

## 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 Calonge Cornett Andrews				<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
David + Toni Garz				<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
Steve GEAR				<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
JIM HOBBS				<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
Lothar Eidinger				<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
Ken Watts				<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
Matt Hinchey				<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
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 Seate				<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 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
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
* Sheryl 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



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Judy Smith				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White <input type="checkbox"/> Other
* Sarah Hargis				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<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"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<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"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<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"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<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"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input 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		
Hugh Norman				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<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"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<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"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<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"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<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"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Asian/Pacific Islander
						<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
						<input 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		
GREG BITTNER				<input checked="" type="checkbox"/> Male	<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
RENA LITTON				<input type="checkbox"/> Male	<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
JAMES F. BASS				<input checked="" type="checkbox"/> Male	<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
MIKE DURANT				<input checked="" type="checkbox"/> Male	<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
Shaun Word				<input checked="" type="checkbox"/> Male	<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
Barry Boyle				<input type="checkbox"/> Male	<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
Tyconkoon				<input type="checkbox"/> Male	<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
John A. Schaefer				<input checked="" type="checkbox"/> Male	<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



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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 Spahr				<input checked="" type="checkbox"/> Male	<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
Henry White				<input checked="" type="checkbox"/> Male	<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
John				<input type="checkbox"/> Male	<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
Tom Ward				<input checked="" type="checkbox"/> Male	<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
Cori Elliott				<input type="checkbox"/> Male	<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
MARK ELLIOTT				<input checked="" type="checkbox"/> Male	<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
Ron Rankin				<input checked="" type="checkbox"/> Male	<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"/> 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



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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"/> 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
Mary Fajen				<input type="checkbox"/> Male	<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
Paul Jackson				<input checked="" type="checkbox"/> Male	<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
Mariela Ballard				<input type="checkbox"/> Male	<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
Lynne Ballard				<input checked="" type="checkbox"/> Male	<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
Rene Kristin Johns				<input checked="" type="checkbox"/> Male	<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
Lois Lenz				<input type="checkbox"/> Male	<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
Kim Graue-Hoskin				<input checked="" type="checkbox"/> Male	<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
Anay Hoskin				<input type="checkbox"/> Male	<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



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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 Boyle				<input checked="" type="checkbox"/> Male	<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
Carlyn Wanner				<input type="checkbox"/> Male	<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
BLAIR DANKER				<input checked="" type="checkbox"/> Male	<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
Chuck Susan's				<input checked="" type="checkbox"/> Male	<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
Kim Ragozko				<input type="checkbox"/> Male	<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
Bayan Miller				<input checked="" type="checkbox"/> Male	<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
Rachel Hutton				<input type="checkbox"/> Male	<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
Judy Seelery				<input type="checkbox"/> Male	<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





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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Les & Peggy Price				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Dan Corrae				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Ursula Foster				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Lynda Brewster				<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"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kerwin & Jean Hossing				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Elaine Winegar				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Bonnie Attkins				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Doug Butten				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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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LARRY V. STAKER				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Michele Staker				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Shauna Winegar				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Kathy Russell				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Becky Hall				<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 checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Dan McElhiney				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Ann Arthur				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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
Will McBratney				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<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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MARY MARTIN				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
BRYANT FREEMAN				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
DON WINKELAR				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Kyle Babbitt + Philip Chavez				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> White	<input type="checkbox"/> Other
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> White	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input 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			
Shari Larson				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
Eric Isom				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
Deborah Ward				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Katie Teiler				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
Nancy Olson				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
John Pouch				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input 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		
Kathleen Stearns				<input type="checkbox"/> Male	<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
Bob & Linda Albano				<input checked="" 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"/> White <input type="checkbox"/> Other
Chad Barrett				<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 type="checkbox"/> White <input type="checkbox"/> Other
Ken Barrett				<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 type="checkbox"/> White <input type="checkbox"/> Other
S. DERUSSEAU				<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
Keith Esplan				<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 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



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Allison Orme				<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"/> White <input type="checkbox"/> Other
Pat Ritari				<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"/> White <input type="checkbox"/> Other
PAT RIDLEY				<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 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
				<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



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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 Lewis				<input checked="" type="checkbox"/> Male	<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
Rob Andrews				<input checked="" type="checkbox"/> Male	<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
Lex Schroeder				<input type="checkbox"/> Male	<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
Helen Trausegger				<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
Sue Castelin				<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"/> White <input type="checkbox"/> Other
Hill Kim Goodha				<input type="checkbox"/> Male	<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
Tom Hallberg				<input checked="" type="checkbox"/> Male	<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
Stacy Gernhardt				<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"/> 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		
Payton Holtom				<input checked="" type="checkbox"/> Male	<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 checked="" type="checkbox"/> Other
Debra Jensen				<input checked="" type="checkbox"/> Male	<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
Joni Barnes				<input type="checkbox"/> Male	<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
Karla Barnes				<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
Kia Barnard				<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
Doug Ward				<input checked="" type="checkbox"/> Male	<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
LaRee Ward				<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
William Hurst				<input checked="" type="checkbox"/> Male	<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





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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 Wniega				<input checked="" type="checkbox"/> Male	<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
Todd Winger				<input type="checkbox"/> Male	<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
Laurie Ard				<input checked="" type="checkbox"/> Male	<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
Bruce Ard				<input type="checkbox"/> Male	<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
Tony Berhards				<input checked="" type="checkbox"/> Male	<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
Mike Carter				<input checked="" type="checkbox"/> Male	<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
Martha Wentzel				<input type="checkbox"/> Male	<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
Tennell Kelly				<input checked="" type="checkbox"/> Male	<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



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Tim Lynsaw				<input checked="" type="checkbox"/> Male	<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
Vaz Zupson				<input type="checkbox"/> Male	<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
Andrew Wentzel				<input checked="" type="checkbox"/> Male	<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
Dan & Margie Harris				<input checked="" type="checkbox"/> Male	<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 Brington				<input checked="" type="checkbox"/> Male	<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
Janet Beer				<input type="checkbox"/> Male	<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
Tom Thurgood				<input checked="" type="checkbox"/> Male	<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
BLAIR DANCE				<input type="checkbox"/> Male	<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



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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"/> 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
Tim Hopkins				<input checked="" type="checkbox"/> Male	<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
Gayle Hopkins				<input type="checkbox"/> Male	<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
Dana Richards				<input checked="" type="checkbox"/> Male	<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
Nancy Richards				<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"/> White <input type="checkbox"/> Other
Dale Palmer				<input checked="" type="checkbox"/> Male	<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
Wendi Palmer				<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"/> White <input type="checkbox"/> Other
Greg Johnson				<input checked="" type="checkbox"/> Male	<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
Kayleen Johnson				<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"/> White <input type="checkbox"/> Other
Ken Watts				<input type="checkbox"/> Male	<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
Rick Hill				<input checked="" type="checkbox"/> Male	<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



## Appendix B | Meeting Materials and Display Boards

### Display Boards



**US-20 Ashton to SH-87 JCT Public Meeting #6**

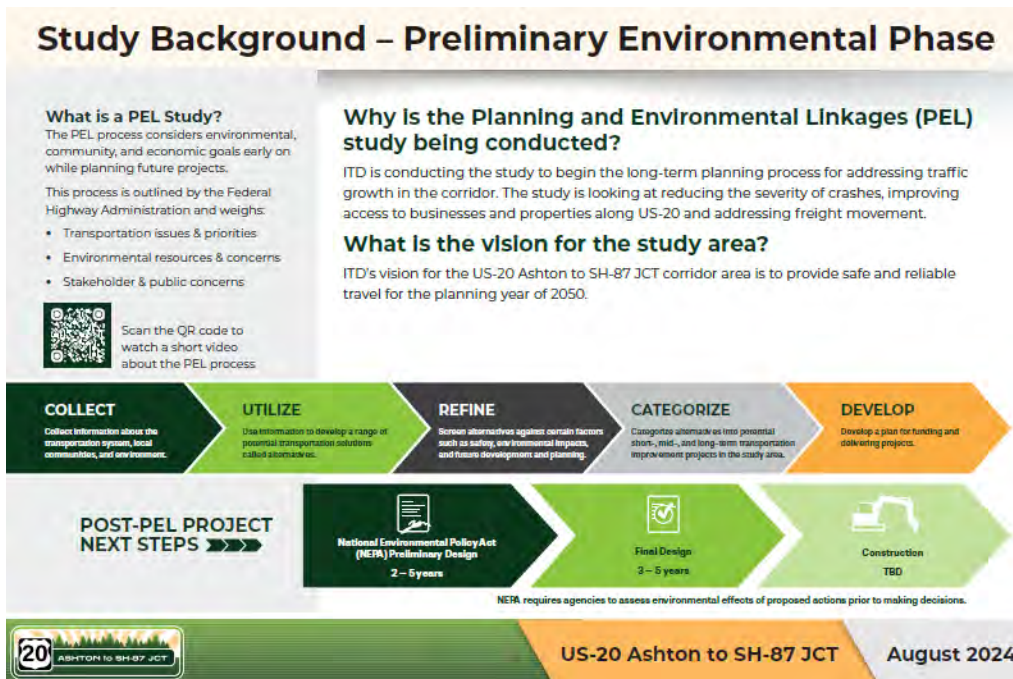
# Welcome

**Thank you for your interest in the US-20 Ashton to SH-87 JCT Planning and Environmental Linkages (PEL) study.**

**The purpose of the meeting is to provide an update on this preliminary environmental study and share the what comes next.**

**We welcome your input!**

US-20 Ashton to SH-87 JCT August 2024



## 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**  
Use information to develop a range of potential transportation solutions and/or 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 – 5 years

Final Design  
3 – 5 years

Construction  
TBD

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

US-20 Ashton to SH-87 JCT August 2024





## Project Map





## 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**

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



Use this QR code to submit your comments online.



US-20 Ashton to SH-87 JCT

August 2024

## 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.

### LEVEL 1 EVALUATION

Develop initial range of concepts and screen based on ability to meet the purpose and need and fatal flaws.

Purpose & Need

### LEVEL 2 EVALUATION

Develop alternatives and compare alternatives to each other.

Project Goals

### LEVEL 3 EVALUATION

Group alternatives into logical scenarios and compare scenarios.

Recommend alternatives for future NEPA study.

FUTURE NEPA STUDY



US-20 Ashton to SH-87 JCT

August 2024

## 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.



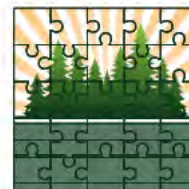
### LEVEL 1

Concepts/ideas



### LEVEL 2

Further developed and combined concepts/ideas into alternatives



### LEVEL 3

Recommended alternatives



US-20 Ashton to SH-87 JCT

August 2024

## 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.



US-20 Ashton to SH-87 JCT

August 2024



## 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     |   |



US-20 Ashton to SH-87 JCT


August 2024

## 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.



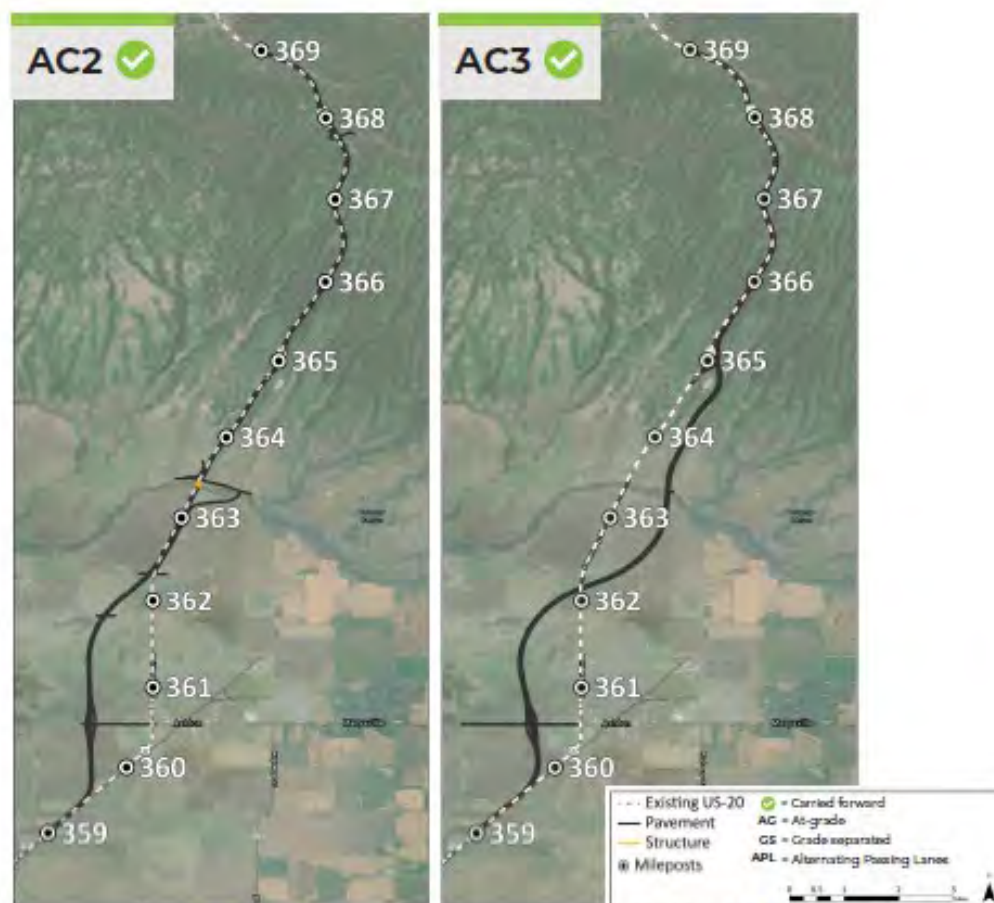
US-20 Ashton to SH-87 JCT

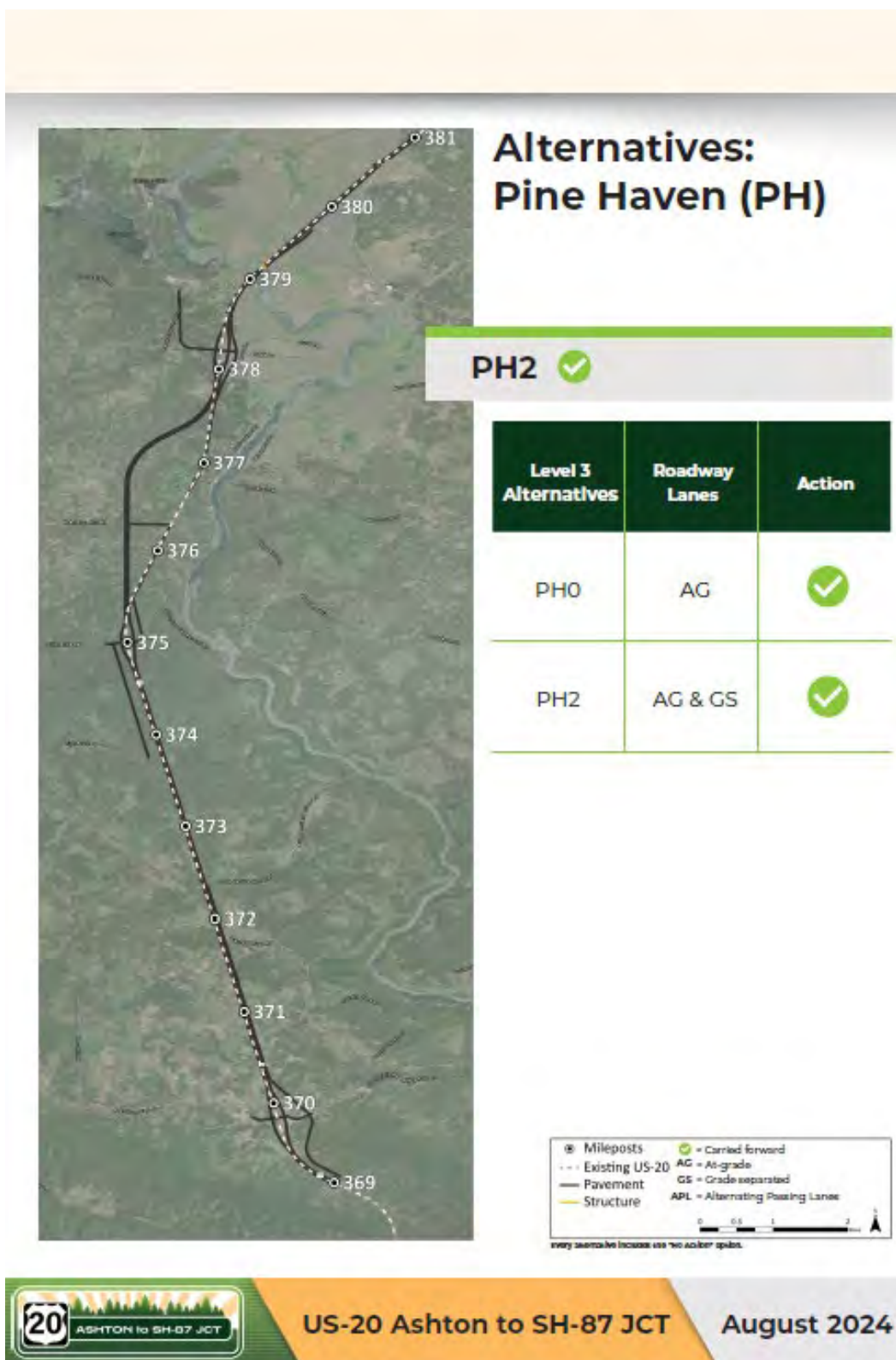
August 2024



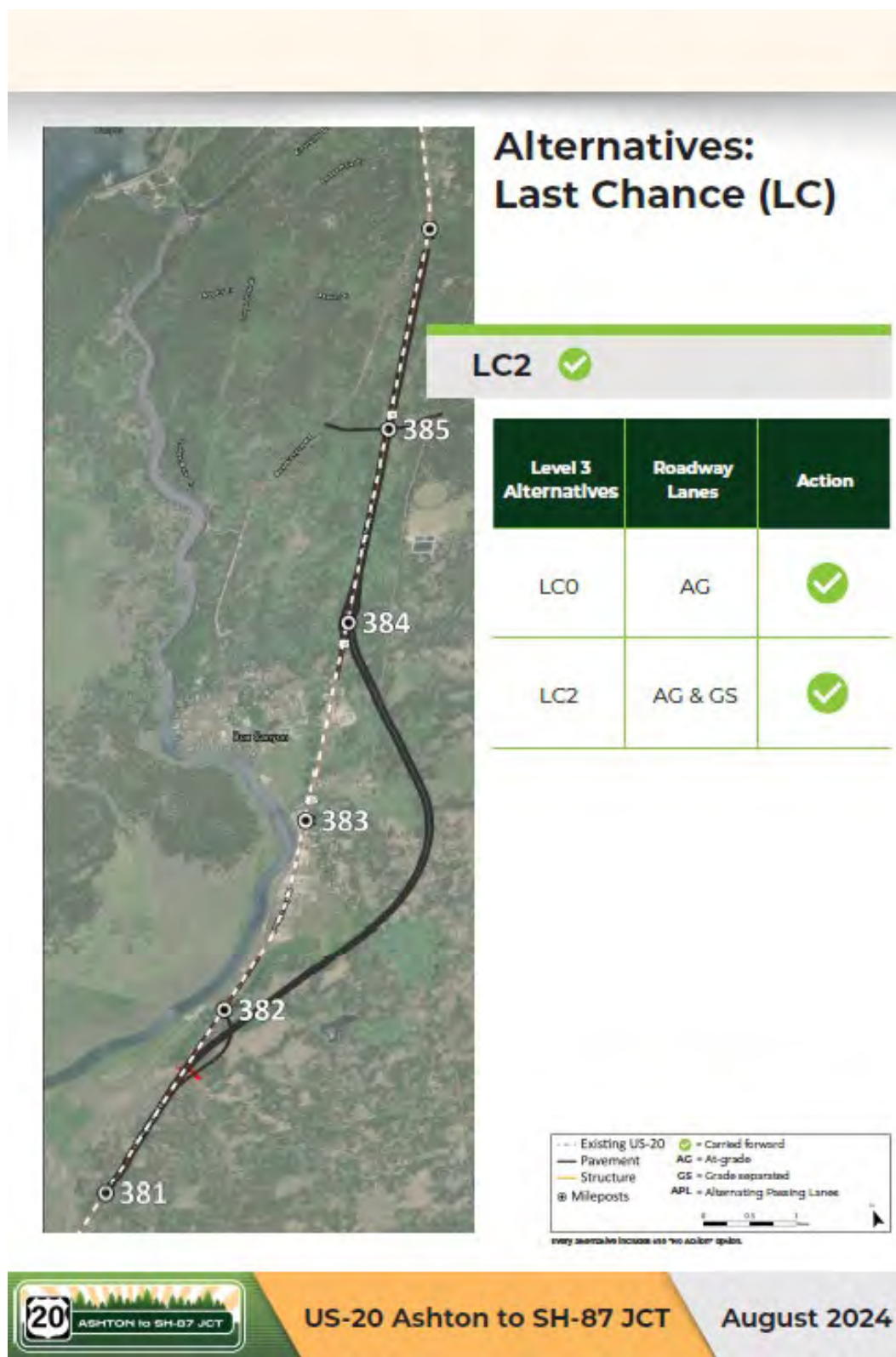
## Alternatives: Ashton to Caldera Rim (AC)

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

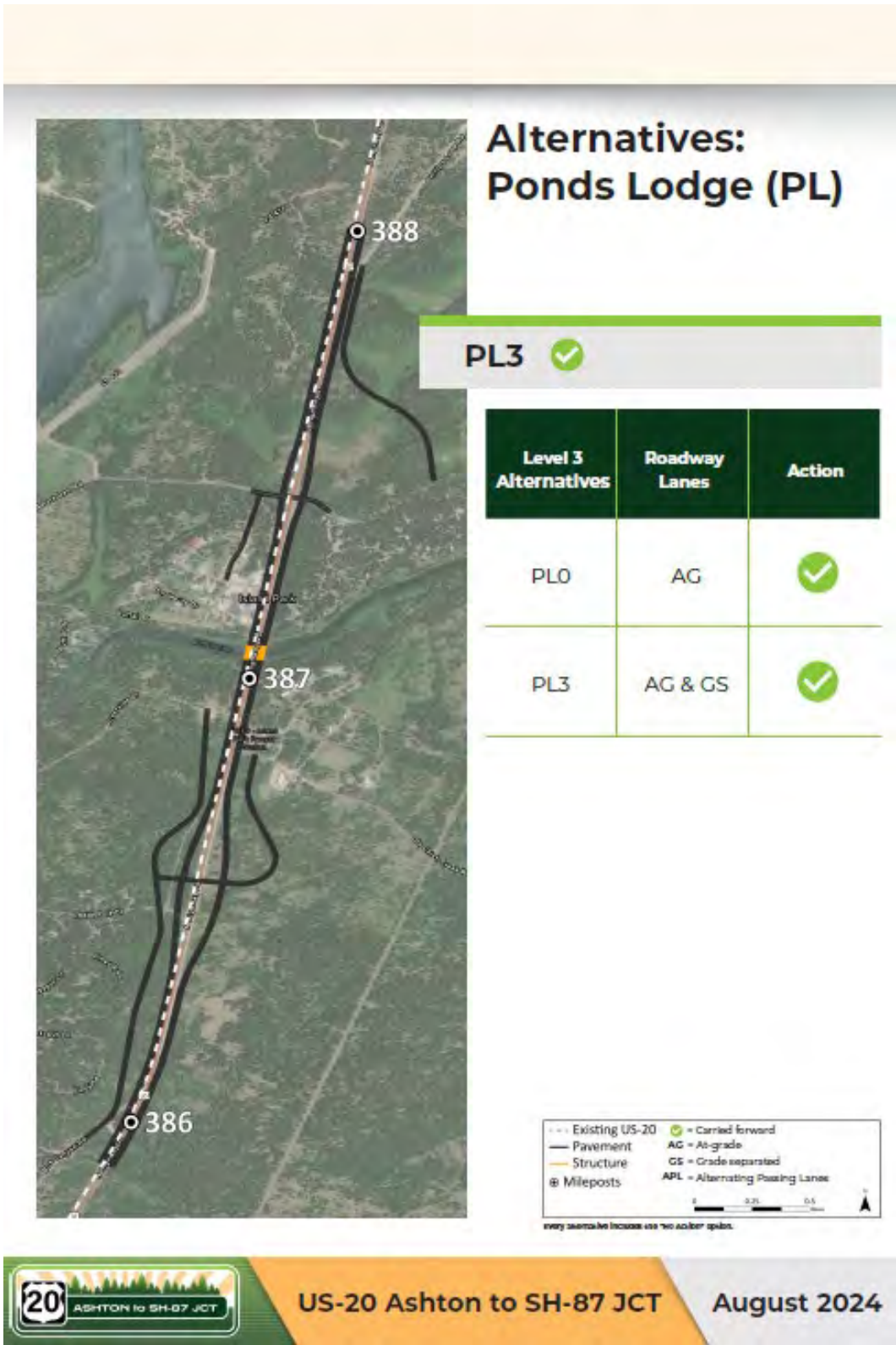










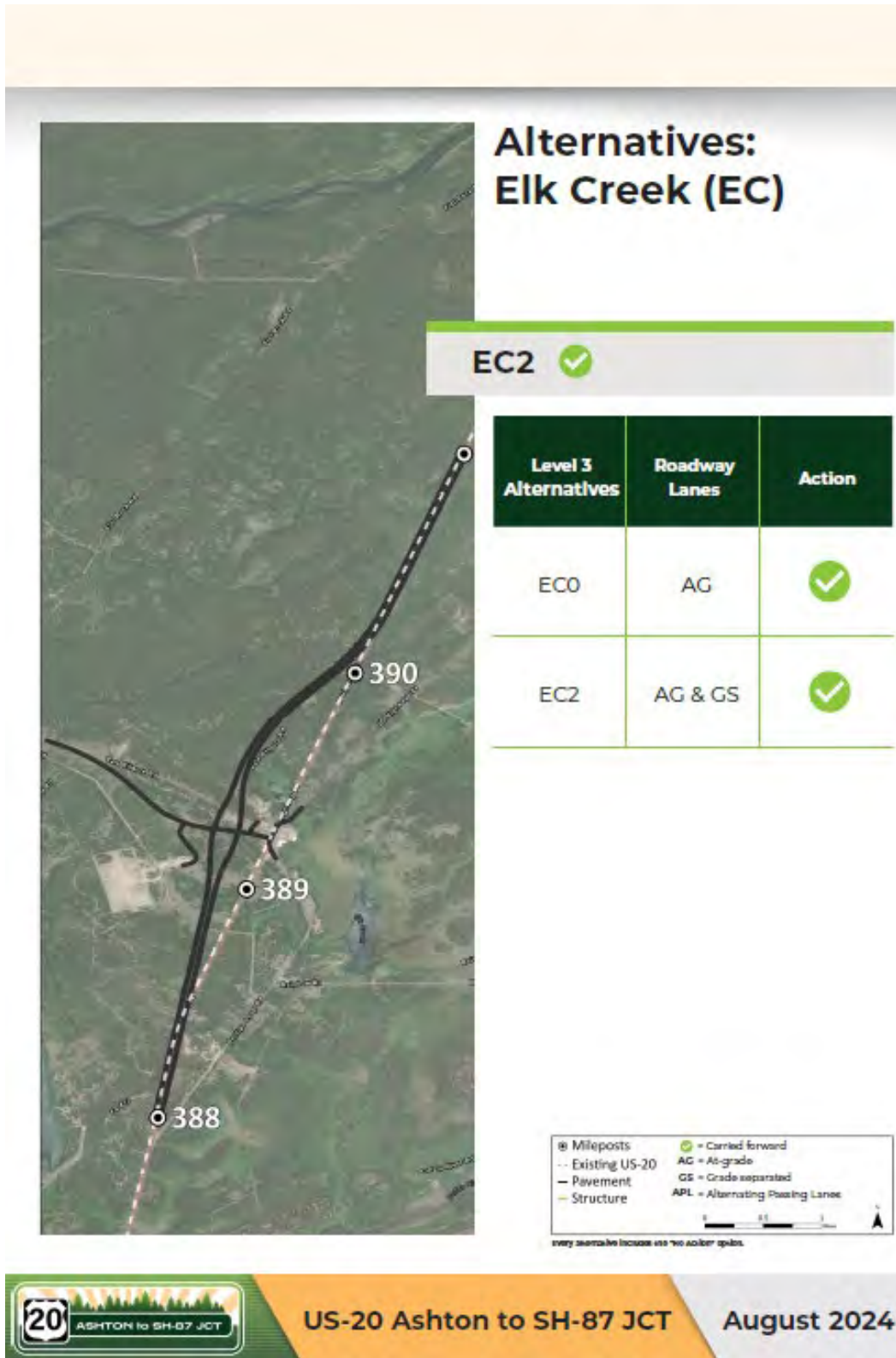


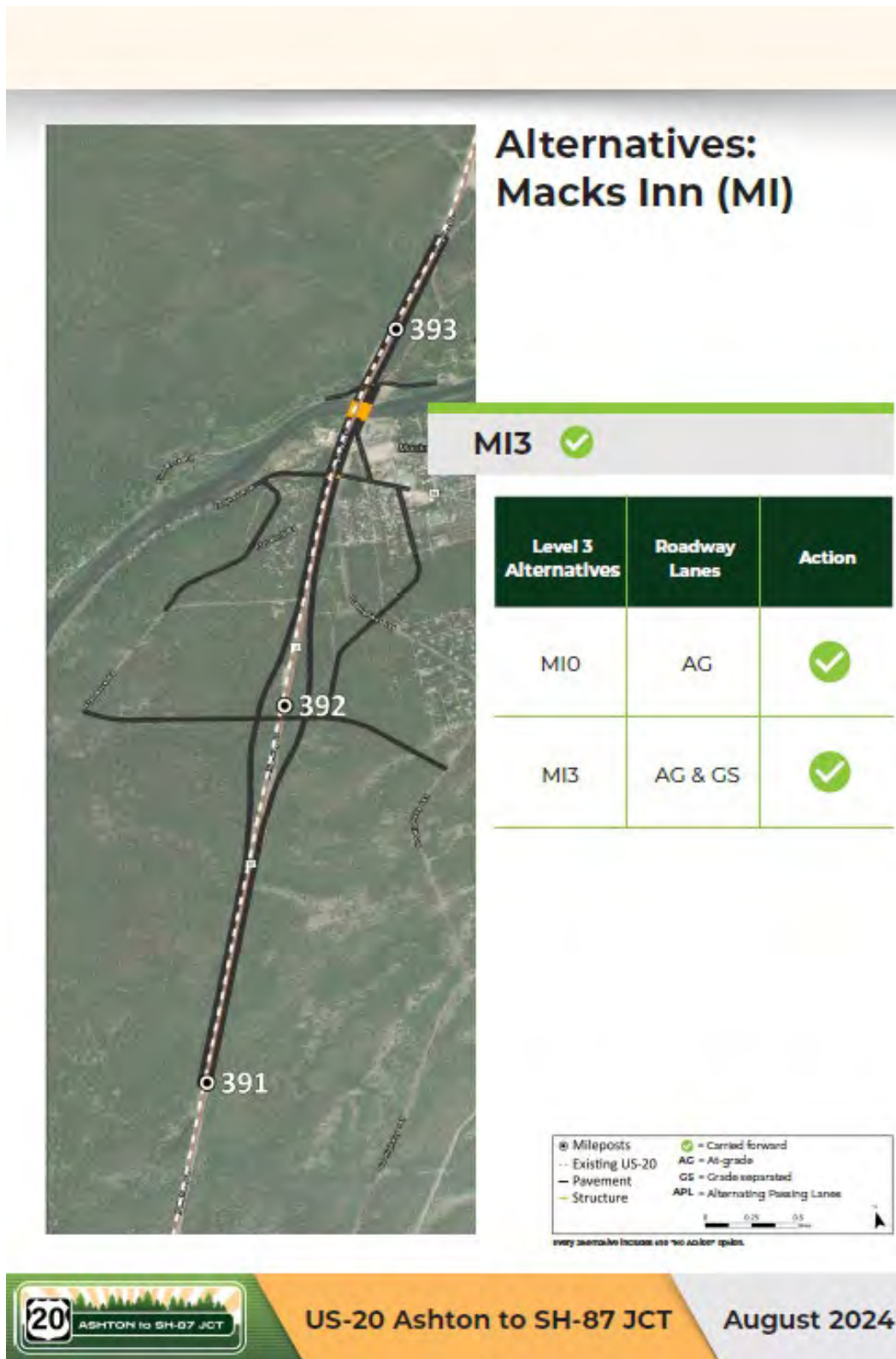
20

ASHTON to SH-87 JCT

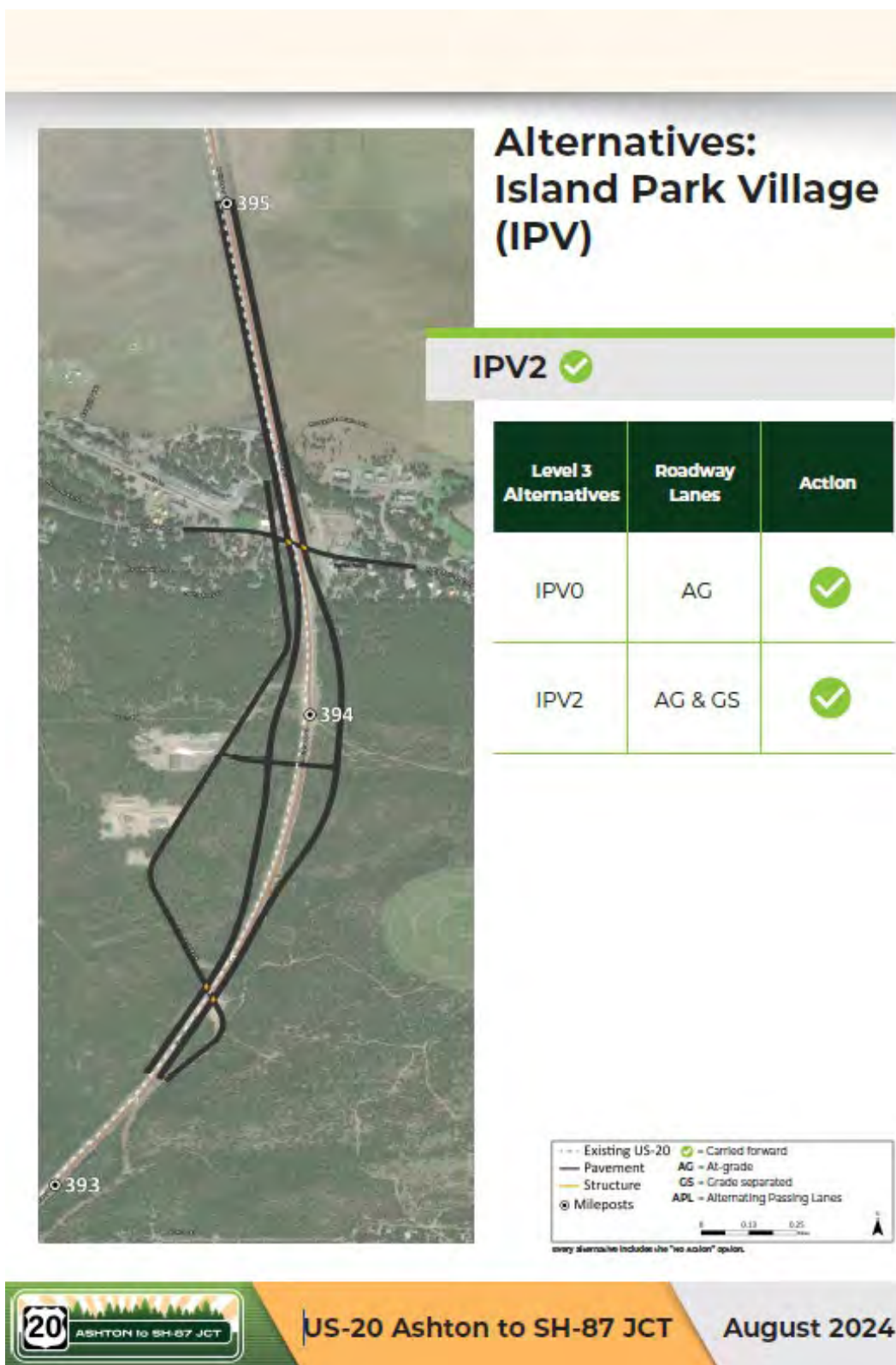
US-20 Ashton to SH-87 JCT

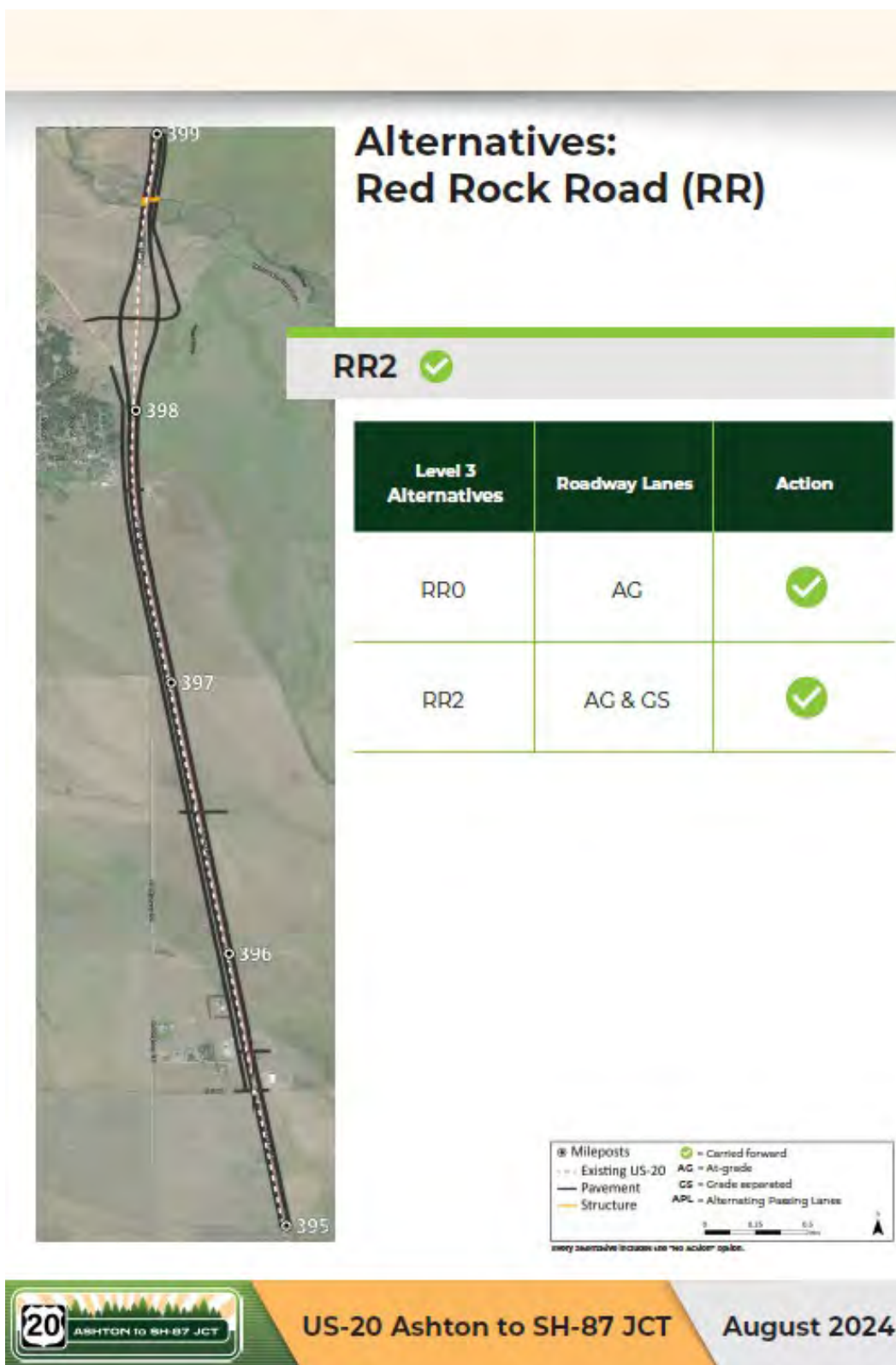
August 2024















# 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.

63% of existing road currently has passing lanes or two way left turn lanes.

37% of existing road currently has passing lanes or two way left turn lanes.

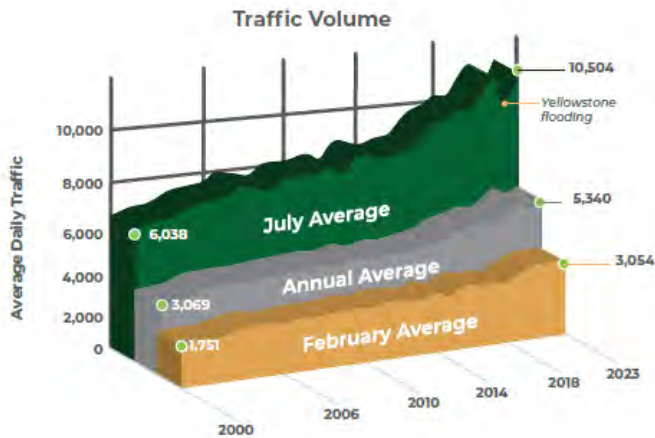
## Legend

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





## 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)

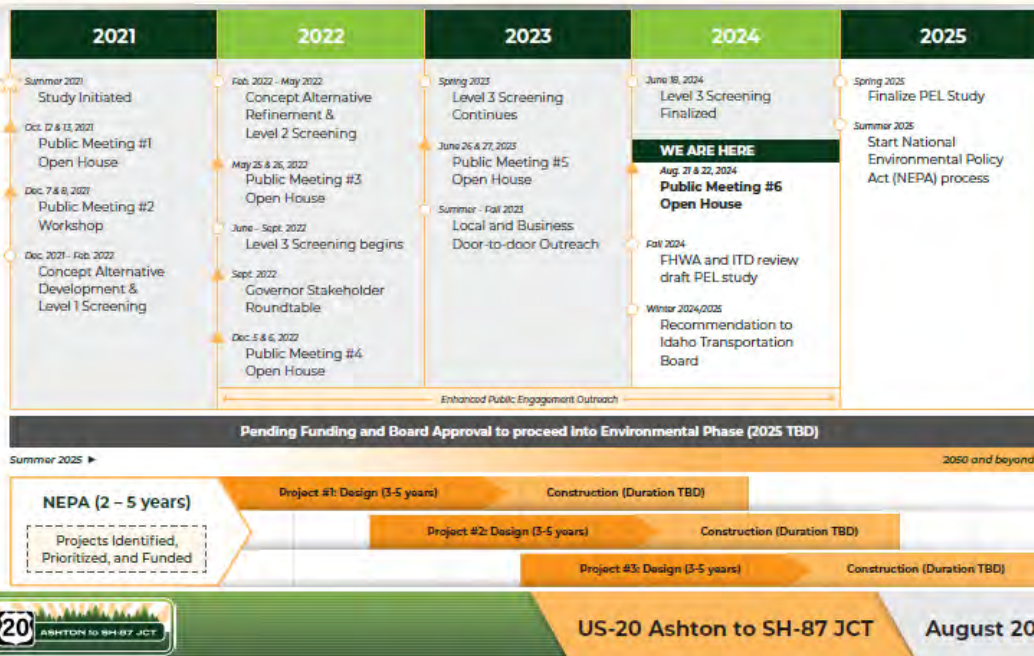
## Multi-Use Crossing

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







## 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](mailto:comments@us20ashtonto87.com)
-  Submit a **comment form** on the project website:  
[itdprojects.idaho.gov/pages/us-20-ashton-to-sh-87-jct](http://itdprojects.idaho.gov/pages/us-20-ashton-to-sh-87-jct)

**Comments are due by September 5, 2024**



## 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.

### 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



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

### 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

### 2050

## 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



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





## 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

*Att: Todd SHERWOOD*



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 SMITH

Address: [REDACTED]

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](mailto:comments@us20ashtonto87.com)

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

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



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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: Kim Ragotzkie  
Address: [REDACTED]  
City: [REDACTED] State: [REDACTED] ZIP: [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](mailto: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. big game, grizzly bear) movement will be accommodated at key wildlife crossing areas.
- over →

- continue comments on side 2-



Preferred Alternatives:

ACØ or AC2, not AC3

PHØ or 2

LCØ or 2

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

EK & M1 - either alternative

~~VV3~~

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



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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 Scafe



LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 3, 2024 TO:

ITD District 6  
ATTN: Gregg Bowman  
206 North Yellowstone Highway  
Rigby, ID 83442-0097  
[comments@us20ashtonto87.com](mailto: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 ~~with~~ 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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Public Meeting  
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: *Judy Sealey*

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](mailto:comments@us20ashtonto87.com)

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

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

- continue comments on side 2-



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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: Rena Litton

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](mailto:comments@us20ashtonto87.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 by-passing  
Ashton

- continue comments on side 2-





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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:

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](mailto:comments@us20ashtonto87.com)

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

*! AC3 would impact Grandview Estate in a negative manner.*

*— 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's 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 <sup>RT.</sup> 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-*

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 ~~proposal~~  
 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!

don't  
 We support AC1 or 4 lane highway!  
 This would ~~impact~~ impact our future use  
 of Island Park & W. Yellowstone (if they  
 then turn it into a National Monument!





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

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_  
Phone \_\_\_\_\_

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

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

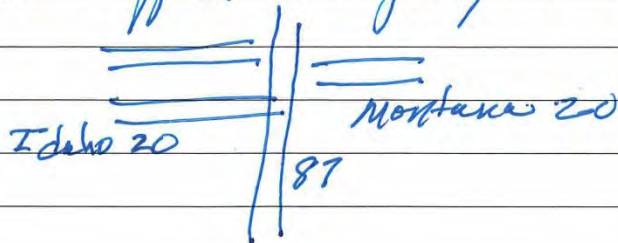
Please share any suggestions/comments you have about the project.

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

- continue comments on side 2-

8. Prohibit tractor trailers from using Hwy 20  
Too dangerous

9. What happens when you get to 87?







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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: Toni Garz

Address City State ZIP:

[Redacted Address]

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](mailto:comments@us20ashtonto87.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-

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 ~~thru~~<sup>around</sup> 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





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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: Kelly Grover-Haslin



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ITD District 6  
ATTN: Gregg Bowman  
206 North Yellowstone Highway  
Rigby, ID 83442-0097  
[comments@us20ashtonto87.com](mailto: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 US20 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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Ashton, Idaho 83429

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

JIM HOBBS



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](mailto:comments@us20ashtonto87.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. Intersection, major turn-offs are for sure a huge issue. Alternatives →

- continue comments on side 2-



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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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: James Fabanick & Correne Fabanick

Address: [REDACTED] City: [REDACTED] State: [REDACTED] ZIP: [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](mailto:comments@us20ashtonto87.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 owner's property when there is  
an existing cattle road that won't reduce just "1" home  
owner's property values. As a matter of fact it won't  
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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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:



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](mailto:comments@us20ashtonto87.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. ~~I live~~ 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 <sup>Cars</sup> people would pass is on a blind hill  
over a ditch and again not wide enough  
for <sup>Cars or Trucks</sup> people to pass.

- continue comments on side 2-



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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: Ronald Johns

Address: 

Email:

Phone:

LEAVE COMMENTS, IVAIL OR EMAIL BY SEPTEMBER 3, 2024 TO:

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



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](mailto: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 <sup>beneficial</sup> 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-

## 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:

Loy Schroeder

Address - City/State/ZIP:



ITD District 6

ATTN: Gregg Bowman

206 North Yellowstone Highway

Rigby, ID 83442-0097

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

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

① Please, reduce speed limit to 55 mph/  
45 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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Name:

ALLISON DRAE GIACOLETTO



LEAVE COMMENTS, IVAIL OR EMAIL BY SEPTEMBER 3, 2024 TO:

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

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

The over-all objective needs to be reconsidered. It should be:  
Divert 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,  
~~not a stop~~ 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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Name: Ann 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@us20ashtonto87.com](mailto:comments@us20ashtonto87.com)

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

Tam MANTONET (call first) JARED MINGO  
BOB HOFF  
EAA - Experimental Aircraft } VV3  
RAILSTRIP  
RALPH & CONNIE KINCHLOW

US-20 - should be a no passing zone and slow down  
in front of Bighorn Estates.  
turn lanes and slow down would be good as well

- continue comments on side 2-





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Name: Chad Barrett



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206 North Yellowstone Highway  
Rigby, ID 83442-0097  
[comments@us20ashtonto87.com](mailto:comments@us20ashtonto87.com)

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

I am a current part time 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 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 the 20 →  
an  
→

- continue comments on side 2-

the trucks are going in excess of 65 mph  
 coming out the flats. This crossing at  
 N Big Springs loop & Sawtelle is more dangerous  
 than Elk Creek. Study Hwy 93 through Wickburg  
 Arizona. This Highway is one of the not the  
 busiest thoroughfares in the country where it  
 connects Las Vegas + Phoenix. In Wickburg 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 Main Street  
 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  
 Island Park not only safe but keeping the  
 identity that is our Small Mountain town.  
 Thank you  
 Chad Bennett





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Name: HILL COEDHART

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ATTN: Gregg Bowman  
206 North Yellowstone Highway  
Rigby, ID 83442-0097  
[comments@us20ashtonto87.com](mailto:comments@us20ashtonto87.com)

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

- 1) IT WILL BE BLOCKING ACCESS ON 1200 N TO 20 HIGHWAY & HAVING TO TAKE ALTERNATE ROUTE.
  - 2) BEING ABLE TO GET SNOW 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-

5) MAKE TURNING LANE LIKE  
IN ISLAND PARK INSTEAD  
OF 1/2 LANE TO ALLOW TRAFFIC  
TO STILL GO BY + ALLOWING  
PEOPLE TO SAFELY TURN.





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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: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

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

*Thank you for sharing the new alternatives (recommend ones) 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-

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~~ 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~~ We 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 ~~can~~ any other needs on this project.





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

Name: Hia Bernard

Address: 

Email: 

Phone: 

LEAVE COMMENT

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

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

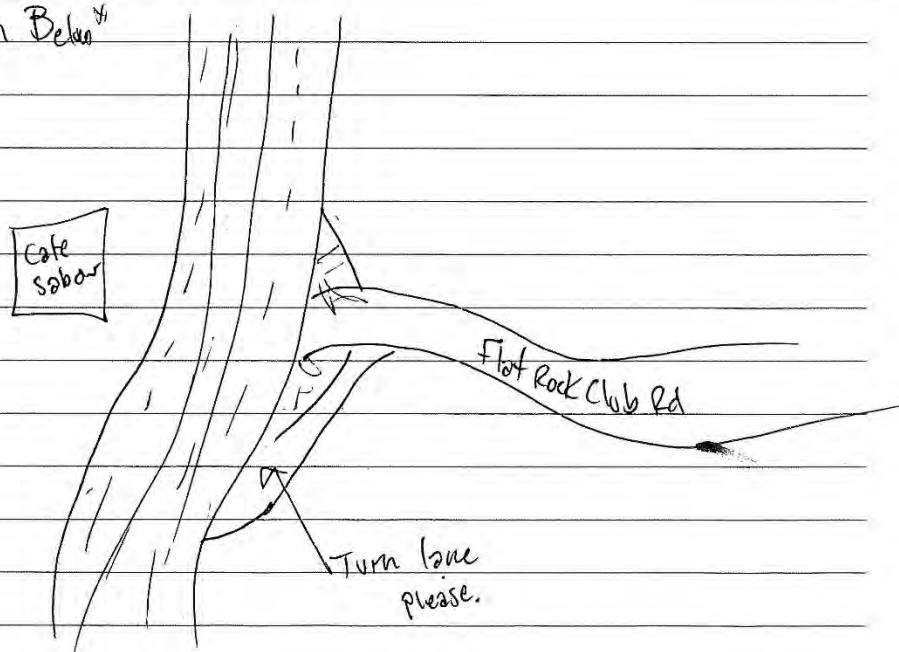
I understand you cannot prevent growth, however that being said...  
ISP currently has issues patrolling their own road (us 20) now. If  
the square footage of US-20 is doubled, what is the plan for  
maintaining and patrolling? I only see county cops, seldom ISP.  
We can't patrol and keep a 2 lane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

~~NA~~ IMPORTANT

Please have/install off ramps/turn lanes for neighborhoods Southbound, across from Cafe-Sabar. Turn off lane for Flat Rock Club Road. I almost got meorended 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 written on this page to be reviewed by IDOT

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

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

My main concern is Speeding!  
A timeline 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 45MPH 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-

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





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Name:

Address:

Email:

Phone:

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

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

- continue comments on side 2-



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

Name: Dan ward

Address - City, State, ZIP:



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

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

Making 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:

LaRee Ward

Address City State ZIP



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[comments@us20ashtonto87.com](mailto:comments@us20ashtonto87.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 email or cell number, by 8:00 p.m.

ITD District 6  
ATTN: Gregg Bowman  
206 North Yellowstone Highway  
Rigby, ID 83442-0097  
[comments@us20ashtonto87.com](mailto:comments@us20ashtonto87.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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Name: LARRY & MICHELE STAKER

Address - City, State, ZIP:

Email:

Phone:

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206 North Yellowstone Highway  
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[comments@us20ashtonto87.com](mailto: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 ~~W~~ and Red Rock Road
- 2) We need the state or county to fill permanently the huge 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 misinterpreted as cars are coming from West Yellowstone and pass this junction

- continue comments on side 2-

Thank you



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Name: Dave Richards

Address - City, State, ZIP:

Email:

Phone:

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

My suggestion would look at leaving the new road to follow  
The Old Rail Road 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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Name: Ursula Porter

Address - City, State, ZIP:

Email:

Phone:

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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 <sup>ATV's</sup> Please, I  
have observed so many near crashes with  
children - people in sandals, ATV's & Children <sup>etc</sup>  
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 <sup>comes</sup> over,  
the incline - he cannot be seen by the driver

- continue comments on side 2-



Making the L turn onto Hwy 20 from No 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 <sup>any</sup> 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 enormous. Also 2 ATV businesses - omg! we are desperate for a signal.

Musula Porter

Cost of a signal vs. cost of a fatality!

Elk Creek cost of signal (2 mil)



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Becky Hall

Name:



Phone:

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

The proposed new Road goes closer to Pinehaven +  
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 Rds cross-crossing animal  
routes - This looks very dangerous  
for wildlife  
Add permanent "weigh station"

- continue comments on side 2-





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Bonnie Artshuld

Name:

[Redacted Address]

Phone:

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

Pinehaven section

Propose <sup>new</sup> highway comes too close to Pinehaven  
Prefer the Swan Lake bypass continues north and avoids  
the Pinehaven community

Wildlife over/underpasses + 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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Name: Kathy Russey  
Address: [REDACTED]  
Email: [REDACTED]  
Phone: [REDACTED]

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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-



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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*Martha Wentzel*

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

Name:



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

- ① MP 387 Buffalo River - <sup>self designated</sup> Rec area. <sup>currently</sup> No protection from traffic for parked cars, boats, rafters, pedestrians. It's a "take-out" spot from floating Buffalo River.
- ② Affects Buffalo Campground?
- ③ At grade turn offs: Still not safe with ATV's + 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 fishermen at Osbourne Bridge crossing Hwy 20.

-OVER-

- continue comments on side 2-

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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Address - City, State, ZIP:

Email:

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

RR Rd. - No AT-GRADE INT. / FATALITY  
USE ON/OFF RAMP  
Multi-Use Xing - ATVs / Snowmobiles cross  
Prioritize!! in front of 70mph 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-



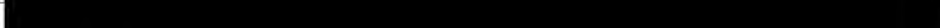


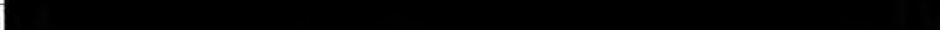
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5 p.m. – 7 p.m.

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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](mailto: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 <sup>least</sup> 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 of US-20  
and has an LOS of "C". Both roads are  
similar super-2's. - continue comments on side 2

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 - thats  
Better than a lig 4/

Lynda Brumgh



## 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.





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.

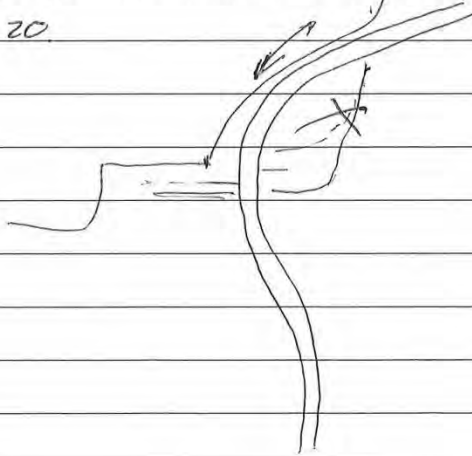
Name: DEAN WINEGAR  
Address: [REDACTED]  
Email: [REDACTED]  
Phone: [REDACTED]

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](mailto:comments@us20ashtonto87.com)

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

87 SOUTH (V) VALLEY VIEW SHOULD NOT GO OVER/UNDER  
HIGHWAY 20 BUT PARALLEL TO THE WEST OF PROPOSED  
S/O 20.



- continue comments on side 2-



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: Ann Anthony

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](mailto: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 it 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-



US 20 Ashton to SH-87 JCT  
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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:

WILL McBRIDE

Address: City State ZIP

Email:

Phone:

LEAVE COMMENTS, IVIAT OR EMAIL BY SEPTEMBER 3, 2024 TO:

ITD District 6  
ATTN: Gregg Bowman  
206 North Yellowstone Highway  
Rigby, ID 83442-0097  
[comments@us20ashtonto87.com](mailto: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 KILGORE RD TO PHILIP LOOP ROAD
2. NEED A TRAFFIC LIGHT AT N. BIG SPRINGS RD
3. NEED PASSING LANE AND 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 LOWED 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-





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: 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](mailto: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  
~~was~~ riding along Hwy. 20 —  
Will there be any wildlife crossings  
needed w/ this plan or considered? ✓  
Thank you!

- continue comments on side 2-

### Online Meeting Comments

Submission Date	Comments or suggestions	First Name	Last Name
Sep 5, 2024	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.	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

Submission Date	Comments or suggestions	First Name	Last Name
	<p>meeting, the TRCP:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.”</li> <li>• 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.</li> </ul> <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"> <li>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.</li> <li>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.</li> <li>3. Identify and pursue relevant federal highway money to build wildlife crossings.</li> <li>4. Identify to the public how and where you intend to use IDFG data to inform your decisions about reducing accidents on the highway.</li> </ol>		



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 tht 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	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.	Bruce	Olenick
Sep 4, 2024	Please consider preserving as much farmland as possible. Of the two routes, one will devastate a current farm. Kim Grover-Haskin	Kim	Grover-Haskin
Sep 4, 2024	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.	Jasmine	Cutts
Sep 4, 2024	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.	Sherry	Cole
Sep 4, 2024	The area population has already said "No" The 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.  Stop this craziness of ruining Idaho and selling out to the influence of money	Diana	Nielson
Sep 4, 2024	I am still not seeing any options for lights or roundabouts, combined with reducing speed along the corridor of Hwy-20 through Island Park.  Providing signaled lights or a roundabout at each of these intersections is the least impactful evironmentally, and	Katie	Bennett



Submission Date	Comments or suggestions	First Name	Last Name
	<p>provides more safety for drivers. There have many 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 Herriman, 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. 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.  <a href="https://youtu.be/jrnfxLmbza0">https://youtu.be/jrnfxLmbza0</a></p>		
Sep 3, 2024	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.	Jeff	Selfa
Sep 3, 2024	Improvements need to include overall integration on US-20 into the separated, non-motorized transportation network. This includes but goes beyond improved crossings. 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.	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	<p>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.</p>	Annette	Hanson
Aug 27, 2024	<p>I am opposed to the expansion of HWY 20. The result will be material increase in semi-trucks traffic, which contributes to the vast majority of killed wildlife.</p>	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
	do on this part of the plan. EC - Elk Creek: Access to the Yale-Kilgore road, Phillips Loop and Rainbow roads needs to be maintained.		
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 all 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	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.	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	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.	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 &amp; Hwy 20), 2. Mack's Inn area (So Big Springs Loop &amp; Hwy 20), 3. Henry's Lake Flats (Red Rock Road &amp; 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

## 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

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



**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

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  

**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  

**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 

- Les Fadness**  
They're going to be very animated meetings. 🙄  
7w Like Reply 2
- 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 ITD?  
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

-  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 like vand 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



## 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 at 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.
- Post 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.

#### COLLECT

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

#### UTILIZE

Use information 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 – 5 years



Final Design  
3 – 5 years



Construction  
TBD

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

## 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





## 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.

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.



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



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

### Ashton to Caldera Rim (AC)

AC2

AC3

Click image to enlarge

Ashton to Caldera Rim (AC)			
At-grade (AG), Grade separated (GS), Alternating Passing Lanes (APL)			
Level 3 Alternatives	Roadway Lanes	Action	Reasons
AC0	AG	Carried Forward	<ul style="list-style-type: none"> <li>No Action always advances.</li> </ul>
AC2	AG & GS	Carried Forward	<ul style="list-style-type: none"> <li>Meets Purpose and Need.</li> <li>Less impactful, uses more of the existing US-20 alignment.</li> <li>Fewer impacts to subdivision to the east.</li> <li>Smaller bridge in new location.</li> <li>Current US-20 bridge likely needs to be replaced.</li> <li>Similar construction impacts.</li> <li>Limited access to/from US-20 to north Ashton.</li> </ul> <p><b>Additional Items to Consider:</b></p> <ul style="list-style-type: none"> <li>Access to north Ashton needs to be considered, such as half interchanges.</li> <li>Not enough data to determine the least environmentally damaging practicable alternative (LEDPA) - wetlands may narrow down which one to move forward.</li> <li>Modify to avoid conservation easement.</li> <li>Consider adding deceleration lane on Ashton Hill in the SB direction.</li> </ul>
AC3	AG & GS	Carried Forward	<ul style="list-style-type: none"> <li>Meets Purpose and Need.</li> <li>More impactful, uses less of the existing US-20 alignment.</li> <li>Two roadway barriers instead of one for deer crossing.</li> <li>More impacts to subdivision to the east.</li> <li>Larger bridge in new location.</li> <li>Current US-20 bridge does not need to be replaced.</li> <li>Similar construction impacts.</li> <li>Better access to/from US-20 for north Ashton (existing US-20 used as access road).</li> </ul> <p><b>Additional Items to Consider:</b></p> <ul style="list-style-type: none"> <li>Access to north Ashton needs to be considered, such as half interchanges.</li> <li>Not enough data to determine LEDPA - wetlands may narrow down which one to move forward.</li> <li>Modify to avoid conservation easements.</li> <li>Consider adding deceleration lane on Ashton Hill in the SB direction.</li> </ul>

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



Mileposts

Existing US-20

Pavement

Structure

Carried forward

AG = At-grade

GS = Grade separated

APL = Alternating Passing Lanes

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

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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

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

Existing US-20

Pavement

Structure

Mileposts

Carried forward

AG = At-grade

GS = Grade separated

APL = Alternating Passing Lanes

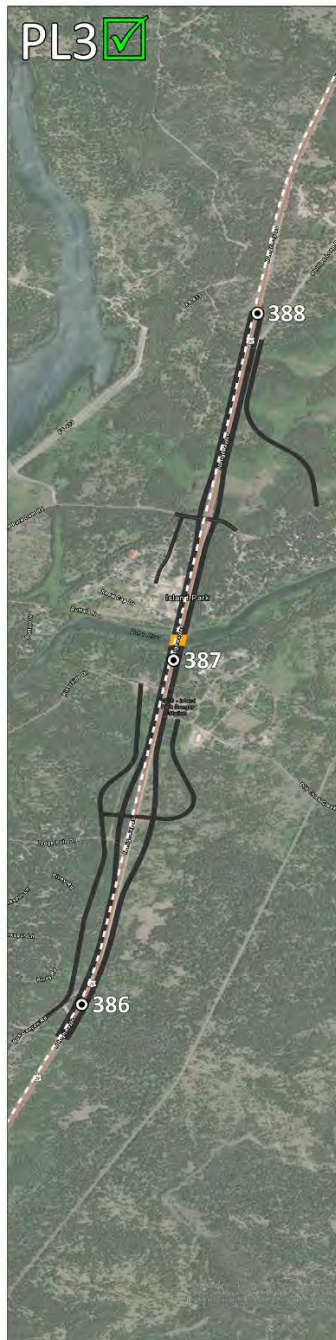
0 0.5 1 Miles



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

### Pond's Lodge (PL)

✓ PL3

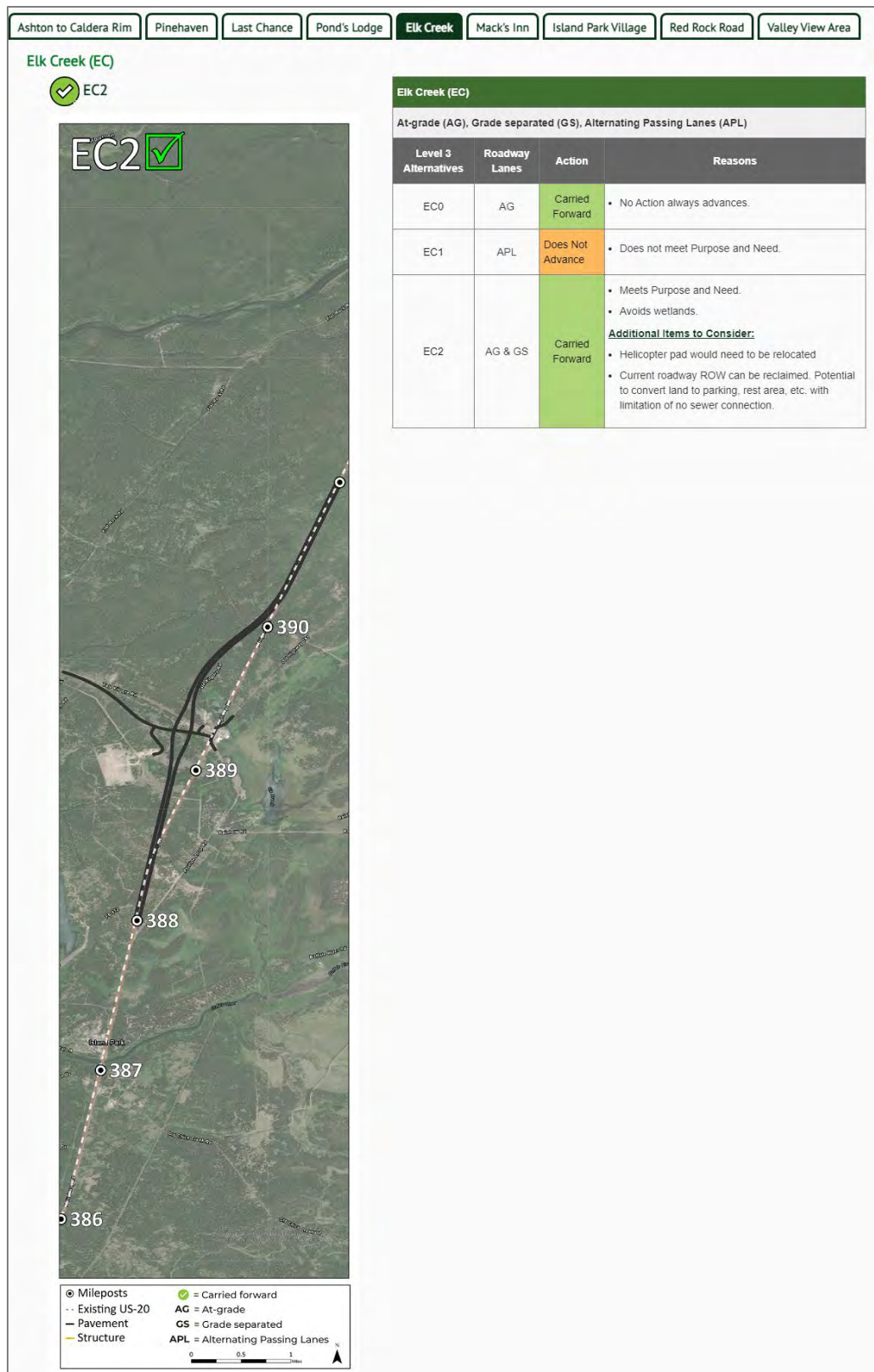


--- Existing US-20  
 — Pavement  
 — Structure  
 ● Mileposts

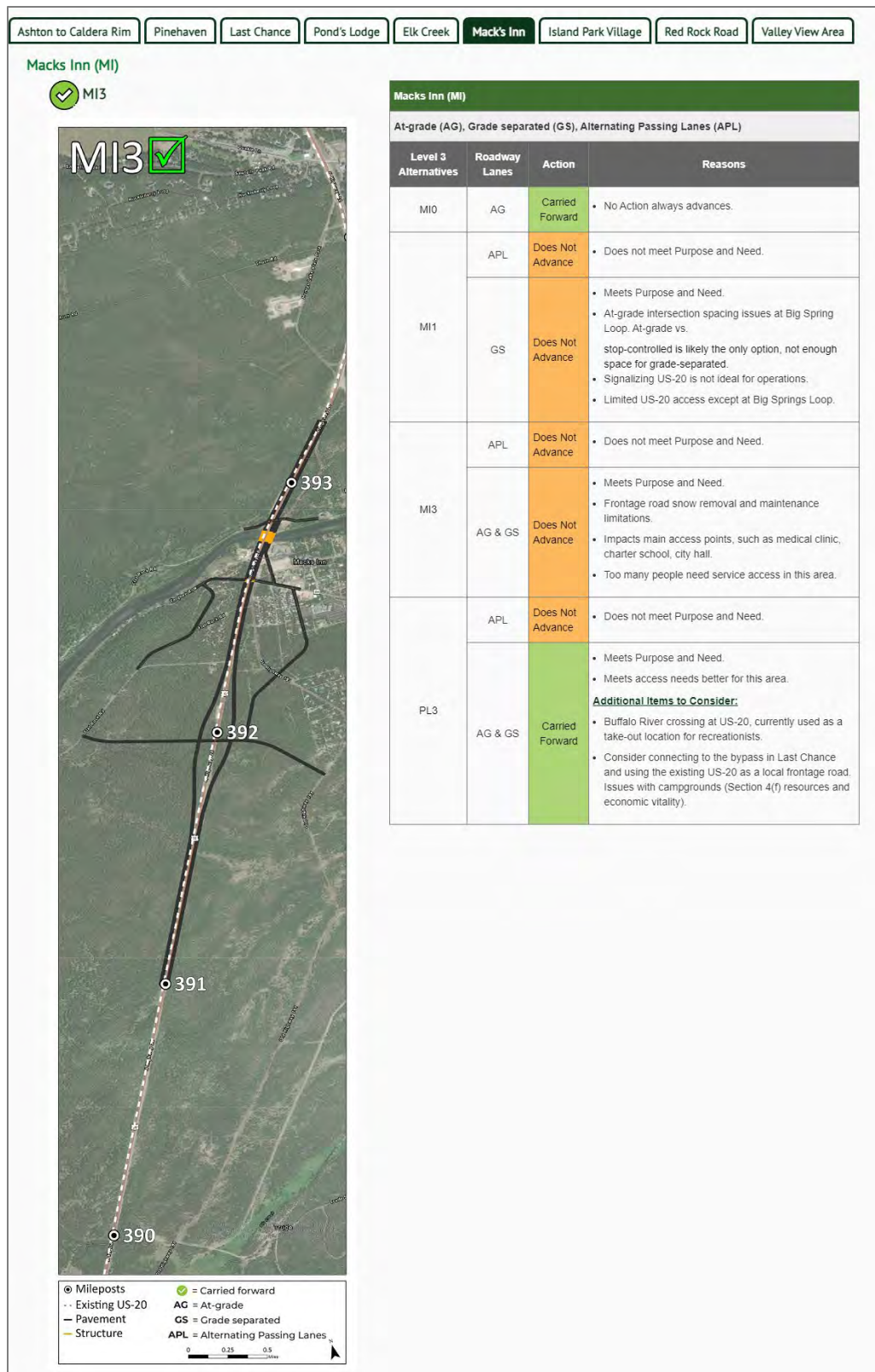
✓ = Carried forward  
 AG = At-grade  
 GS = Grade separated  
 APL = Alternating Passing Lanes

0 0.25 0.5 Miles

Pond's 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"> <li>No Action always advances.</li> </ul>
PL1	APL	Does Not Advance	<ul style="list-style-type: none"> <li>Does not meet Purpose and Need.</li> </ul>
	AG	Does Not Advance	<ul style="list-style-type: none"> <li>Does not offer long-term viability to address safety issues.</li> <li>Frontage road snow removal and maintenance limitations.</li> <li>No real refuge for vehicles, without a wider footprint and more impacts.</li> </ul>
PL2	APL	Does Not Advance	<ul style="list-style-type: none"> <li>Does not meet Purpose and Need.</li> </ul>
	AG & GS	Does Not Advance	<ul style="list-style-type: none"> <li>Meets Purpose and Need.</li> <li>Frontage road snow removal and maintenance limitations.</li> <li>Impacts main access points, such as medical clinic, charter school, city hall.</li> <li>Too many people need service access in this area.</li> </ul>
PL3	APL	Does Not Advance	<ul style="list-style-type: none"> <li>Does not meet Purpose and Need.</li> </ul>
	AG & GS	Carried Forward	<ul style="list-style-type: none"> <li>Meets Purpose and Need.</li> <li>Meets access needs better for this area.</li> </ul> <p><b>Additional Items to Consider:</b></p> <ul style="list-style-type: none"> <li>Buffalo River crossing at US-20, currently used as a take-out location for recreationists.</li> <li>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).</li> </ul>









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)

✓

IPV2

IPV2

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

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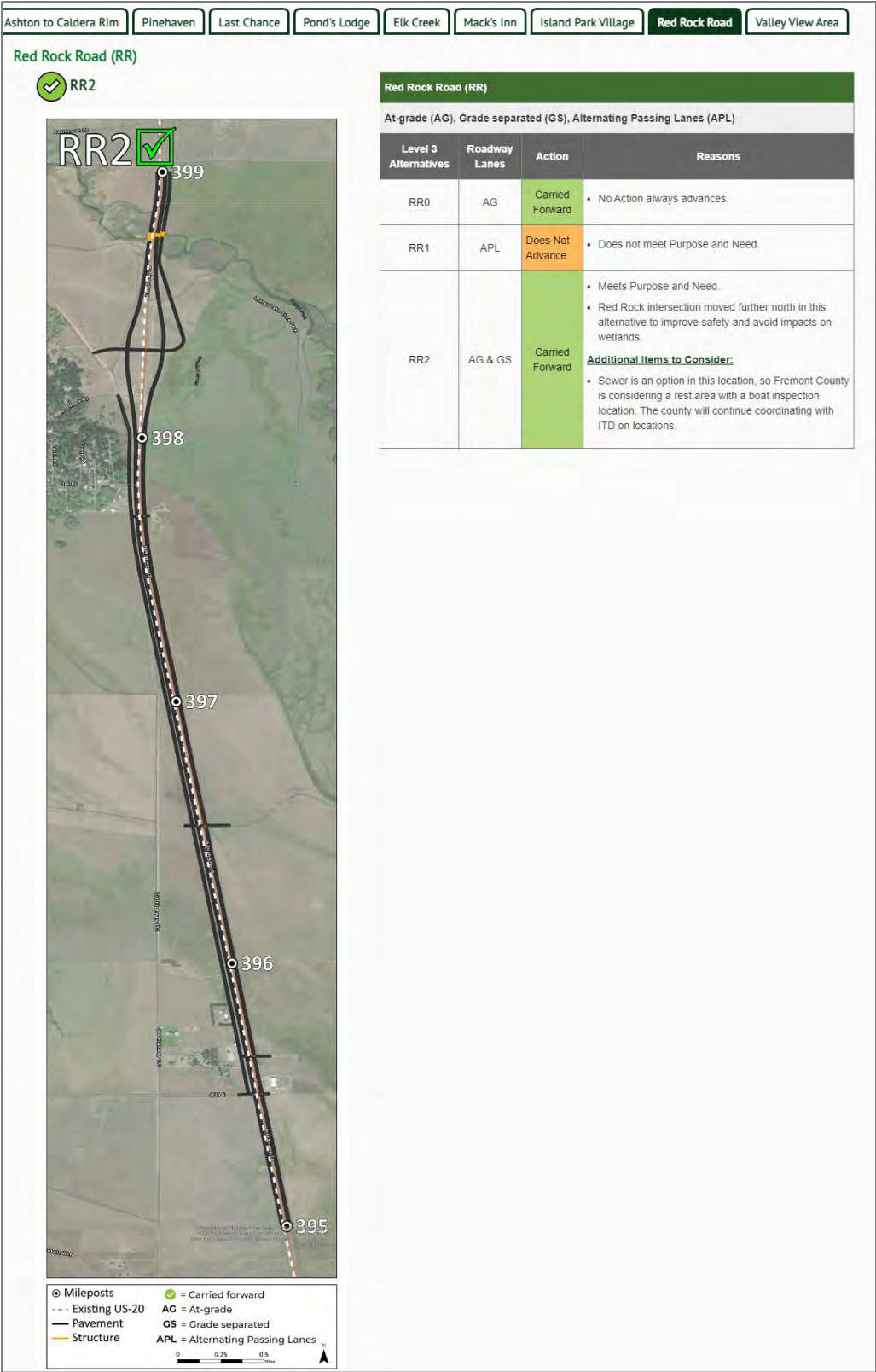
• Your Economic Opportunity

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PROJECT

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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

Valley View Area (previously Red Rock Road)

✓ VV3

● Mileposts

--- Existing US-20

— Pavement

— Structure

✓ = Carried forward

AG = At-grade

GS = Grade separated

APL = Alternating Passing Lanes

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"> <li>No Action always advances.</li> </ul>
RR1	APL	Does Not Advance	<ul style="list-style-type: none"> <li>Does not meet Purpose and Need.</li> </ul>
RR2	AG & GS	Carried Forward	<ul style="list-style-type: none"> <li>Meets Purpose and Need.</li> <li>Less impacts to wetlands compared to maintaining the existing intersection location.</li> <li>Less topographic constraints.</li> </ul> <p><b>Additional Items to Consider:</b></p> <ul style="list-style-type: none"> <li>Current drawing shows impacts to Yellowstone Playhouse. Shift to the west to avoid impacts.</li> <li>Discussion required with the airport. Plan to optimize design footprint to minimize impacts to the airport.</li> <li>ROW impacts anticipated for private property owners.</li> <li>Revise/optimize design at Jct. 87 to reduce out-of-direction travel. Such as moving intersection further north.</li> </ul>

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PROJECT

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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?:

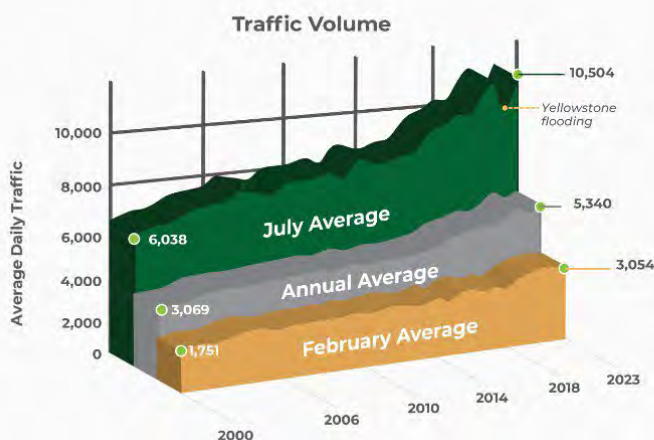
- Doesn't meet FHWA Purpose and Need requirements including safety and mobility.
- Traffic data currently indicates high seasonal volumes and by 2050 excessive congestion and delays.
- Designers have found this inconsistent lanes design creates high risk crash zones for traffic in both directions.
- 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



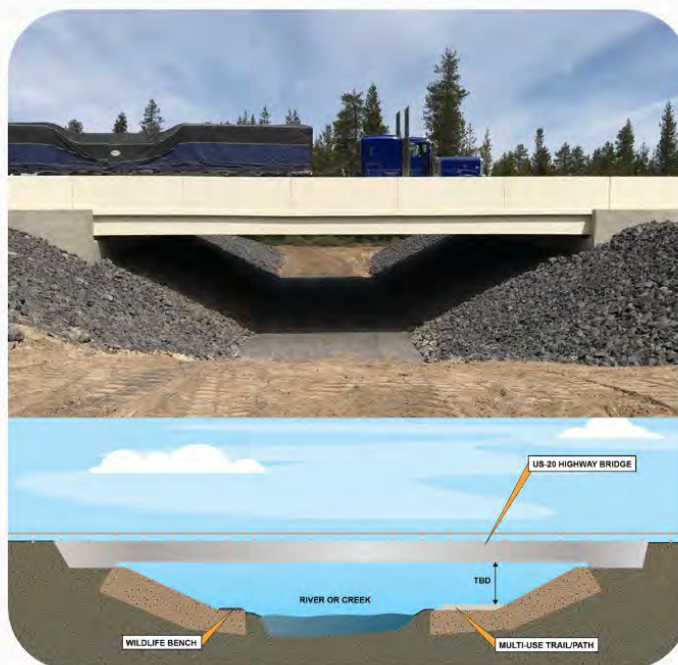
ITD will design improvements to address peak volumes and reduce congestion and delays



## 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.



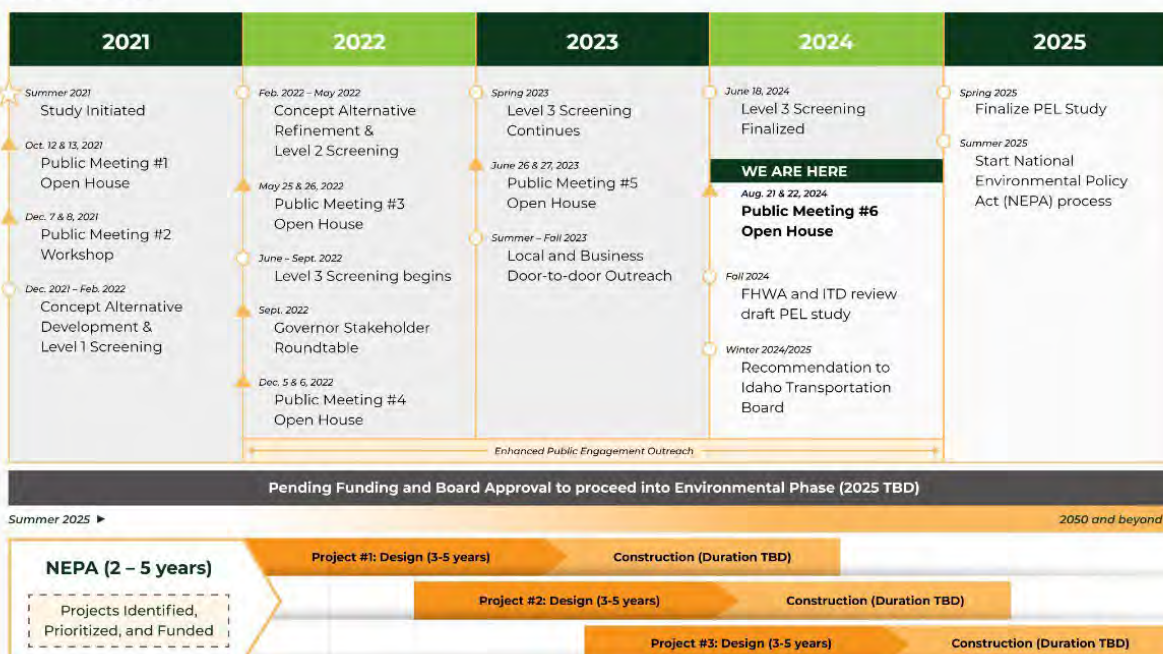
## Environmental Considerations/11 Criteria

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



## 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](mailto: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**.



## Appendix E | Notification Materials

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

## 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

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.

- **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](https://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.

Newspaper Ad (ran multiple times)



## 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**


<p>o <b>August 21, 2024</b> 5 p.m. – 7 p.m. Ashton Community Center and Library 925 Main Street Ashton, ID 83420</p>	<p>o <b>August 22, 2024</b> 5 p.m. – 7 p.m. Island Park EMS Building 4378 County Circle Island Park, ID 83429</p>
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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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**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](https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct).

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.







## 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](https://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.

[itdprojects.org/projects/us-20-ashton-to-sh-87-jct](https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct) [Visit the project website](#)



**JOIN US!**  
**Upcoming Public Meetings**


**AUGUST 21 & 22, 2024**

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


[Visit the project website](#)

[itdprojects.org/projects/us-20-ashton-to-sh-87-jct](https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct)

**JOIN US!**  
**Upcoming Public Meetings**




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






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

[Visit the project website](#)

[itdprojects.org/projects/us-20-ashton-to-sh-87-jct](https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct)



## Facebook Ads

	<p><b>Text:</b> US-20 Drivers: Help us improve safety and shape the future of this important highway. Both meetings will present the same information.</p>
	<p><b>Text:</b> US-20 Drivers: Review information and provide feedback at your convenience between August 22 and September 5. <a href="https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct">itdprojects.org/projects/us-20-ashton-to-sh-87-jct</a>.</p>
	<p><b>Text:</b> US-20 Drivers Comments are due September 5. Email us at <a href="mailto:comments@US20ashtonto87.com">comments@US20ashtonto87.com</a> or fill out a comment form at <a href="https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct">itdprojects.org/projects/us-20-ashton-to-sh-87-jct</a>.</p>



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



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.

Visit: [itdprojects.org/projects/us-20-ashton-to-sh-87-jct](https://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.





Your Safety • Your Mobility • Your Economic Opportunity

Idaho Transportation Department | [itd.idaho.gov](https://itd.idaho.gov)

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 necesitan 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


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Try email marketing for free today!



## 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](https://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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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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[f](#) [X](#) [@](#)

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.

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

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Try email marketing for free today!

## 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**  
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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](https://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.

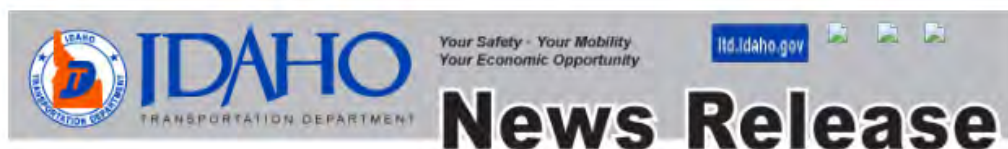
Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al 208-334-8496.

Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.



## Press Release

## IDAHO Transportation Department Media Manager

[Open PDF](#)

8/16/2024

John Tomlinson  
ITD Communication Manager  
208-501-5671  
[john.tomlinson@itd.idaho.gov](mailto: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/](https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct/).

###



## Appendix F | Photos

### Ashton





Island Park

