
Public Meeting
August 21, 2024
Ashton Community Center and Library
925 Main Street
Ashton, Idaho 83429

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Mary Fajen

Address: City, State, ZIP:

Email: [REDACTED]

Phone: [REDACTED]

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

AC3 would impact Grandview Estates in a negative manner.

Please share any suggestions/comments you have about the project.

— My concern is about AC3 proposal). This would put a 4 lane highway right below our Existing house. We moved there (on Grandview) to enjoy the peace and the wildlife. The small valley that is being proposed to be made a highway is where we enjoy watching deer, moose, birds & bear. — We are also concerned about safe traffic access to 20 for the 25+ proposed NEW HOMES that Barry Boyle is wanting to build North of us! We are concerned that he has no permits or plans for this project. At this point we privately (along with 20 neighbors) pay for a lane to our houses. The county needs to make a safe road up Grandview before those houses are built! Currently, Large

- continue comments on side 2-



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heavy dumptrucks are hauling gravel and roadbase up our little lane to his property North of us. We have an attorney who is fighting this. Boyle's attorney is suggesting that he will "contribute" to our lane. We have a ~~new~~ bid for a new road (to make it wide enough & thick enough to support trucks for \$250,000.) Unless he or the county will engineer & build a new safe road, we do not want an additional 25+ new homes to be allowed.

- We do not support a road-4 lane-to bypass Ashton. This would greatly impact the source of the town's incomes. Tourist visits and trade make this charming town successful. We would hate to see the town die!

We support AC 1 or 4 lane highway! This would ~~not~~ impact our future use of Island Park & W. Yellowstone (if they then turn it into a National Monument!)





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Name

Address

Email

Phone

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

- 1.) By-passing Ashton will economically kill the City
- 2.) Slow the speed limit to 55 mph from Chester to 87
3. Double yellow lines from Chester to 87 with ~~with~~ passing area. Foreigners have a difficult time ~~with~~ traffic pattern
4. Increase ticketing - create wider shoulders to ticket
5. AC₃ is absolutely the most outrageous design option proposed. Economically prohibited
6. The only practical option for Ashton is AC₄
7. If Yellowstone goes to a reservation system the flow of traffic will be more predictable

- continue comments on side 2 -



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8. Prohibit tractor trailers from using Hwy 20

Too dangerous

9. What happens when you get to 87?

Idaho 20

Montana 20

87

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US 20 Ashton to SH-87 JCT
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August 21, 2024
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925 Main Street
Ashton, Idaho 83429

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Toni Garz

Address, City, State, ZIP:

E

P

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

As someone who lives directly on highway 20 I have a lot of concerns about the status quo. The traffic is so bad, noisy, and dangerous. I feel that option one through Ashton will continue the current problems. I think that for those of us living directly on the highway, option 2 is the best option. The light on main street is the only way we can access main street and highway 20. However, on Sunday the traffic backs up north clear to the river, which I'm sure tourists don't like. I worry

- continue comments on side 2 -



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if you leave the highway as is through Ashton that you will funnel four lanes down into 2 through Ashton. That would be incredibly dangerous. As it stands, I have had cars end up in my yard when they lose control and had broken windows due to snowplowing. I understand that business owners may not be in agreement with going West of Ashton fearing a decrease in business but I suspect that crashes, traffic, and noise will only get worse if something isn't done to decrease the congestion on Highway 20 thru Ashton.

Option 3 ~~around~~ Ashton may also be an option for cutting down traffic through Ashton. It also provides access for those living on the Ashton Hill to the town of Ashton.

Toni Gary





US 20 Ashton to SH-87 JCT
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Name:

Kim Grover-Haskin

Address: Ashton, ID 83429

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

After visiting and assessing the proposed routes from Ashton, I would like to see the route AC2 which preserves the major farm land that AC3 would cut through. I ~~also~~ prefer the route of AC3 with US 20 local and a new route, new bridge, to keep the development on the hill safely able to enter traffic on the older US-20 bridge.

We are losing too much farm land. Minimal impact to productive farm land would be my adamant encouragement.

Thanks so much!

- continue comments on side 2 -



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JIM HOBBS

Name:

Phone:

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ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashonto87.com

Please share any suggestions/comments you have about the project.

Been driving this road since 1974. Lots of beautiful miles, totally accident free. Agree road has outlived its design and function. Pre-planning like you are doing, public input, involvement, very important to process. Traffic studies, counts, seasonal use all have to be taken into account. In past I have commented on speed as one of the biggest factors. Slow traffic down! No need to rush thru such a beautiful area so quickly. If just getting to further destination, take another route. Truck traffic another huge concern. Hard to convince truckers this is not the best route. Cutting trees back the last few years has proven to be very effective. Intersections, major turn-offs are for sure a huge issue. Alternatives →

- continue comments on side 2 -



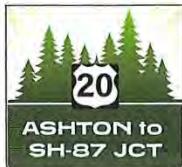
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presented are helpful. Will take lots of "balance" to please folks. Enforcement of traffic rules/laws very important. Staff and crew presenting doing great job, thank you for including us in this part of the process.





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Please print or write as clearly as possible. Thank you.

Name:

James Fabanick & Correne Fabanick

Address, City, State, ZIP:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

Ac 2 Ashton portion shows the potential of cutting a new access through "1" home owners property when there is an existing cattle road that wont reduce just "1" home owners property values. As a matter of fact it wont impact much because that cattle road is pre existing.
(Area of concern is NW corner of intersection Hwy 20 & Fishermans)

- continue comments on side 2 -



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August 21, 2024
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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Marinda Ballard

Address - City, State, ZIP:

B

R

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton2087.com

Please share any suggestions/comments you have about the project.

This is if you ever put an exchange at 1600 N off of Hwy 20 (where you would turn to go to Driggs, ID. If this happens people going to stay at Jolley's Camper on Hwy 20 would have to go pass our house. The problem is this road is not wide enough for 2 trailers to pass each other. Also, my house where people would pass is on a blind hill over a ditch and again not wide enough for people to pass.

- continue comments on side 2 -



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: *Ronald Johns*

Address: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashlonto87.com

Please share any suggestions/comments you have about the project.

*IF you bypass Ashton, it will be a death sentence to all
business. It's unnecessary to build another bridge, as a Tax
payer it seems like your not being wise with our dollars!!.
IF your goal is to build 4 lanes Thru Island Park what
happens to all the businesses. Once you get to 87, it will be
like a cattle chute to Yellowstone so what is the point. In regards
to safety you should make the single lanes a solid line so
they can't pass into the on coming passing lanes. Please use
common sense and do the right thing with minimal impact.*

- continue comments on side 2 -



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US 20 Ashton to SH-87 JCT
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August 21, 2024
Ashton Community Center and Library
925 Main Street
Ashton, Idaho 83429

Thank you for attending tonight's public meeting. Your comments are important to us.

Please print or write as clearly as possible. Thank you.

Kristin Johns

N

A

E

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

The speed limit on 20 at Fisherman's Lane needs to be reduced. It would also be ~~beneficial~~ to reduce the speed all the way from Ashton to Island Park because people unfamiliar with the area are traveling at a high speed with RVs impeding them. There is a sign warning people to watch for animals in the road but if you are going 70 mph there is little time to react. The beauty of the area is that nature is not disturbed. Adding a 4-lane highway would destroy that. People need to slow down and enjoy the journey. Yellowstone will never add more lanes, so getting people there faster is an exercise in futility.

- continue comments on side 2 -



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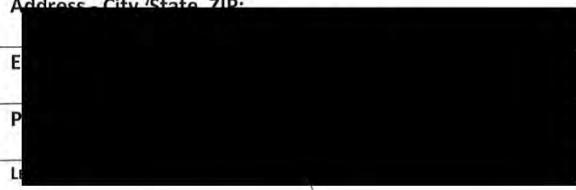
Island Park Meeting Comments: August 22, 2024



US 20 Ashton to SH-87 JCT
Public Meeting
August 22, 2024
Island Park EMS Building
4378 County Circle, Island Park, ID 83429
5 p.m. – 7 p.m.

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Les Schröder

Address - City, State, ZIP: 

E:

P:

L:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

(1) Please, reduce speed limit to 55 mph.
55 mph coming into stop lights
it slows down tourists only 9 minutes
between Ashton to Yellowstone.

(2)

- continue comments on side 2 -



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US 20 Ashton to SH-87 JCT
Public Meeting
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4378 County Circle, Island Park, ID 83429
5 p.m. – 7 p.m.

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

ALLISON ORME GIACOLETTO

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

The over-all objective needs to be reconsidered. It should be:
Direct through traffic, especially trucks, on a ~~new~~ freeway from Ashton to West Yellowstone, using the old railroad route.
The Gov't. already has the right-of-way.

Island Park needs to be its ~~own~~ own destination,

~~and~~ It has too much value to too many people to be allowed to be destroyed by this 4-lane highway plan.

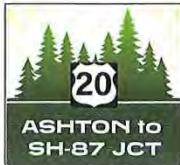
There are far more important issues to be considered than safety of increased traffic that shouldn't be passing through here in the first place.

- continue comments on side 2 -



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Carl Kelly Hoopes

Address - City, State, ZIP:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

Tom Martonet (all first) JARED MINGO

BOB HOFF

EAA - Experimental Aircraft

VV3

AIRSTRIP

RALPH & CONNIE KINCHOW

US-20 - should be a no passing zone and slow down
in front of Bighorn estates.

turn lanes out slow down would be good as well

- continue comments on side 2 -



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Name:

Chad Barrett

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

I am a current part +m resident of
Island Park. We have been coming to this area
for the past 40 years. In that time we
have noticed the increase in traffic but we have
really noticed how dangerous Hwy 20 has become
due to speed! I think we could make the road
much safer by lowering the speed limit. I think
65 mph through our main street is beyond
excessive. To help enforce a lower speed
limit I think a study on Roundabouts
should be included. When we cross Hwy 20 →
over

- continue comments on side 2-



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the trucks are going in excess of 65 mph
Coming off the flats. This Crossing at
N Big Springs (op & Sawtelle is more dangerous
than Elk Creek. Study Hwy 93 Thru Wicklow
Arizona. This Highway is one of if not the
busiest thoroughfares in the Country where it
connects Las Vegas & Phoenix. In Wicklow Hwy
60 also intersects here. Due to this design traffic
especially trucks, have to slow down as they
come into town. This road is our Mainstreet
and we should treat it as such. We need
to remember that this is a small area
with recreation and local business and
make sure the local stakeholders have
a voice and not just look out catering
to the pass-through crowd that wants
to drive 80 mph through our town in the
dark. I appreciate the information
provided tonight and look forward to keeping
Idaho Park not only safe but keeping the
identity that is our small mountain town.

thank you
Chad Bennett





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Please print or write as clearly as possible. Thank you.

Name:

Hill Goedhart

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashonto87.com

Please share any suggestions/comments you have about the project.

1) IT WILL BE
1) BLOCKING ACCESS ON 1200 N TO
20 HIGHWAY & HAVING TO TAKE ALTERNATE ROUTE,
2) BEING ABLE TO GET SALT PLOWS
& EMS TO OUR HOME
3) ECONOMIC IMPACT ON THE
CITY OF ASHTON. MOST
BUSINESSES ARE FAMILY OWNED.
& IT WILL KILL THE INCOME
COMING IN.
4) PEOPLES RESIDENCES BEING
BOUGHT UP ALONG 20 HWY
OVER

- continue comments on side 2 -



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5) MAKE TURNING LANE LIKE
IN ISLAND PARK INSTEAD
OF Y LANE TO ALLOW TRAFFIC
TO STILL GO BY & ALLOWING
PEOPLE TO SAFELY TURN.





US 20 Ashton to SH-87 JCT
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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Tom Hallberg

Address: City, State, Zip

Email: [REDACTED]

Phone: [REDACTED]

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

Thank you for sharing the new alternatives (recommended) and for the opportunity to comment. As the Idaho Conservation Organizer for the Greater Yellowstone Coalition, I would like to reiterate the need for wildlife crossing structures as part of this larger project.

From my conversations tonight, it does appear that ITD will study crossings and needs as part of the NEPA process. We hope that is the case, but we would encourage you to coordinate with the community and the Idaho Department of Fish and Game to establish

- continue comments on side 2 -



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priority areas for crossings. As community partners, we also recognize the need for wildlife crossings to coexist with Island Park's recreational offerings. Please do not use multi-use crossings to satisfy both needs, because wildlife often choose not to use crossings frequented by humans and motorized travel. Instead, we would like to see wildlife crossings and recreational crossings.

We would look forward to engaging in the future to further the community's goals and to protect wildlife as it moves through Island Park. Please feel free to call me if the Greater Yellowstone Coalition can help identify or prioritize areas of concern for wildlife or ~~or~~ or ~~can~~ any other needs on this project.





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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Mia Bernard

Address:

Email:

Phone:

LEAVE COM

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

I understand you cannot prevent growth, however that being said... ISP currently has issues patrolling their own road (us 20) now. If the square footage of US-20 is doubled, what is the plan for maintaining and patrolling? I only see county cops, seldom ISP. We can't patrol and keep a 2 lane road safe, how are we going to do it for a four-lane highway?

Are we going to have the same issue as St. Anthony? How many accidents will happen on our new road? How many more teenagers will have to die in order for off-ramps and an actual State police presence? This highway needs to be done right, or it will certainly be a disaster.

- continue comments on side 2 -



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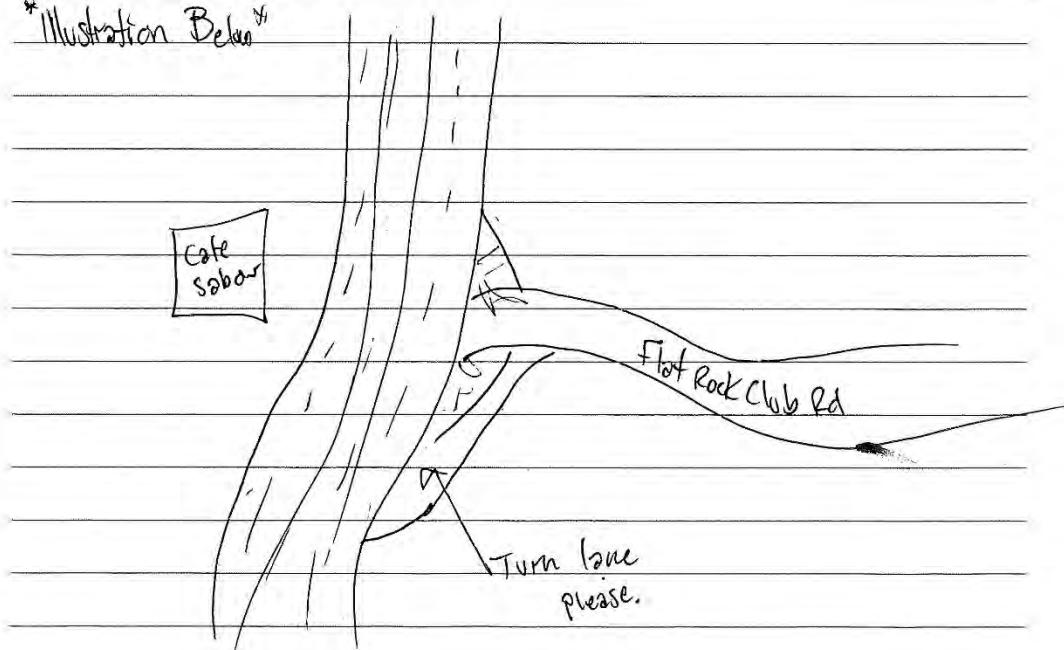
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~~NOT~~ IMPORTANT

Please have/install off ramps/turkey lanes for neighborhoods. Southbound, across from Cafe-Sabor. Turn off lane for Flat Rock Club Road. I almost get mangled by those who not follow the 45 zone. HFF, and children use my road. Someone will die, please give me a turnoff..

Illustration Below



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Please print or write as clearly as possible. Thank you.

Name:

HELEN TAUSCHER

A

E

P

Leave comments, write comments, draw comments, etc.

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

My main concern is speeding!
Attempting to reduce speeding is not acceptable.
We need to slow down traffic NOW before more
lives are lost! I have noticed that
summers of 2023 and 2024 there has been
more of a presence of traffic officers on Hwy 20.
Thank you for that. But there is so much
more needed. So many semis run thru
the 45 MPH limits at much higher speeds.
Maybe they should be required to take
an alternate route. I realize the need for

- continue comments on side 2 -



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all of this planning and construction.
But people need to respect the speed
limits first, before you add more lanes
for traffic.

Please slow traffic down!

Thank you



Your Safety

• Your Mobility

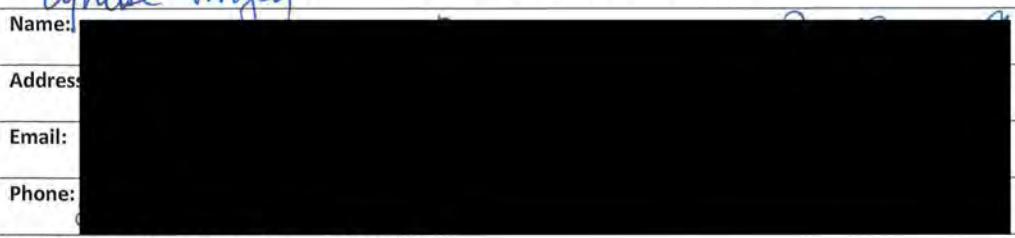
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Name: 

Address: 

Email: 

Phone: 

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

- 1- Use old rail road road
- 2- Lights & over passes at busy areas
- 3- Leave the flats alone, no visibility any way.
- 4- Truck Route
- 5- Lower speed
- 6- Direct around Big Spring

- continue comments on side 2-



Your Safety

• Your Mobility

• Your Economic Opportunity





US 20 Ashton to SH-87 JCT
Public Meeting
August 22, 2024
Island Park EMS Building
4378 County Circle, Island Park, ID 83429
5 p.m. – 7 p.m.

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Dan ward

Address, City, State, ZIP:



LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashonto87.com

Please share any suggestions/comments you have about the project.

Moving Highway 20 limited access will encourage higher speed traffic. this will surely harm wildlife and cause accidents with the wildlife. what efforts will be made to keep wildlife off of what will drive like a freeway?

Thank you for planning for the future !!

- continue comments on side 2 -



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Name:

Larree Ward

Address, City, State, ZIP:



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ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

The traffic signal at Elk Creek is a good start but should be speeded up - too slow to late - We also need lights, desperately at Mack's Inn & Sawtelle Rd. Years down the road is not soon enough - we need them yesterday!

- continue comments on side 2 -



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Please print or write as clearly as possible. Thank you.

Name:

Doug WARD

Address, City, State, ZIP:

E

P

LEAVE COMMENTS, NAME OR DRAWING ON SEPARATE SIDE OF FORM

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

STOP TRUCKS USING HIGHWAY 20 3 MONTHS
OF THE YEAR JUNE - JULY - AUGUST. HEAVY
FINES FOR THOSE OTHER THAN DELIVERING
TO LOCAL STORES. THAT WILL SOLVE MOST
OF THE CONGESTION EACH YEAR. STAND UP
TO THE TRUCKERS!

- continue comments on side 2 -



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Please print or write as clearly as possible. Thank you.

Name:

LARRY & MICHELE STAKER

Address - City, State, ZIP:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

- 1) We need a light for illumination at night (esp in winter) at junction of Y and Red Rock Road
- 2) We need the state or county to fill permanently the hugh rut in the side of the road as you turn off Red Rock to go south on 20
- 3) The striping for turn off (20) onto Red Rock is too short - dangerous & could easily result in head-on collision if absence of double line striping is mis interpreted as cars are coming from West Yellowstone and pass this junction

- continue comments on side 2-

Thank you



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Dave Richards

Address, City, State, ZIP:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

My suggestion would look at having the new road follow
The Old Railroad Tracks.

Then bring side roads in to the existing highway 20 to
Island Park.

Better truck route, Safer #20, won't affect
wetland, Pinehaven, Ponds, Elk Creek

- continue comments on side 2-



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US 20 Ashton to SH-87 JCT
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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Ursula Porter

Address, City, State, ZIP:

Email:

Phone:

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ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

over 50 years of home ownership on No Big Springs Loop at (just beyond) Robin's Roost - I have observed an extraordinary increase in the # of crossers at this intersection! Including ~~Pedestrians~~ ^{ATV's} Please, I have observed so many near crashes with children - people in sandals, ATVs & children ^{etc} & speeders! If the speed cannot be controlled, then lets change the only other option → A signal!!!! The contour of the present roadway also is a handicap to the driver wanting to make a L hand turn - when a speeding car ~~comes~~ over the median - he cannot be seen by the driver

- continue comments on side 2-



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Making the L turn onto Hwy 20 from the Big Springs Loop. Also the driver on Hwy 20 has the advantage of his speed while the driver who is making the L turn is only just beginning his acceleration from a stop position.

I believe a signal is a temporary (if not permanent) solution. I believe we could be experiencing a fatality if this is not implemented soon.

P.S. Since the new grocery store has improved (last year) + since it is the only grocery store in IP - the customer flow is amazing. Also 2 ATV businesses - omg! we are desperate for a signal.

Meagan Porter

cost of a signal vs. cost of a fatality!

Elk Creek cost of signal (2nd)



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Thank you for attending tonight's public meeting. Your comments are important to us.

Becky Hall

Please print or write as clearly as possible. Thank you.

Name:

Phone:

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ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

The proposed new road goes closer to Pineharrow & the truck noise is already unbearable

Why can't the new road go from # 375 directly to 379 - Connection to Green Canyon Rd could happen just south of # 379

Wildlife (moose esp) between 386 & 387
Too many ribs cross-crossing animal routes - This looks very dangerous for wildlife

Add permanent "weigh station"

- continue comments on side 2 -



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Thank you for attending tonight's public meeting. Your comments are important to us.

Bonnie Aitshulz
Please print or write as clearly as possible. Thank you.

Name:

A

B

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton87.com

Please share any suggestions/comments you have about the project.

Pinehaven section

Proposed ^{new} highway comes too close to Pinehaven
Prefer the Swan Lake bypass continues north and avoids
the Pinehaven community

Wildlife over/under passes + fencing - needed!

The planning process needs to include, plan for, design
over/under passes from the beginning! These need to be
designed in to the proposed highway design.

Add a permanent weigh station for the trucks!

- continue comments on side 2 -



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Kathy Russell

Address:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashlonto87.com

Please share any suggestions/comments you have about the project.

People come here from all over the world to visit this Greater Yellowstone area – because they don't have what we have here! Wildlife + wild country – A wider road + more roads will only increase mortality of our wildlife – That is a certainty! Leave the roads as is.
Lower the speed limit!
Put in stop lights!
Add wildlife overpasses!
This is the longest mainstreet in America – a mainstreet – people drive slowly on a mainstreet.

- continue comments on side 2- →



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Truckers use hwy 20 because of no weigh station -
Put in a permanent weigh station in Ashton!

Adding more roads + wider roads - once done,
once that damage to the environment is done +
its effects on wildlife - it can't be undone.

The heavy traffic you want to accommodate
only happens $\frac{1}{3}$ of the year - June, July,
August + September!



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Thank you for attending tonight's public meeting. Your comments are important to us.

Martha Wentzel Please print or write as clearly as possible. Thank you.

Name:

A

E

P

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashton to 87.com

Please share any suggestions/comments you have about the project.

- ① MP 387 Buffalo River + Rec area ^{self designated currently}. No protection from traffic for parked cars, boats, rafters, pedestrians. It's a "take out" spot from floating Buffalo River.
- ② Affects to Buffalo Campground?
- ③ At grade turn-offs: Still not safe with ATVs + side by sides rec. vehicles. Need under or over passes.
- ④ Have the Island Park snow mobile + ATV designated trails been utilized + compared to Rt. 20? There are many areas + locations/ crossings that rec vehicles attempt to cross Hwy 20. Similarly, there are a few crossings that pedestrians attempt to cross Hwy 20, particularly Elk Creek intersection, Sawtelle Rd. to Sam Patch, and Buffalo River Bridge to Pond's Lodge. Another pedestrian danger zone are fisherman at Osbourne Bridge crossing Hwy 20.

-OVER-

- continue comments on side 2 -



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- ④ Major conflict of traffic from various recreational activities at Mack's Inn Bridge. Boat take outs, pedestrians crossing bridge, pedestrians crossing Hwy 20, ATV/side by side traffic sharing space on bridge simultaneously, and all vying for access to businesses on River.





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Name:

Address - City, State, ZIP:

Email:

Phone:

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ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

RR Rd. - No at-grade int. / FATAL (J)
8% use on/off ramps

Multi-Use Xing - ATVs / Snowmobiles cross
< Prioritize!! in front of 70 mph traffic

Hwy 87 jct. - use grade separated ramps
Business access should be secondary
to safety and traffic flow. People will
find their way to businesses.

Traffic Lights - Bad idea! On July 4 weekend, traffic
was backed up to top of Ashton hill
(approx 7 miles) Have 2 lanes
each side!

- continue comments on side 2-



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Ken Watts

Address: 

Email: 

Phone: 

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashonto87.com

Please share any suggestions/comments you have about the project.

A new traffic study should be done by
an independent contractor

At ^{least} 3 options should be taken into
the NEPA process to be valid.

The super 2 highway design will meet
the needs of the public for decades.
The traffic volume is not high enough
to justify a 4 lane in 2050.

The traffic volume on US 97 in Oregon
exceeds the 2050 traffic volume on US-20
and has an - continue comments on side 2- LOS of "C". Both roads are
similar Super-2's.



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If we truly want the traffic to flow smoothly,
Traffic Lights are not the answer. (especially in
blizzards).

Traffic lights are the #1 source of the really bad
accidents resulting in injuries.

Keep the traffic flowing at a more controllable
level, Roundabouts is the most logical solution.

Traffic continually flows, and speeds are
controlled.

Because Idaho State will not give more Law
Enforcement, The Highway needs to control
traffic by the way it is setup.

Four lanes will increase speeds and result in
more serious accidents with wildlife.

Try a Four way stop at
Elk creek First - that's
Better than a lig n/
Lynda Brumagh



Highway 20

Did the “Data” that IDT use suggest a traffic light be put in Ashton?

Computers are incapable of doing their own thinking, they can only do what a human programs it to do.

So, the traffic light in Ashton has now caused a traffic issue coming down from Island Park on Ashton hill,

SO: IDT now wants to fix the roads in Island Park based on their “Data” that because they screwed up Ashton hill traffic flow, they now want the community to get on board with a 4 lane highway.

WE acknowledge something needs to be done with intersections, namely Elk Creek, Red Rock, IP Village, Last Chance.

On freeways, there are on ramp lights designed to allow one car to proceed at a time.



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

DON WINEGAR

Address:

City, State, ZIP

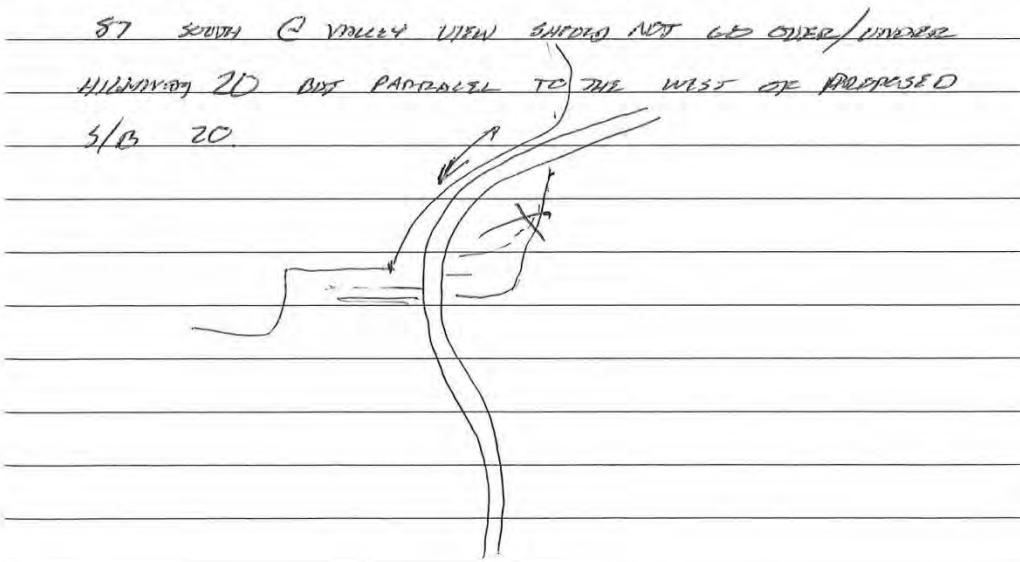
Email:

Phone:

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206 North Yellowstone Highway
Rigby, ID 83442-0097
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Please share any suggestions/comments you have about the project.



- continue comments on side 2-



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Ann Anthony

Address:

Email:

Phone:

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ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

Send me press releases with specifics of the timeline, with when funding would be available, make is simple so the reading public will understand this won't happen in the next 7 years.

wildlife underpasses that are not visible to the public, minimal fencing.

- continue comments on side 2 -



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Will McBride

Address: City, State, ZIP:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

1. GREAT NEWS ABOUT THE TRAFFIC LIGHT AT ELK CREEK
NEED TO ALIGN YALE KILGAR RD TO PHILLIP LOOP ROAD
2. NEED A TRAFFIC LIGHT AT N. BIG SPRINGS RD
3. NEED PASSING LANE ON S. BOUND LANE BEFORE THE TOP
OF THE PASS. THIS AREA IS BADLY CONGESTED AT TIMES
4. RED ROCK ROAD NEEDS LONGER TURNING LANES going
BOTH WAYS
5. MACKS INN AREA NEEDS TO BE LOWERED TO 35 MPH OR
SLOWER * LAST CHANCE AREA AS WELL
6. ELK CREEK 45 MPH N BOUND IS TOO CLOSE TO THE
INTERSECTION

- continue comments on side 2 -



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: LINDA AUBANO

Address: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 5, 2024 TO:

ITD District 6
ATTN: Gregg Bowman
206 North Yellowstone Highway
Rigby, ID 83442-0097
comments@us20ashtonto87.com

Please share any suggestions/comments you have about the project.

Will there be any consideration for
north & south bicycle lanes. _____?
I believe there would be a
pretty extensive use if there were safe
lanes for use.
Currently there are some bicyclists
~~not~~ riding along Hwy. 20.
Will there be any wildlife crossings
needed w/this plan or considered?
Thank you!

- continue comments on side 2 -



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Online Meeting Comments

Submission Date	Comments or suggestions	First Name	Last Name
Sep 5, 2024	<p>As a 40 year full time IP resident I remember when the speed limit was changed from 55 to 65. Many people were disappointed and many more animal collisions occurred. This major re-routing and widening seems so useless when it leads to smaller highways up north. Trucks should use I-15. I hope a less impactful plan can be adopted. This is not good for Island Park people, businesses, or wildlife.</p>	Nancy	Doyle
Sep 5, 2024	<p>Drew Meppen, Project Engineer Idaho Transportation Department, District 6 206 N. Yellowstone Highway Rigby, Idaho 83442</p> <p>RE: US-20 Ashton to SH-87 JCT Summer 2024 Online Meeting Mr. Meppen,</p> <p>Thank you for the opportunity to comment on the Summer 2024 meeting of the Preliminary Environmental Linkage study of the U.S. Highway 20 corridor between Ashton and the junction of Idaho Highway 87 near Henry's Lake. I submit these comments on behalf of the Theodore Roosevelt Conservation Partnership (TRCP), a national conservation organization working to guarantee all Americans quality places to hunt and fish. In addition to our 62 formal partner groups, the TRCP represents more than 140,000 individual members across the United States and 3,500 specifically in Idaho. In cooperation with other sporting and conservation organizations, we collaborate with willing partners to ensure access to public lands while also working through federal land use planning to make sure big game animals – such as deer, elk, bighorn sheep, and pronghorn – have room to thrive. Understanding that promoting public safety is the paramount interest as you undertake the project, the TRCP encourages you to make decisions that will not only decrease wildlife-vehicle collisions, but that also account for the needs of the area's big game wildlife populations, which are culturally and economically important to Idahoans. The TRCP believes mitigation for wildlife movement across the highway must occur to help ITD achieve its goal "to maintain a safe roadway and reliable connection to adjacent communities, Yellowstone National Park, and the region."</p> <p>Specific to the latest information offered in the online</p>	Rob	Thornberry



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Submission Date	Comments or suggestions	First Name	Last Name
	<p>meeting, the TRCP:</p> <ul style="list-style-type: none"> • Applauds the continued inclusion of the goal “to integrate wildlife movement strategies in the corridor.” Including that phrase in the draft project purpose and need is a clear step forward toward the goal of increasing safety on the highway for both traffic and wildlife. • Applauds inclusion of the tab in the online presentation that addresses multi-use crossings. Again, it shows ITD is taking seriously its goal to “to integrate wildlife movement strategies in the corridor.” • Applauds the inclusion of the phrase “wildlife crossing infrastructure” in the multiple use tab of the document. I believe this is the first specific mention of wildlife crossing infrastructure during the Preliminary Environmental Linkage Study. Again, the TRCP believes it is a positive step toward making the structures happen. <p>In general, the TRCP wants to stress the need to consider wildlife movement in Island Park when discussing Highway 20 expansion to meet ITD’s needs. The Highway 20 corridor bisects known migration routes that deliver thousands of big game animals from the summer ranges of the Centennial Mountains, Island Park, the Teton Range, and nearby Yellowstone National Park to the terminal winter range on the Sand Creek Desert between St. Anthony and Dubois, Idaho.</p> <p>As ITD continues to plan for improving Highway 20 between Ashton and the Highway 87 Junction, we again recommend that the agency:</p> <ol style="list-style-type: none"> 1. Use Idaho Department of Fish and Game data to understand big game movement and migration as related to Highway 20. Different species of big game animals cross the highway at different times for different reasons, and TRCP believes it is important project managers understand those wildlife needs and design the appropriate mitigation measures to improve safety. 2. Work with the Idaho Department of Fish and Game to identify and develop strategies to maintain movement and migration and reduce wildlife-vehicle collisions. 3. Identify and pursue relevant federal highway money to build wildlife crossings. 4. Identify to the public how and where you intend to use IDFG data to inform your decisions about reducing accidents on the highway. 		



Submission Date	Comments or suggestions	First Name	Last Name
	<p>5. Study the nearby success of highway departments leading in the effort to mitigate wildlife movement. Examples include Idaho's Highway 21, Idaho's Highway 33 at Rocky Point, and Wyoming's Trapper Point.</p> <p>In conclusion, the TRCP believes that the outcome of this process can be an effective transportation corridor, thriving local communities, and wildlife movement mitigation that can promote both safety and community.</p> <p>Thank you again for the opportunity to comment on this important project.</p> <p>Sincerely,</p> <p>Rob Thornberry Idaho Field Representative Theodore Roosevelt Conservation Partnership</p>		
Sep 5, 2024	<p>This is ridiculous. There is traffic in this section maybe 2 months a year and even that is not every day. Plus if freight transport is a big deal how much freight moves between only Ashton and Island Park? It ends right before Montana and the roads it ends into aren't expanded so that is completely ridiculous. Plus why waste so much money on something not needed. If safety is truly an issue consider stoplights, etc. Putting lots of property owners in a situation where their properties will be much less attractive and/or removed and putting local businesses out of business for an unneeded large road through a place with a small population is ridiculous. Plus it's about 50 miles long in total, wouldn't help increase freight movement time significantly, is extremely expensive, unnecessary and would ruin homes and businesses.</p>	Laurie	Deaton
Sep 5, 2024	<p>Hello,</p> <p>I am writing to encourage IDT to consider wildlife crossing as a major issue/concern that should be addressed in the plans for Highway 20 north of Ashton and up towards West Yellowstone.</p> <p>As the road becomes busier we risk cutting off migration corridors for elk, mule deer, etc. More vehicles in the corridor also means more animals vehicle collisions with wildlife.</p> <p>I am in favor of making sure that vehicle wildlife collisions and threatening elk and deer migration are highly considered and mitigated in the planning for Highway 20.</p>	Don	Carpenter



Submission Date	Comments or suggestions	First Name	Last Name
	<p>-I am in favor of the least impactful alternative that stays within the existing footprint.</p> <p>-A 4 lane highway could negatively impact wildlife movement.</p> <p>-I encourage IDT to have a solid handle on wildlife movements and patterns before deciding on an alternative.</p> <p>Thank you for the opportunity to comment on this important issue.</p> <p>Don Carpenter</p>		
Sep 5, 2024	<p>The Idaho Walk Bike Alliance appreciates the opportunity to comment on the US 20- Ashton to SH-84 JC. Every highway project is an opportunity to enhance multi-modal connectivity and usability. As traffic congestion is a concern, creating alternatives to SOV travel is essential. This destination area attracts many who are interested in non-motorized travel, and Yellowstone Park is seeking ways to reduce automotive use. This project can support those efforts.</p> <p>Improvements need to include integrating US-20 into the area's separated, non-motorized transportation network. This includes improved crossings and expansion of the separated, non-motorized system. Those actions will support regional recreational use for non-motorized transportation. The greater Yellowstone area is a destination for recreational cyclists and improvements should enhance their experience and keep them out of motor vehicle lanes. We encourage consulting closely with locals who have expertise in non-motorized travel.</p>	Molly	O'Reilly
Sep 5, 2024	<p>Higher speeds and more truck traffic will only increase fatalities. Truckers are already driving dangerously through this area. More turn lanes are needed. The alternate route being paved should help with traffic during peak times.</p>	Leslie	Taylor
Sep 5, 2024	<p>Take some of that road money and get us some law enforcement. You're going to double the square footage of the road but we can't enforce what we have.</p> <p>Please plan for exits. It seems like we had to have hundreds of people die before y'all cared about St Anthony exits. Why does my family have to be hurt or killed for action to be considered?</p>	Justin	Barnard



Submission Date	Comments or suggestions	First Name	Last Name
Sep 4, 2024	<p>One of the projects goals is to "Provide multiuse solutions that provide a range of options for recreational users". However, the summary of the alternatives does not provide for non-motorized travel along US-20 (walking/biking/wheelchair). This corridor is becoming increasing popular for these activities especially since the National Park systems are becoming less car-centric and leaning towards shuttles and alternate forms of transportation to enter the parks. Please have the plans consider and/or offer these types of transportation options along this corridor.</p>	Bruce	Olenick
Sep 4, 2024	<p>Please consider preserving as much farmland as possible. Of the two routes, one will devastate a current farm. Kim Grover-Haskin</p>	Kim	Grover-Haskin
Sep 4, 2024	<p>I love that ITD is ready to improve highway 20. Contrary to what many of the locals believe I think 2 lanes to 87 would be the best option but either way would love more passing options. I love the idea for the trail crossings, those can get pretty scary for the people on the trail and highway.</p>	Jasmine	Cutts
Sep 4, 2024	<p>This project needs to be put to sleep permanently and no more studies to waste money when the community has told you no. you keep wasting taxpayer money on studies and no the people in the area or that do frequent have no interest in changing the Island park area.</p>	Sherry	Cole
Sep 4, 2024	<p>The area population has already said "No" to this project. The State and the Feds and wealthy investors are pushing the locals around. This project is ridiculous and overreach by Government. Slow the traffic down. Yellowstone National Park is already overrun and overwhelmed by people who do not respect the wildlife or the small local business's. This project is bad. You can keep beating this dead dog project and keep stepping on the people who have rejected it. Follow the money and you know who and why they want this road expansion.</p> <p>Stop this craziness of ruining Idaho and selling out to the influence of money</p>	Diana	Nielson
Sep 4, 2024	<p>I am still not seeing any options for lights or roundabouts, combined with reducing speed along the corridor of Hwy-20 through Island Park.</p> <p>Providing signaled lights or a roundabout at each of these intersections is the least impactful environmentally, and</p>	Katie	Bennett



Submission Date	Comments or suggestions	First Name	Last Name
	<p>provides more safety for drivers. There have been many more crashes this summer while we wait on this tedious study to be completed by ITD. I realize this study and planning process is for 2050 - but what about our safety NOW? The main intersections I'm concerned with include Elk Creek, Mack's Inn, Pond's, Entry into Harriman, and Island Park Village. These are all very dangerous all summer long, and even in the winter when semi trucks are blasting through.</p> <p>Creating a 4 lane divided highway with exits/entries onto the highway CANNOT be the only option to make this safer. The alternatives provided are still creating a huge pain point for wildlife crossings and the vitality of business already located at these dangerous intersections. Routing the highway AROUND these business will do a lot of harm.</p> <p>We NEED roundabouts or signaled lights NOW!</p>		
Sep 4, 2024	I think this is a great idea. 4 lanes will be more safe and efficient. Just make sure there are plenty of crossings added for snowmobiles and cross country skiers so that recreational opportunities aren't lost.	Payton	Holtom
Sep 4, 2024	I disagree with this hugely oversized plan to destroy Island Park. The summer traffic does not require a major 4-lane highway that will destroy businesses in the Last Chance, Ponds Lodge and Sawtelle Mountain Resort areas. This is a lose/lose for Island Park. It could jeopardize Harriman State Park, add miles and miles of additional county roads for the county to maintain, destroy wildlife habitat areas on the Henry's Lake flats and destroy the historical Longest Main Street in America. Take a SERIOUS look at alternating passing lanes, a SERIOUS look, not just to check off a box. Look closely at how other states, like Oregon and Montana are successfully using alternating passing lanes. Please, Please, Please listen to the people this impacts the most. The businesses you are looking to destroy, the additional tax burden for Fremont County for additional county roads. Just No.	Teri	Ehresman
Sep 4, 2024	<p>Idaho Transportation Department</p> <p>Again!!</p> <p>Until the silence is deafening.</p> <p>Instead of playing games, please do the job we pay you to do</p>	Corey	Switzer



Submission Date	Comments or suggestions	First Name	Last Name
	<p>and investigate the forgery of my address on these documents!</p> <p>My address and signature was forged on this document. This isn't my address.</p> <p>This recording is of Department of Idaho Transportation Department Motor Vehicle Inspector Monte Schmidt. https://youtu.be/jrnfxLmbza0</p>		
Sep 3, 2024	<p>Please include improvements and expansion of the separated, non-motorized system to support regional recreational use for non-motorized transportation. The greater Yellowstone area is a destination for recreational cyclists and improvements should take this into consideration.</p>	Jeff	Selfa
Sep 3, 2024	<p>Improvements need to include overall integration on US-20 into the separated, non-motorized transportation network. This includes but goes beyond improved crossings.</p> <p>Integration of improvements and expansion of the separated, non-motorized system is needed to support regional recreational use for non-motorized transportation. The greater Yellowstone area is a destination for recreational cyclists and improvements should take this into consideration.</p>	Daniel	Harelson
Aug 31, 2024	<p>Thank you for taking wildlife movement into account. I recommend taking conservation of biological resources (flora and fauna) into account.</p> <p>Thank you for including wildlife overpasses and underpasses. I am all for them as a solution to protect motorists and animals. As a year round resident of Island Park, I can personally attest to a number of near misses with wildlife on the road, especially during the migration season. Also, the large number of dead animals along the roadside indicates that vehicular animal accidents are occurring frequently.</p> <p>I attended the public meeting in Island Park but was unable to see several of posters showing alternate routes for the highway due to the umber of people present. I also could not hear comments provided to questions asked, again due to the noise in the meeting place. I was hoping to see the highway alternate route ideas in the presentation. I think it will be critically important to share these ideas with the public so</p>	Janet	Baer



Submission Date	Comments or suggestions	First Name	Last Name
	<p>that we can offer input from a local viewpoint. For example, I think I saw an alternative route just prior to the Hwy 20 and 87 junction cutting west near the small public airport at that intersection. The Nature Conservancy has recently purchased the ranch close to the intersection and have placed the land in a conservation easement to ensure migratory routes for pronghorn, elk, deer, grizzly bears and moose. Running a four lane highway through this conservation easement would be a very bad idea. Again, I strongly encourage ITD to get local input on the alternate routes before final decisions are made.</p> <p>My final comment is that we need to address safety concerns during the peak tourist season now through installation of traffic lights at key locations where traffic is congested. I am scared to get on and off the highway at to go to the businesses at Island Park Village, Mack's Inn, and Ponds Lodge. Even with the slower traffic speed in these areas, cars and semi truck come racing through the area making it difficult to get on and off the highway.</p>		
Aug 31, 2024	<p>This is a crucial and hazardous stretch of road for humans and wildlife. It's only getting busier and more developed. As you plan for road construction please plan for big game migration and mitigation. Specially over and underpasses. Providing safe crossings for wildlife will keep people safer as well and keep traffic moving better.</p> <p>Thanks, Corey McGrath</p>	Corey	Mcgrath
Aug 28, 2024	So, I went through the slides and just wasn't sure what the decisions were on the overpasses and underpasses are for wildlife. This was just so general and I couldn't figure out how to get on more detailed information.	Annette	Hanson
Aug 27, 2024	I am opposed to the expansion of HWY 20. The result will be material increase in simi-trucks traffic, which contributes to the vast majority of killed wildlife.	Michael	Caughlin
Aug 24, 2024	<p>August 2024 Ashton to SH87 plan comments:</p> <p>AC - Ashton to Caldera Rim: AC2 would be the preferred alternative. Access to the Caldera Rim trail systems and the cell site needs to be maintained.</p> <p>PL - Pond's Lodge: There is still no access to this area on the plan. Access to the existing facilities and the Buffalo River boat take out area needs to be maintained. Still much work to</p>	Jeff	Coward



Submission Date	Comments or suggestions	First Name	Last Name
	<p>do on this part of the plan.</p> <p>EC - Elk Creek: Access to the Yale-Kilgore road, Phillips Loop and Rainbow roads needs to be maintained.</p>		
Aug 24, 2024	<p>Prefer AC2 to AC2. Suggest that you consider either adding a 1200 N exit or separate from the current right-of-way south of 1200 N so that ease of use of 1200 N is kept both for farm vehicles otherwise more farm vehicles are going to have to go through town as are people like me who use 1200N to bypass having to travel through Ashton</p> <p>I like the change that changes to US-20 route to the west of Swan Lake.</p> <p>The intersection of ID-47 and US-20 needs to allow northbound traffic on 47 to turn right (north) on US-20. and the same for southbound US-20 to turn to south on ID-47. The other directions do not need to be supported as most traffic is to/from Island Park from/to Mesa Falls, Bear Gulch, and Warm River. If more separation from the Harriman State Park entrance, then go back to the old route which would intersection at about MP 380.5</p> <p>I applaud that LC2 bypasses LC2 that will allow for safe local traffic within Last Chance, including ATV, UTV, and snow machines. I would make sure there is a multi-use crossing over Chick Creek.</p> <p>I like PL3. I would encourage raising the level of the roadbed at the Buffalo River so it becomes a multi-use crossing with adequate clearance for wildlife to travel under the roadway.</p> <p>EC-2 is good but it needs to have quite a few multi-use crossing to keep ATV, UTVs, and snowmobiles from crossing US-20.</p> <p>Mack Inn Text for MI-3 says it does not advance (Should this be MI-2) The web lists PL3 on the Mack's Inn Options so I think there is website error.</p> <p>IPV2. This is a populated area and so I believe eliminating the connector to Big Springs N Loop due to Grizzly Habitat is overblown and that this decision should be revisited.</p>	Thomas	Woodall



Submission Date	Comments or suggestions	First Name	Last Name
	<p>RR2: Super happy to see a good RR2 Option as this is where I normally exit US-20.</p> <p>It is not clear how access to Rasmussen Ln, Meadow Cross Rd, and Tyghee Ln are preserved.</p> <p>Again I recommend a multi-use crossing over Herny's Lake Outlet.</p>		
Aug 24, 2024	<p>AC3 better in many ways, much safer for all local residents on Fishermans Drive and Ashton Hill, these areas are growing each year, and with a lot of out of town visitors floating the river and with all the fishing activity in this area safety should be a major consideration. With all the additional traffic we must have an Interchange near mile marker 62.</p>	Paul	Jackson
Aug 23, 2024	<p>Talking with the superintendent of Yellowstone, he notes that while not there yet it is close to hitting maximum capacity. So projecting past increases into the future need to account for this fact. Growth will not continue in yellowstone for much longer. A limit will be set. So there is no need to build a super highway through island park.</p> <p>In addition, building a super highway will ruin Island Park Area and it's rural beauty.</p> <p>Also, without buyin from Montana all you will create is a bottle neck at the pass.</p> <p>Please select the no build option</p>	Jeff	Miller
Aug 23, 2024	<p>Talking with the superintendent of Yellowstone, he notes that while not there yet it is close to hitting maximum capacity. So projecting past increases into the future need to account for this fact. Growth will not continue in yellowstone for much longer. A limit will be set. So there is no need to build a super highway through island park.</p>	Jeff	Miller
Aug 23, 2024	<p>I am glad to hear that funding has been secured and is now available for IDT to install a stop light control access at the Elk Creek junction of U.S. Highway 20 and Yale Kilgore Road. I cannot praise this decision enough by IDT to complete this project.</p> <p>I hope this to be the first of three to four controlled access interactions in Island Park. My personal preference for future controlled interactions would be: 1. Crossroads at Robins Roost / Sawtelle Mtn Resort (No Big Springs Loop/Sawtelle Peak & Hwy 20), 2. Mack's Inn area (So Big Springs Loop & Hwy 20), 3. Henry's Lake Flats (Red Rock Road & Hwy 20). I</p>	Ronald	Larsen



Submission Date	Comments or suggestions	First Name	Last Name
	<p>say my personal preference, because of a lifetime of work in law enforcement with several years of experience in traffic accident investigations, reconstruction, causality, and prevention. Island Park is now my home, and I drive these roads often to know their limitations and dangers.</p> <p>While I appreciate IDT's efforts to install controlled access at the Elk Creek junction, and the good Lord knows, it needs it. When traffic is heavy on Hwy 20 and vehicles are lined up a couple of hundred feet deep on Yale Kilgore to make a left to go North on Hwy 20, and other vehicles are in the makeshift thru land to cross over 20 to the Elk Creek Gas station, locals are smart enough to know that it is easier to make a right turn onto Hwy 20 South and flip a "U"ey at Phillips Loop Rd to go back North rather than waiting 15-20+ minutes or more to make a left turn or go straight ahead and risk getting T-Boned. The locals know this little trick for their benefit, but it compounds the traffic movement and slows down even more the ability for vehicles trying to access Hwy 20 from Yale Kilgore.</p> <p>I understand that Elk Creek junction will only receive a controlled access stop light and no road realignment of the Yale Kilgore and Phillips Loop Road (Old Hwy 191), because of the U.S. Forest Service property management and the Federal Government's environmental impact assessments Red Tape procrastination and impediment for small land project to improve the safety, health and quality of live for the citizens of the small rural communities. I would still hope that IDT would attempt to get some concessions from the federal government in a timely manner for this stop light project and consider road re-alignment. These are the kinds of things that cause the citizenry to have no faith in the federal government and loath their control over local lands. This re-alignment would only impact all of two (2) acres of ground, that already has an emergency service heliport that would stay in place and provide for safer medical response in the controlled access infrastructure. When government officials cannot see or understand the need for such changes and the impact, they would have on such a project. It is no wonder that people look at such work and ask, why is it that my government does a half ass job! Do not get me wrong, I agree, something is better than nothing. But when the Yale</p>		



Submission Date	Comments or suggestions	First Name	Last Name
	Kilgore Road improvements get completed, mark my words, there will be double the current traffic for this area!		
Aug 23, 2024	I thought the plans were pretty reasonably thought out. I forgot to ask, but one main concern of mine is South Antelope parking and turn out area for summer and winter recreation. I am not sure with your future plans map what plans there are. I'd like to see a large area of some sort there as well as some other places for accessing. South Antelope flat road has long been a nice snowmobile access point onto the trails.	Greg	Bitter
Aug 23, 2024	Prefer the 4 lane divided ONLY IF adequate wildlife movements are taken into account and provided for in the plan. This is a major draw to this area and is irreplaceable if lost. It's a one way street, catastrophic to wildlife and area if not considered.	Mary	VanFleet
Aug 23, 2024	As a homeowner in Island Park, I think the 4 lane highway is badly needed. It would help alleviate some of the dangerous intersections where many accidents occur.	Chris	Waddoups
Aug 22, 2024	A 4 lane divided highway is a must. Please consider a bypass system allowing the existing hwy 20 to be used as a local route connecting island park to create more of a community rather than a pass thru town.	Amber	Boyce
Aug 22, 2024	ITD should be expanding Hwy20 to 87 before Ashton all the way to the MT. Border. It is Long over due. Put in some over passes or proper length exits-Left Turns and 2 lanes in both directions. NOT PASSING LANES!! The Multi use for snowmobiles trails and bicycles are way over due! Stop think about the greedy Business that don't want the Necessary expansions.. do what is Safe for the many visitors and the Public. Or put in Stop Lights.. and ATV/Bicycle/SnowMobile Overpasses crossing 20 is deadly and the Blood is on IDT hands... Keep in mind that many business owners along HWY 20 are only open During Peak Season they don't give a hoot about the safety of many vacationers, Commuter's, Travelers going to MT. HWY 20 should long ago been expanded to 4 lanes 2 North and 2 South Bound. With correct over/underpasses.	Tom	Goe
Aug 22, 2024	This is all very beneficial and in the long term will be much needed. I also think once this project, as well as the I-15/US-20 project is done, this route should be signed as an Interstate Highway as well. Assuming it is built to Interstate	Braden	Castleton



Submission Date	Comments or suggestions	First Name	Last Name
	<p>Standards (US-20 from IF to north of Rexburg is already built to standards, minus the I-15/US-20 current interchange).</p> <p>If Montana has plans to widen US-191 or US-287 to Interstate Standards in the future, this route should be signed as I-17. If not, this route should be signed as I-115 or 315.</p>		
Aug 22, 2024	<p>What does PL3 mean ? Also is the black line representing pavement specifically new payment to be added in all presented locations including those feeding off of highway 20? Macks Inn already had a boat take out on Teton Avenue which has caused a complete hazard for the neighborhood with speeding drivers, heavy traffic, etc. The movement of this needs to be addressed as well. Keep hearing from ranger that it is dependent on this project. All take in my opinion should be at the shores by Springhill Suites and the highway/bridge solution needs to address that as well.</p>	John	Allison



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Comments emailed to ITD:

From: Donald Carpenter <donmcarpenter@yahoo.com>
Sent: Thursday, September 5, 2024 1:32 PM
To: Sky Buffat <Sky.Buffat@itd.idaho.gov>
Subject: comments for Highway 20 Ashton to SH 87

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hello,
I am writing to encourage IDT to consider wildlife crossing as a major issue/concern that should be addressed in the plans for Highway 20 north of Ashton and up towards West Yellowstone.

As the road becomes busier we risk cutting off migration corridors for elk, mule deer, etc. More vehicles in the corridor also means more animals vehicle collisions with wildlife.
I am in favor of making sure that vehicle wildlife collisions and threatening elk and deer migration are highly considered and mitigated in the planning for Highway 20..

As planning and future studies are compiled:

- I am in favor of the least impactful alternative that stays within the existing footprint.
- A 4 lane highway could negatively impact wildlife movement.
- I encourage IDT to have a solid handle on wildlife movements and patterns and mitigations to allow for these wildlife movements to happen before deciding on an alternative.

Thank you for the opportunity to comment on this important issue.

Don Carpenter
4970 Skyline Loop
Victor, ID
83455
(208) 201- 5627

From: Donald Carpenter <donmcarpenter@yahoo.com>
Sent: Thursday, September 5, 2024 1:32 PM
To: Sky Buffat <Sky.Buffat@itd.idaho.gov>
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83455
(208) 201- 5627



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Facebook comments:



Idaho Transportation Department

August 7 ·

US-20 Drivers: Help us improve safety and shape the future of this important highway. Both meetings will present the same information. 🚗💡🚗

JOIN US AT OUR UPCOMING

Public Meetings

August 21, 2024
5 p.m. – 7 p.m.
Ashton Community Center and Library
925 Main Street
Ashton, ID 83420

August 22, 2024
5 p.m. – 7 p.m.
Island Park EMS Building
4378 County Circle
Island Park, ID 83429

Idaho Transportation Department Send message

26 likes · 29 comments · 8 shares

Like Comment Share

Most relevant ▾

Steve Demick
Well....have you been to salmon idaho....the worst state roads in idaho. Potholes and the salmon bridge look like an earthquake damaged it. ...
7w Like Reply 2

Martin Gentle
I think if you guys had any brains you would get that 2 lane to 4 lane from Chester to Ashton first!
7w Like Reply 6

Idaho Transportation Department replied · 12 Replies

Wayne Modin
You guys need to stop tearing shit up that don't need to be fixed & start fixing roads that need it the most. & Start using tax payer money on what roads that really need repaired instead of just patching filling in potholes. You guys need to get your shit together with your heads on straight. So start thinking about the potholes & the vehicles with damage it does to them. We have to pay for the repairs to are vehicles not you! Like alignment, tires, shocks & struts that is only about half of it. Have a great day!
7w Like Reply



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Les Fadness

They're going to be very animated meetings. 😊

7w Like Reply

2 



Author Idaho Transportation Department 

Les Fadness We're genuinely glad to hear people's concerns and questions, even the animated ones- they make the project and process better! 😊

7w Like Reply





Corey Switzer

Idaho Transportation Department

Oh, then answer to the forgery of my title application by IDT Motor Vehicle Inspector Monte Schmidt.



7w Like Reply



Les Fadness

Corey Switzer

🤣

I suppose the part that doesn't make sense here, is why you're posting this to a social media page and not communicating directly with the appropriate department in IDT?

7w Like Reply



Reply to Idaho Transportation Department



Reply to Les Fadness



Steve Demick

Come to Salmon Idaho...the roads need to be torn up and redone

7w Like Reply



Karrie Kozik

Fix the potholes near the state of state parks and takeoff those bumpers

6w Like Reply



Kelly McGee

The overpass off Broadway, Boise is full of dry grass. A fire hazard. Who can drive a tractor and mower?

6w Like Reply



Mike Adams

Animated Dukes of Hazard - Idaho?

Strip Seal and alight tour buses brakes afire.

6w Like Reply Edited



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Alex Shaffer

maybe not water the median strip while closing one lane out of two during commute time in Post Falls a couple days ago

7w Like Reply



Mike Adams

Green Belts and likevand uses, abuses and suggestions?

6w Like Reply



Mike Friend

Can you guys look at fixing the entry and exit of west bound over pass pleasantview. Thx

7w Like Reply



Todd Kinney

We should have transportation

6w Like Reply



Mike Adams

Flow of traffic outbound/inbound for the rush hours?

6w Like Reply



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Appendix D | Online Meeting

August 22 – September 5, 2024

Welcome

Welcome to the US-20 Ashton to SH-87 JCT Summer 2024 Online Meeting.

The purpose of the meeting is to provide an update on the Planning and Environmental Linkages (PEL) study and share the latest alternatives.



Click image to enlarge

How to Navigate:

- Click on the arrows on the bottom left and right side of your screen
- Use the navigation menu to the left of the screen to revisit any part of the meeting
- The pages are intended to be viewed in order to provide information about the study. However, you may use the tabs on the left side of the page to select any page.

How to Participate:

- CLICK through the slides to learn more about the project.
- Comments
 - Provide your comments at any time by clicking the  COMMENT button at the top right of the screen.
 - You can close the form to continue through the slides. Please make sure to hit the 'Submit' button to confirm that your comment is sent to the project team.
- The entire session should take less than 15 minutes to complete.

Study Background

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

The PEL process considers environmental, community, and economic goals early on while planning future projects.

This process is outlined by the Federal Highway Administration and weighs:

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

To learn more about the steps that take place during a PEL process, [watch this video](#).

Why is the PEL study being conducted?

ITD is conducting the study to begin the long-term planning process for addressing traffic growth in the corridor. The study is looking at reducing the severity of crashes, improving access to businesses and properties along US-20 and addressing freight movement.

What is the vision for the study area?

ITD's vision for the US-20 Ashton to SH-87 JCT corridor area is to provide safe and reliable travel for the planning year of 2050.



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Study Update

Since community meetings last summer, ITD enhanced its public involvement effort. In the past year, ITD has done the following:

- 1 Met with additional stakeholders
- 2 Held additional public meetings
- 3 Collected additional traffic data to verify previously acquired projections used for screening
- 4 Used the data to continue screening alternatives

The results of this Level 3 screening are presented here. Please view each alternative and share your feedback.

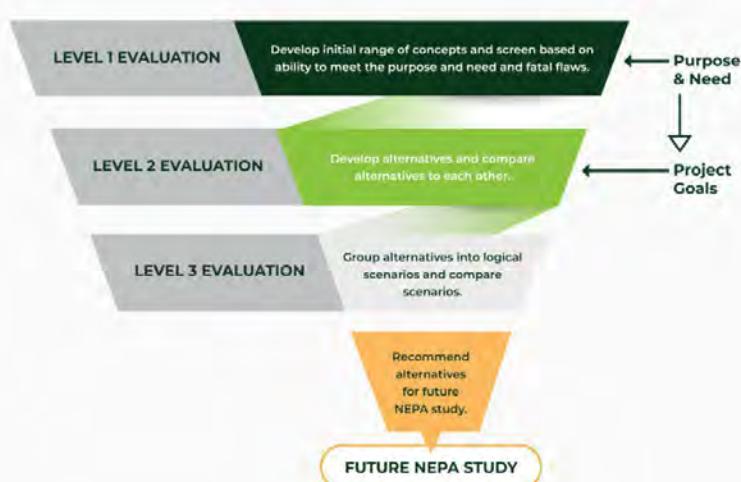


Screening Process

The Planning and Environmental Linkages (PEL) study is looking at future, long-term (25+ years) transportation improvements. Since the study was initiated in 2021, ITD has developed a wide range of alternatives and screened those potential improvements to determine if they meet the project's purpose and need.

Screening consists of evaluating each alternative against set criteria such as:

- 1 Safety
- 2 Traffic Operations
- 3 Mobility
- 4 Access Management
- 5 Environmental Resources
- 6 Constructability



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Purpose and Need

What is a Purpose and Need?

The Purpose and Need provides the framework for evaluating the alternatives, leading to the study's recommendations. The Purpose and Need is used to screen reasonable alternatives.

What is a Goal?

Goals are the desired project outcomes beyond the Purpose and Need that provide additional guidance for assessing reasonable alternatives, based on stakeholder and community input. Goals help balance environmental, transportation, and other community values.

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 Junction Project is to enhance highway safety and operations by:

- Decreasing crash severity
- Addressing traffic growth in the corridor
- Improving access management
- Addressing regional freight movement

Need

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

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

Goals

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

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

Alternatives

ITD used public and stakeholder input, planning best practices, and collaboration with agencies and jurisdictions to develop a range of alternatives that have been evaluated or "screened" to determine how to best meet the Purpose and Need of the study.

Alternatives that don't meet the criteria or have fatal flaws are not carried forward for further analysis. Alternatives needing refinement are modified to reflect stakeholder and agency suggestions or regulatory requirements.

ITD anticipates incorporating recommendations made as part of this planning study into future NEPA studies, per Title 23 of the US Code, Part 168.



Concepts/ideas

Further developed and combined concepts/ideas into alternatives

Recommended alternatives

Concepts/ideas

Further developed and combined concepts/ideas into alternatives

Recommended alternatives

Concepts/ideas

Further developed and combined concepts/ideas into alternatives

Recommended alternatives

Concepts/ideas

Further developed and combined concepts/ideas into alternatives

Recommended alternatives

For more information, view the [Level 1](#), [Level 2](#), [Level 3](#), and [Multi-Use Crossing](#) maps. If asked to sign in, please hit cancel and you will be entered into the site.

Concepts/ideas

Further developed and combined concepts/ideas into alternatives

Recommended alternatives

[Ashton to Caldera Rim](#)

[Pinehaven](#)

[Last Chance](#)

[Pond's Lodge](#)

[Elk Creek](#)

[Mack's Inn](#)

[Island Park Village](#)

[Red Rock Road](#)

[Valley View Area](#)



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Ashton to Caldera Rim																														
	Pinehaven	Last Chance	Pond's Lodge	Elk Creek	Mack's Inn	Island Park Village																								
Ashton to Caldera Rim (AC)																														
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○ Click Image to enlarge



Ashton to Caldera Rim

Pinehaven

Last Chance

Pond's Lodge

Elk Creek

Mack's Inn

Island Park Village

Red Rock Road

Valley View Area

Pinehaven (PH)

PH2

Pinehaven (PH)

At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)

Level 3 Alternatives	Roadway Lanes	Action	Reasons
PH0	AG	Carried Forward	<ul style="list-style-type: none"> No Action always advances.
PH1	AG & GS	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need. >May be considered as an interim project but does not meet needs in 2050.
PH2	AG & GS	Carried Forward	<ul style="list-style-type: none"> Meets Purpose and Need. Access to Harriman State Park adjusted to improve safety. <p>Additional Items to Consider:</p> <ul style="list-style-type: none"> No stop lights or IC are included in this level of design but could be added or included as warranted. Consider recreational users within this alternative, recreational crossing needs. Mesa Falls Road – if a new connection is made, consider aligning with the Harriman State mailbox entrance. Idaho Parks and Recreation is planning a new visitors center for Harriman State Park (5-10 years). Mailbox entrance at Harriman is used a lot – the public does not want it closed. Island Park is considering moving the snowmobile to the other side of the road – likely to follow the powerline.


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Ashton to Caldera Rim | Pinehaven | Last Chance | Pond's Lodge | Elk Creek | Mack's Inn | Island Park Village | Red Rock Road | Valley View Area

Last Chance (LC)

LC2

Last Chance (LC)

At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)

Level 3 Alternatives	Roadway Lanes	Action	Reasons
LC0	AG	Carried Forward	<ul style="list-style-type: none"> No Action always advances.
LC1	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
LC2	AG & GS	Carried Forward	<p>Additional Items to Consider:</p> <ul style="list-style-type: none"> Revise this alternative to avoid wetlands better. <ul style="list-style-type: none"> More road for the county to maintain. USFS has to evaluate additional road and impacts on grizzly bear habitat, but that'll already be considered with any alternative. Consider signage to get traffic to businesses. Recreation access to be considered, account for anticipated changes to trails. If phasing this alternative, consider routing heavier northbound traffic through town and southbound traffic around town (busiest Yellowstone entrance).



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• Your Economic Opportunity



Ashton to Caldera Rim | Pinehaven | Last Chance | **Pond's Lodge** | Elk Creek | Mack's Inn | Island Park Village | Red Rock Road | Valley View Area

Ponds Lodge (PL)

 PL3



Ponds Lodge (PL)

At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)

Level 3 Alternatives	Roadway Lanes	Action	Reasons
PL0	AG	Carried Forward	<ul style="list-style-type: none"> No Action always advances.
PL1	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
	AG	Does Not Advance	<ul style="list-style-type: none"> Does not offer long-term viability to address safety issues. Frontage road snow removal and maintenance limitations. No real refuge for vehicles, without a wider footprint and more impacts.
PL2	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
	AG & GS	Does Not Advance	<ul style="list-style-type: none"> Meets Purpose and Need. Frontage road snow removal and maintenance limitations. Impacts main access points, such as medical clinic, charter school, city hall. Too many people need service access in this area.
PL3	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
	AG & GS	Carried Forward	<p>Additional Items to Consider:</p> <ul style="list-style-type: none"> Buffalo River crossing at US-20, currently used as a take-out location for recreationists. Consider connecting to the bypass in Last Chance and using the existing US-20 as a local frontage road. Issues with campgrounds (Section 4(f) resources and economic vitality).

- - - Existing US-20
 — Pavement
 — Structure
 Ⓜ Mileposts
 ● = Carried forward
 AG = At-grade
 GS = Grade separated
 APL = Alternating Passing Lanes

0 0.25 0.5 Miles

Ashton to Caldera Rim | Pinehaven | Last Chance | Pond's Lodge | **Elk Creek** | Mack's Inn | Island Park Village | Red Rock Road | Valley View Area

Elk Creek (EC)

 EC2

EC2 



● Mileposts
 - Existing US-20
 — Pavement
 — Structure
 ✓ = Carried forward
 AG = At-grade
 GS = Grade separated
 APL = Alternating Passing Lanes

0 0.5 1 Miles

Elk Creek (EC)

At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)

Level 3 Alternatives	Roadway Lanes	Action	Reasons
EC0	AG	Carried Forward	<ul style="list-style-type: none"> No Action always advances.
EC1	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
EC2	AG & GS	Carried Forward	<ul style="list-style-type: none"> Meets Purpose and Need. Avoids wetlands. <p>Additional Items to Consider:</p> <ul style="list-style-type: none"> Helicopter pad would need to be relocated Current roadway ROW can be reclaimed. Potential to convert land to parking, rest area, etc. with limitation of no sewer connection.



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[Ashton to Caldera Rim](#) [Pinehaven](#) [Last Chance](#) [Pond's Lodge](#) [Elk Creek](#) [Macks Inn](#) [Island Park Village](#) [Red Rock Road](#) [Valley View Area](#)

Macks Inn (MI)

 MI3



Macks Inn (MI)

At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)

Level 3 Alternatives	Roadway Lanes	Action	Reasons
MI0	AG	Carried Forward	<ul style="list-style-type: none"> No Action always advances.
MI1	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
		GS	Does Not Advance
MI3	AG & GS	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
		APL	Does Not Advance
PL3	AG & GS	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
		Carried Forward	Additional Items to Consider: <ul style="list-style-type: none"> Buffalo River crossing at US-20, currently used as a take-out location for recreationists. Consider connecting to the bypass in Last Chance and using the existing US-20 as a local frontage road. Issues with campgrounds (Section 4(f) resources and economic vitality).

• Mileposts
 - Existing US-20
 — Pavement
 — Structure
 ✓ = Carried forward
 AG = At-grade
 GS = Grade separated
 APL = Alternating Passing Lanes

0 0.25 0.5 Miles

Ashton to Caldera Rim | Pinehaven | Last Chance | Pond's Lodge | Elk Creek | Mack's Inn | **Island Park Village** | Red Rock Road | Valley View Area

Island Park Village (IPV)



Legend:

- Existing US-20
- Pavement
- Structure
- Mileposts
- Carried forward
- AG = At-grade
- GS = Grade separated
- APL = Alternating Passing Lanes

Island Park Village (IPV)

At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)

Level 3 Alternatives	Roadway Lanes	Action	Reasons
IPV0	AG	Carried Forward	<ul style="list-style-type: none"> No Action always advances.
IPV1	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
IPV2	AG & GS	Carried Forward	<ul style="list-style-type: none"> Meets Purpose and Need. Concerns about the amount of county maintenance required. <p>Additional Items to Consider:</p> <ul style="list-style-type: none"> Consider a road that connects to N. Big Springs Loop. Was previously included but was eliminated due to impacts to grizzly bear habitat. New ROW required from private property. Look into condensing to avoid impacts.



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Ashton to Caldera Rim | Pinehaven | Last Chance | Pond's Lodge | Elk Creek | Mack's Inn | Island Park Village | **Red Rock Road** | Valley View Area

Red Rock Road (RR)

RR2

Red Rock Road (RR)

At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)

Level 3 Alternatives	Roadway Lanes	Action	Reasons
RR0	AG	Carried Forward	<ul style="list-style-type: none"> No Action always advances.
RR1	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
RR2	AG & GS	Carried Forward	<p>Additional Items to Consider:</p> <ul style="list-style-type: none"> Meets Purpose and Need. Red Rock intersection moved further north in this alternative to improve safety and avoid impacts on wetlands. Sewer is an option in this location, so Fremont County is considering a rest area with a boat inspection location. The county will continue coordinating with ITD on locations.



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Valley View Area (previously Red Rock Road)

 VV3



Valley View Area (previously Red Rock Road)			
At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)			
Level 3 Alternatives	Roadway Lanes	Action	Reasons
RR0	AG	Carried Forward	<ul style="list-style-type: none"> No Action always advances.
RR1	APL	Does Not Advance	<ul style="list-style-type: none"> Does not meet Purpose and Need.
RR2	AG & GS	Carried Forward	<ul style="list-style-type: none"> Meets Purpose and Need. Less impacts to wetlands compared to maintaining the existing intersection location. Less topographic constraints. <p>Additional Items to Consider:</p> <ul style="list-style-type: none"> Current drawing shows impacts to Yellowstone Playhouse. Shift to the west to avoid impacts. Discussion required with the airport. Plan to optimize design footprint to minimize impacts to the airport. ROW impacts anticipated for private property owners. Revise/optimize design at Jct. 87 to reduce out-of-direction travel. Such as moving intersection further north.



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Alternating Passing Lanes

Why did the stakeholder screening group agree this option is least beneficial and should not be recommended for environmental studies and related costs?

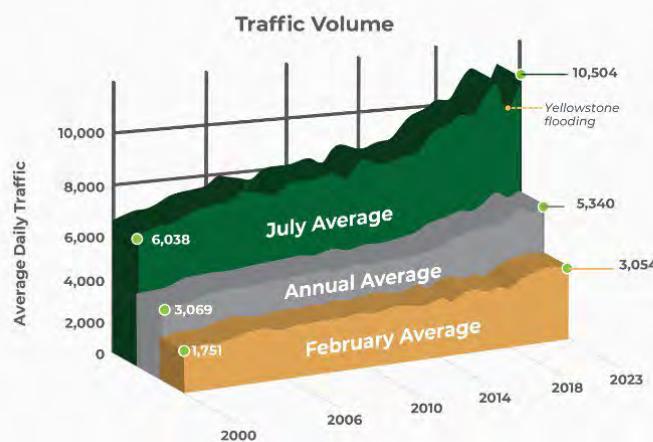
- Doesn't meet FHWA Purpose and Need requirements including safety and mobility.
- Traffic data currently indicates high seasonal volumes and by 2050 excessive congestion and delays.
- Designers have found this inconsistent lanes design creates high risk crash zones for traffic in both directions.
- The other alternatives per reviewers eliminate the above risks and have more safety and mobility benefits for the investment over decades helping the community and US20 travelers.
- ITD experts are available to discuss these traffic issues and answer questions.



Traffic Data



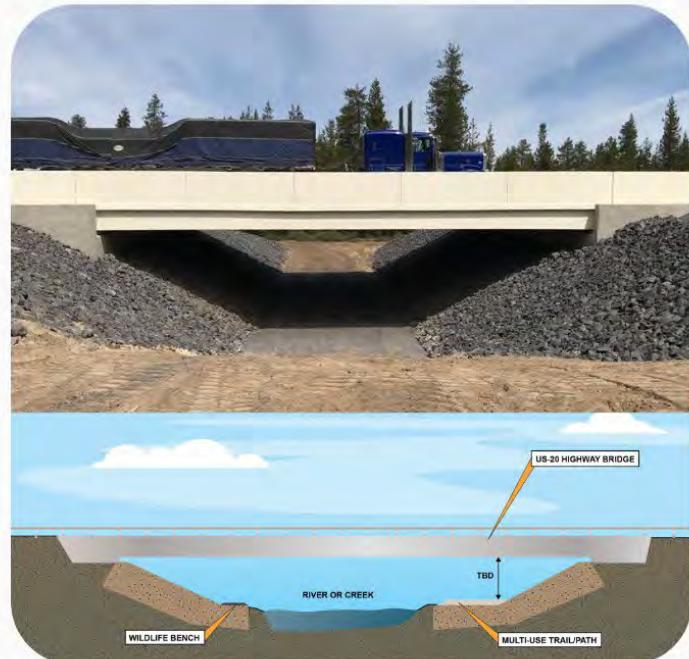
ITD will design improvements to address peak volumes and reduce congestion and delays


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Multi-Use Crossings

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.



Environmental Considerations/11 Criteria

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.

- 1 Visual Resources
- 2 Agricultural and Forest Resources
- 3 Air Quality
- 4 Biological Resources
- 5 Cultural Resources
- 6 Geology and Soils
- 7 Hazards and Hazardous Materials
- 8 Hydrology and Water Quality
- 9 Land Use and Transportation Planning
- 10 Noise
- 11 Social and Economic Resources



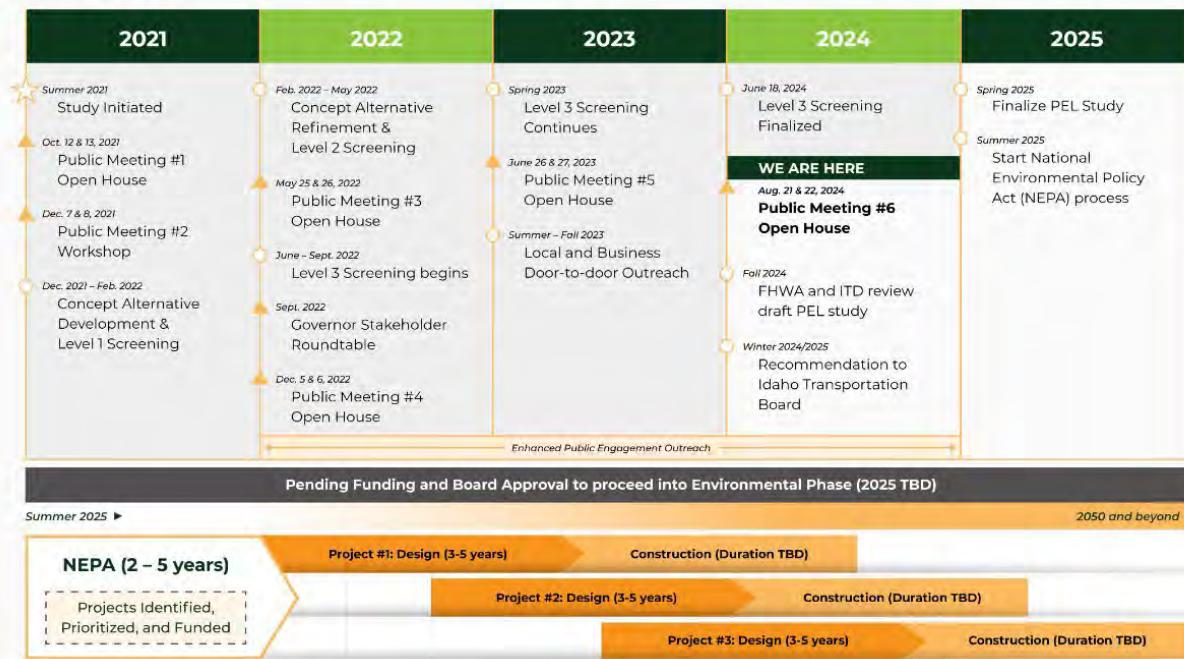
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What's Next?



Stay Involved

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

For more information, visit the [project page](#).



Comments

If you have questions please contact the project team.

Use the comment button at the top right of this meeting to view the comment form where you can submit comments. You can also submit comments via email to comments@us20ashtonto87.com or mail them to:

ITD District 6 C/O Gregg Bowman
206 N. Yellowstone Highway
Rigby, ID 83442

While your comments are always welcome, they can be best utilized if received by September 5, 2024.



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Appendix E | Notification Materials

- Postcard (3,000 mailed)
- Post Register Newspaper Ad
 - August 7
 - August 14
- Rexburg Standard Newspaper Ad
 - August 9
 - August 13
- Online Ads (120,000 impressions)
- Social Media
 - Facebook Posts
 - August 7
 - August 20
 - August 22
 - September 4
 - X Posts
 - August 7
 - August 20
 - August 22
 - September 4
- Constant Contact emails
 - August 6
 - August 23
- Poster
- Press Release – [August 16](#)



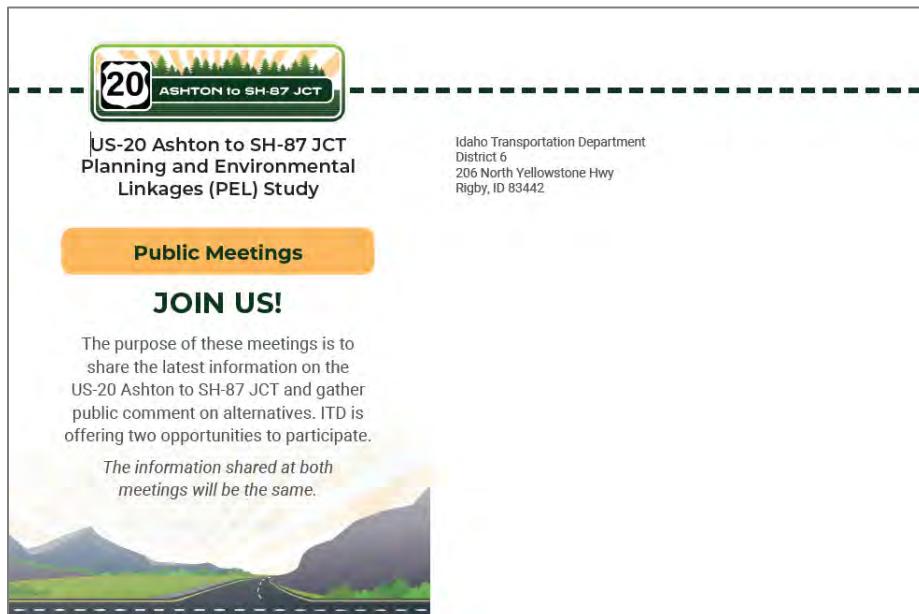
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Postcard (front/back)



US-20 Ashton to SH-87 JCT
Planning and Environmental
Linkages (PEL) Study

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

Public Meetings

JOIN US!

The purpose of these meetings is to share the latest information on the US-20 Ashton to SH-87 JCT and gather public comment on alternatives. ITD is offering two opportunities to participate.

The information shared at both meetings will be the same.





MEETING DETAILS



- August 21, 2024**
5 p.m. – 7 p.m.
Ashton Community Center and Library
925 Main Street
Ashton, ID 83420
- August 22, 2024**
5 p.m. – 7 p.m.
Island Park EMS Building
4378 County Circle
Island Park, ID 83429



Can't make the in-person meetings?

Participate in the self-guided online meeting at itdprojects.org/projects/us-20-ashton-to-sh-87-jct. You can review information and provide feedback at your convenience between August 22 and September 5, 2024.

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884 or TTY/TDD users Dial 711 to use the Idaho Relay System.

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al 208-334-8496. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.



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Newspaper Ad (ran multiple times)

 ASHTON to ID-87 JCT

US-20 Ashton to SH-87 Planning and Environmental Linkages (PEL) Study

The purpose of these meetings is to share the latest information on the US-20 Ashton to SH-87 JCT preliminary environmental study and gather public comment on alternatives.

We are offering two opportunities to participate. The information shared at both meetings will be the same.

JOIN US!

Upcoming Public Meetings

○ August 21, 2024 5 p.m. – 7 p.m. Ashton Community Center and Library 925 Main Street Ashton, ID 83420	○ August 22, 2024 5 p.m. – 7 p.m. Island Park EMS Building 4378 County Circle Island Park, ID 83429
--	--

Recommendations from the study may be used or adopted into future National Environmental Policy Act (NEPA) studies, which will also include community outreach and public engagement opportunities. Funding beyond the PEL study has not been identified.

Unable to attend? Participate in the self-guided online meeting between August 22 and September 5, 2024, at itdprojects.org/projects/us-20-ashton-to-sh-87-jct.

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Online Ads



Public Meetings: Learn more about the US-20 Ashton to SH-87 JCT Study and potential future improvements.

itdprojects.org/projects/us-20-ashton-to-sh-87-jct Visit the project website



Public Meetings: Learn more about the US-20 Ashton to SH-87 JCT Study and potential future improvements.

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JOIN US!

Upcoming Public Meetings

AUGUST 21 & 22, 2024
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JOIN US!

Upcoming Public Meetings

US-20 Ashton to SH-87 JCT Planning and Environmental Linkages (PEL) Study



August 21, 2024 5 p.m. – 7 p.m. Ashton Community Center and Library 925 Main Street Ashton, ID 83420	August 22, 2024 5 p.m. – 7 p.m. Island Park EMS Building 4378 County Circle Island Park, ID 83429
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[Visit the project website](http://itdprojects.org/projects/us-20-ashton-to-sh-87-jct)

Facebook Ads

<p>JOIN US AT OUR UPCOMING</p> <p>Public Meetings</p> <p>August 21, 2024 5 p.m. – 7 p.m. Ashton Community Center and Library 925 Main Street Ashton, ID 83420</p> <p>August 22, 2024 5 p.m. – 7 p.m. Island Park EMS Building 4378 County Circle Island Park, ID 83429</p>	<p>Text: US-20 Drivers: Help us improve safety and shape the future of this important highway. Both meetings will present the same information.</p>
<p>20 ASHTON to SH-87 JCT</p> <p>Online Public Meeting </p> <p>August 22 – September 5</p> <p>itdprojects.org/projects/us-20-ashton-to-sh-87-jct</p>	<p>Text: US-20 Drivers: Review information and provide feedback at your convenience between August 22 and September 5.</p> <p>itdprojects.org/projects/us-20-ashton-to-sh-87-jct.</p>
<p>20 ASHTON to SH-87 JCT</p> <p>ONLINE PUBLIC MEETING</p> <p>Comment Period </p> <p>Ending Soon!</p> <p>itdprojects.org/projects/us-20-ashton-to-sh-87-jct</p>	<p>Text: US-20 Drivers</p> <p>Comments are due September 5.</p> <p>Email us at comments@US20ashton87.com or fill out a comment form at itdprojects.org/projects/us-20-ashton-to-sh-87-jct.</p>


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• Your Mobility
• Your Economic Opportunity


Constant Contact Email #1



US-20 Ashton to SH-87 JCT Planning and Environmental Linkages (PEL) Study

JOIN US!

Upcoming Public Meetings

August 21, 2024 5 p.m. – 7 p.m. Ashton Community Center and Library 925 Main Street Ashton, ID 83420	August 22, 2024 5 p.m. – 7 p.m. Island Park EMS Building 4378 County Circle Island Park, ID 83429
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The purpose of these meetings is to share the latest information on the US-20 Ashton to SH-87 JCT preliminary environmental study and gather public input on alternatives.

We are offering two opportunities to participate. The information shared at both meetings will be the same.

Can't make the in-person meetings?
Participate in the self-guided online meeting between August 22 and September 5, 2024. Comments are due by the end of the day on September 5.
itdprojects.org/projects/us-20-ashton-to-sh-87-jct

The study is a first step in efforts to reduce congestion, enhance safety, and improve mobility throughout the region. Public input is important to the process so please plan to participate in person or online.

Recommendations from the study may be used or adopted into future National Environmental Policy Act (NEPA) studies, which will also include community outreach and public engagement opportunities. Funding beyond the PEL study has not been identified.



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itd.idaho.gov   

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Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al 208-334-8496. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.

[Idaho Transportation Department District 6 | 206 North Yellowstone Highway | Rigby, ID 83442 US](http://itd.idaho.gov)

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Constant Contact Email #2



US-20 Ashton to SH-87 JCT Planning and Environmental Linkages (PEL) Study


Thank you!

Thanks to those of you who attended public meetings in Ashton and Island Park to learn about the latest study developments.

We were glad to visit with you at the meetings.


The online public meeting is open!

If you missed the meetings or want another chance to look at the materials, visit the online public meeting at the link below.

You can view materials through September 5 and submit your feedback through our online comment form.

[Go to the Online Meeting](#)

itdprojects.org/projects/us-20-ashton-to-sh-87-jct

The purpose of these meetings is to share the latest information on the US-20 Ashton to SH-87 JCT preliminary environmental study and gather public comment on alternatives.

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Idaho Transportation Department | itd.idaho.gov



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Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al 208-334-8496. Usuarios de TTY/TDD: Marque 711 o (800) 377-3329 para usar el sistema de Relay de Idaho.

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

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Poster

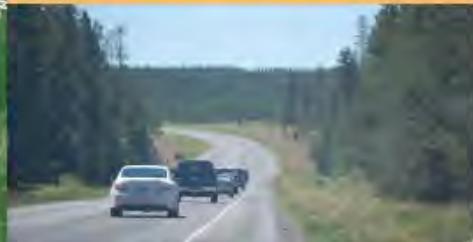


US-20 Ashton to SH-87 JCT Planning and Environmental Linkages (PEL) Study

JOIN US!

Upcoming Public Meetings

The purpose of these meetings is to share the latest information on the US-20 Ashton to SH-87 JCT preliminary environmental study and gather public comment on alternatives. ITD is offering two opportunities to participate. *The information shared at both meetings will be the same.*



August 21, 2024
5 p.m. – 7 p.m.
Ashton Community Center and Library
925 Main Street
Ashton, ID 83420

August 22, 2024
5 p.m. – 7 p.m.
Island Park EMS Building
4378 County Circle
Island Park, ID 83429

This study is a first step in efforts to reduce congestion, enhance safety, and improve mobility throughout the region. Public input is important to this process, so please plan to participate in person or online.

Recommendations from this study may be used or adopted into future National Environmental Policy Act (NEPA) studies, which will also include community outreach and public engagement during the environmental phase. Funding beyond this study phase has not been identified.

**Can't make the in-person meetings?**

Participate in the self-guided online meeting at itdprojects.org/projects/us-20-ashton-to-sh-87-jct. You can review information and provide feedback at your convenience between August 22 and September 5, 2024.

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884 or TTY/TDD users Dial 711 to use the Idaho Relay System.
Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al 208-334-8496. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.

Press Release



Transportation

Department



Media Manager

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News Release

8/16/2024

John Tomlinson
ITD Communication Manager
208-501-5671
john.tomlinson@itd.idaho.gov

Public invited to view latest information on study to improve US-20 from Ashton to SH-87 JCT

RIGBY – The Idaho Transportation Department (ITD) will host two public meetings next week to share developments and seek public input for the preliminary environmental study of U.S. Highway 20 between Ashton and the State Highway 87 junction.

The purpose and need of the corridor study is to enhance highway safety and operations by decreasing crash severity, addressing traffic growth, improving access management and addressing regional freight movement.

Following a two-year process that included significant analysis and public involvement, including a stakeholder screening group, several improvement options are recommended to move forward and will be on display at the public meetings. The options included various four-lane highway alternatives being considered.

The option of adding more alternate passing lanes was determined by the stakeholder screening group to be least beneficial and will likely not be recommended to proceed because it does not meet the purpose and need requirements of improved safety and mobility. Future traffic data estimates indicate this option has excessive congestion and travel delays by 2050 and a concern by engineers that this inconsistent lanes design over 40 miles of mountain highway with more than 10,000 vehicles a day during peak season creates high risk crash zones at multiple traffic merge areas versus other options reviewed.

The study is a first step in efforts to reduce congestion, enhance safety, and improve mobility throughout the region. Public input is important to the process and ITD welcomes feedback on study alternatives. Recommendations from the study may be used or adopted into future National Environmental Policy Act (NEPA) studies, which will also include community outreach and public engagement opportunities. Funding beyond the PEL study has not been identified.

ITD experts will be available to answer questions and discuss the alternatives and timeline of the study. The format and content will be the same at both meetings. The locations are:

Ashton Community Center and Library
925 Main Street
Ashton, ID 83420
August 21, 2024
5 – 7 p.m.

Island Park EMS Building
4378 County Circle
August 22, 2024
5 – 7 p.m.

For those who can't attend in person, an online meeting will be available from August 22 – September 5 at itdprojects.org/projects/us-20-ashton-to-sh-87-jct/.

#



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Appendix F | Photos

Ashton



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Island Park



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