



# US-20 Ashton to SH-87

The Idaho Transportation Department (ITD) is initiating a Planning and Environmental Linkages (PEL) process to look at ways to improve the US-20 corridor between Ashton and the SH-87 Junction. Increasing traffic is causing congestion and crashes. Improvements are needed to maintain a safe roadway and reliable connections to adjacent communities, Yellowstone National Park, and the region.

The purpose of the meeting is to share alternatives developed as part of the PEL process. The project team is seeking your input on alternatives you think best improve safety and traffic flow in this area.

## Project Background

### What is the US-20 Ashton to SH-87 JCT PEL?

Increasing traffic is causing congestion and crashes. Improvements are needed to maintain a safe roadway and reliable connection to adjacent communities, Yellowstone National Park and the region.

With growth in traffic and tourism, it is time for ITD to find a solution to address safety and capacity concerns. ITD must find a solution that will handle increased traffic, meet driver expectations, and improve safety.

**For more information, visit the project website:**

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

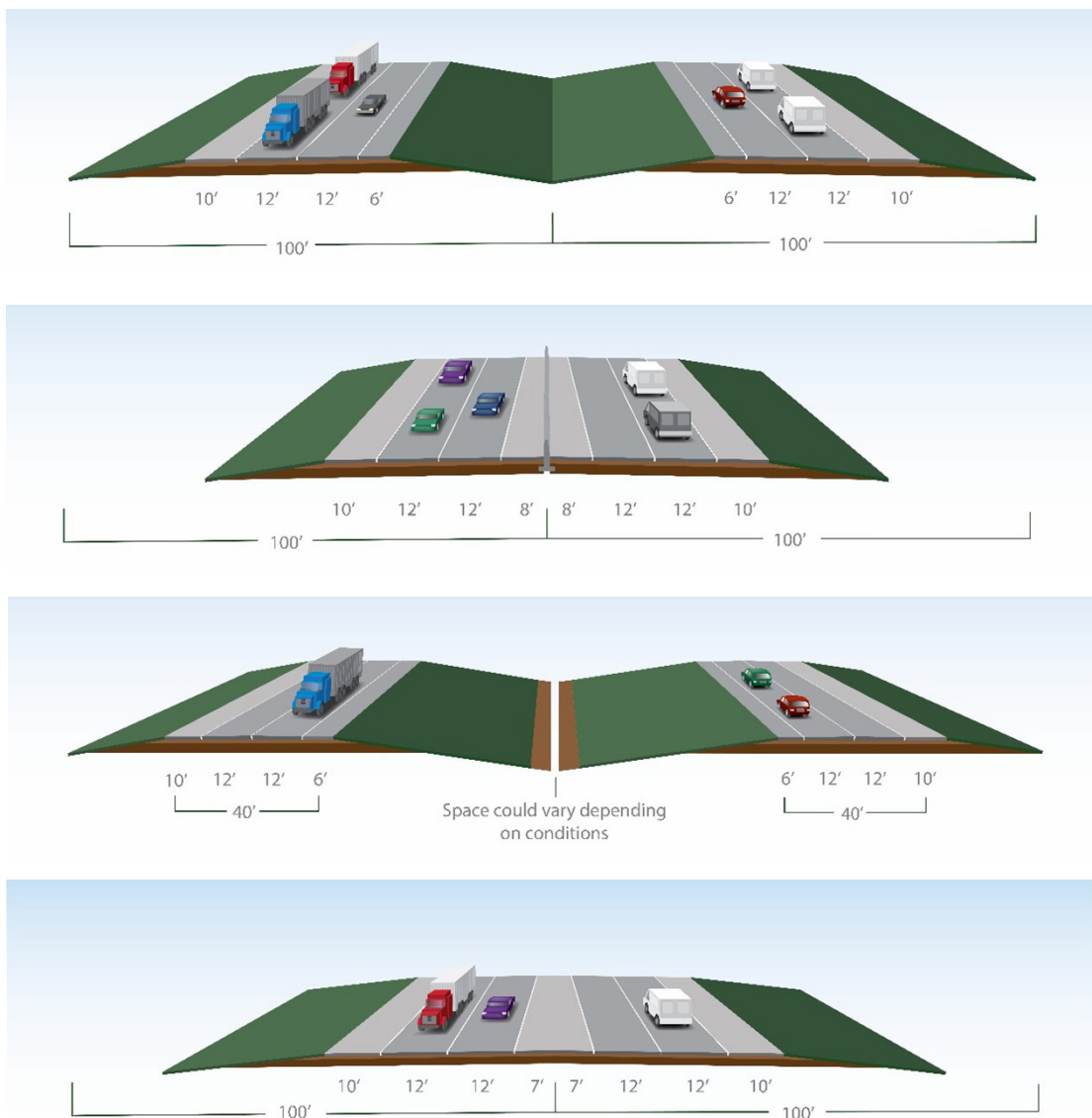


# Benefits of Alternatives

Based on public input, 56 alternatives were developed. Level 1 screening occurred in winter 2021 and Level 2 screening occurred in early spring 2022. The next slide, Alternatives, describes each alternative and its screening results.

## What US-20 could look like in the future

Much of existing US-20 currently meets the minimum standards for traffic operations. However, as traffic volumes increase, parts of US-20 will drop below these standards. In the horizon year of 2050, most segments will not meet the minimum standards for traffic operations without increasing the number of lanes. Improving the highway to a four-lane configuration will bring the traffic operation up to, or above, the recommended minimum standards for most segments. These illustrations depict what US-20 could look like in the future.



## Benefits of the Alternatives

The PEL Team, using public input and technical and environmental data, has developed and screened alternatives that:



Add lanes in each direction and change access control



Address challenging intersections or approaches where traffic turns onto or crosses the highway



Look at opportunities to improve wildlife movement across the highway

## Alternatives

A copy of the boards shown at the in-person meeting can be downloaded at:

[https://us20ashtonto87.com/images/docs/US20AshtonTo87\\_PIM2\\_Alternatives.pdf](https://us20ashtonto87.com/images/docs/US20AshtonTo87_PIM2_Alternatives.pdf)

A copy of the handout given at the in-person meeting can be downloaded at:

[https://us20ashtonto87.com/images/docs/US20AshtonTo87\\_PIM2\\_Handout.docx](https://us20ashtonto87.com/images/docs/US20AshtonTo87_PIM2_Handout.docx)

Alternatives in the handout with an asterisk (\*) are not shown on the next slide, Alternatives. These were variations of the alternatives with lanes shifted.

## Purpose, Needs and Goals

### DRAFT Project Purpose and Need

With growth in traffic and tourism, it is time for ITD to find a solution to address safety and capacity concerns. ITD must find a solution that will handle increased traffic, meet driver expectations, and improve safety.

#### Purpose

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

- Improving capacity and Level of Service
- Improving access management
- Improving regional freight movement
- Decrease severe crashes

#### Need

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

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

#### Goal

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

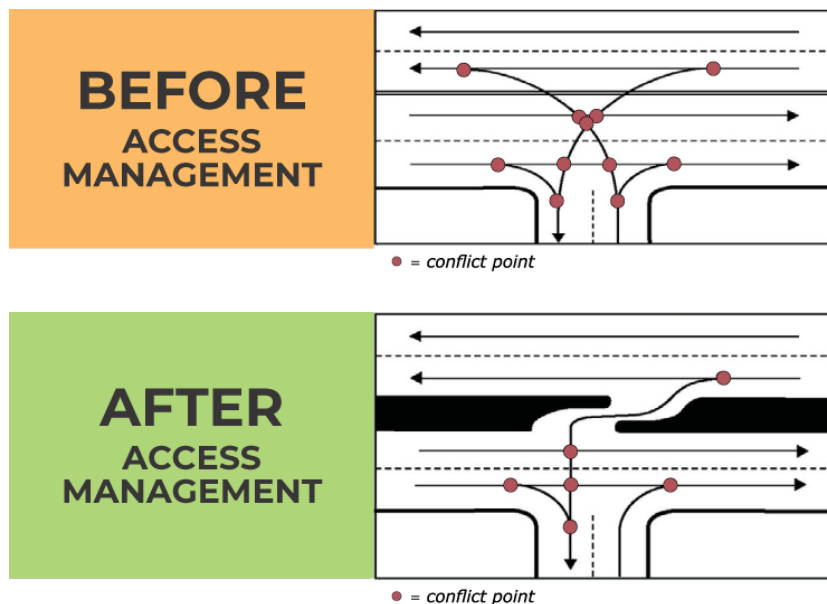
- Integrate wildlife movement strategies in the corridor
- Provide traffic calming measures or separation where the US-20 alignment runs through developed areas
- Provide multi-use solutions that provide a range of options for recreational users

# Access Management

## What is Access Management?

Access Management reduces conflict points to promote safety and mobility and has been proven to:

- Reduce the number and severity of crashes, reducing cost
- Reduce congestion
- Improve travel times
- Support bicyclist and pedestrian safe

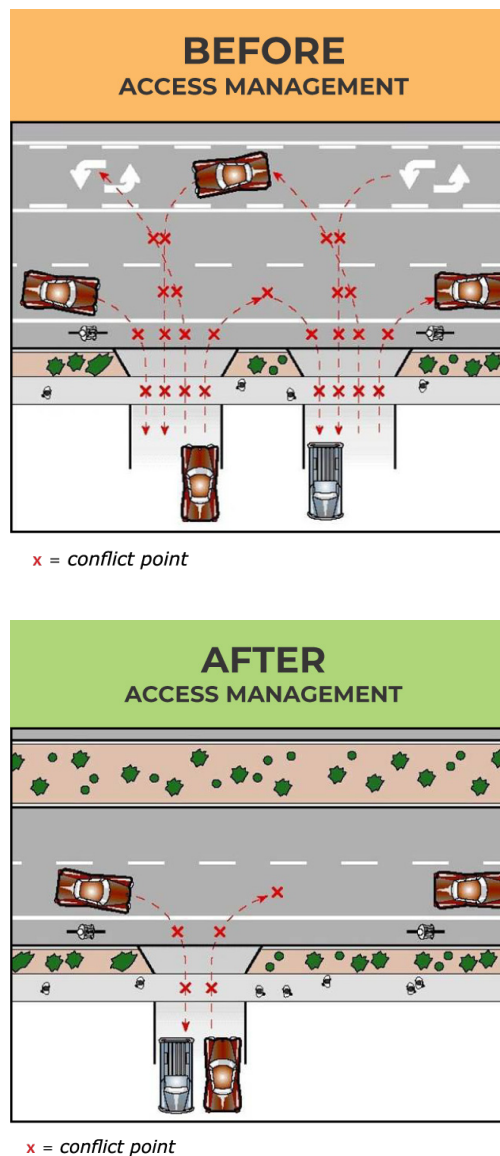


## Increased Safety

Research by the Federal Highway Administration (FHWA) and other agencies in the last 50 years has consistently shown that Access Management increases roadway safety.

## What Access Management Studies Show

- It decreases the number of access points on a roadway reducing the crash rate
- Roads with medians are safer than undivided roads, or roads with two-way left-turn lanes
- It is safer for vehicles to make a U-turn and a right turn, than to make a direct left turn into or from a driveway





# Multi-Use Crossings

ITD is evaluating opportunities throughout the corridor to provide safe crossings on US-20 for wildlife, sportsman, recreational and local traffic. ITD is analyzing movement and migration information and maps for mule deer, elk and pronghorn shared by the Idaho Department of Fish and Game (IDFG) to identify areas of opportunity for wildlife passage design features.

Additionally, the United States Forest Service (USFS) and IDFG have shared information and maps about grizzly bear movements around and across US 20. ITD will continue to work with partner agencies for technical assistance pertaining to wildlife information during the PEL process.

## Underpass



## Sportsman/Recreational



## Jump-Out Exit

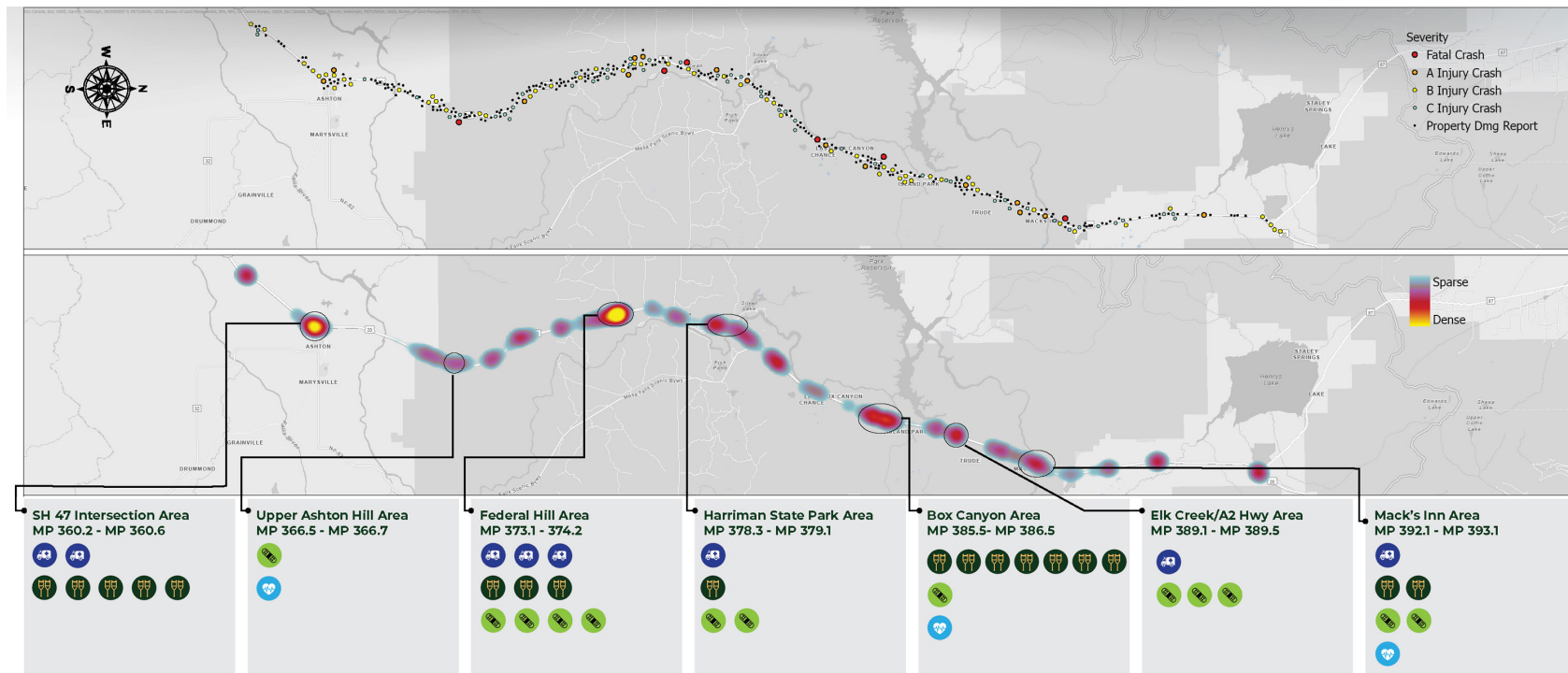
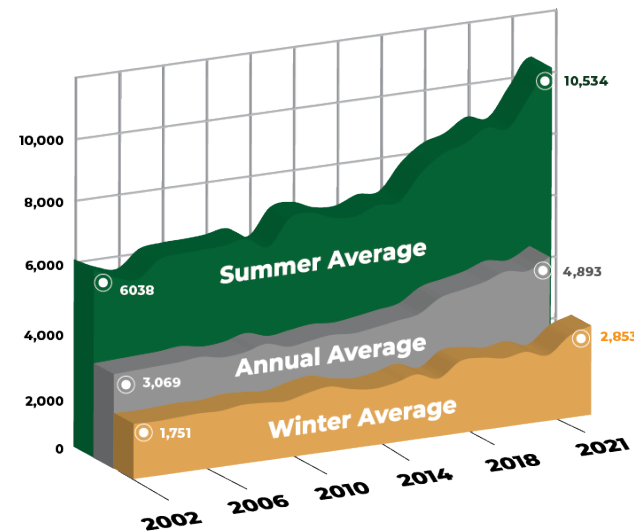


## Ecopassage



# How does US-20 function now?

Increasing congestion is contributing to traffic crashes in the area.



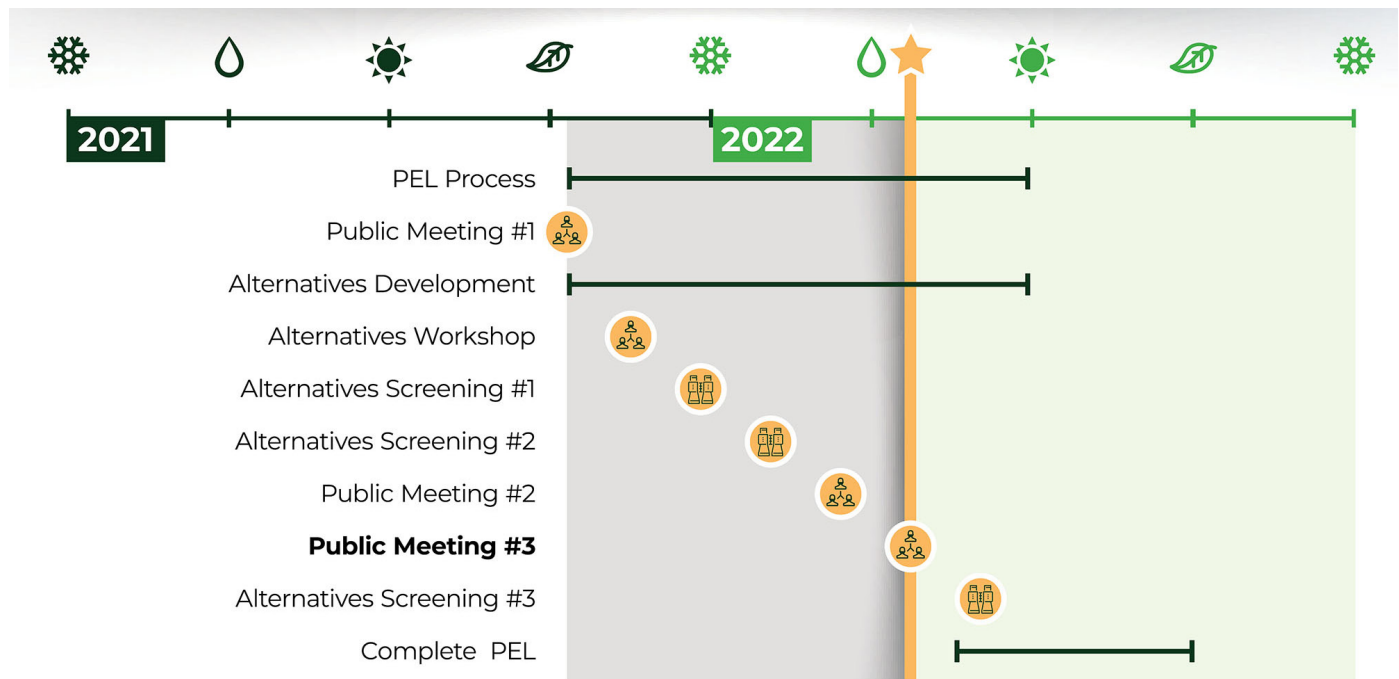
**Type A Crash:**  
Disabling injury – enough to prevent normal activity for at least one day

**Type B Crash:**  
Evident injury – evident at the scene such as bruises, swelling, limping, etc.

**Type C Crash:**  
Possible injury – no visible injury but there are complaints of pain or momentary unconsciousness

**Fatal Crash:**  
death occurs within 12 months of the crash

# Where are we in the process?



## Stay Involved

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

If you have questions please contact the project team.

Use the comment form attached to this document. You can also submit comments via email to **[comments@us20ashtonto87.com](mailto:comments@us20ashtonto87.com)**

or mail them to:

ITD

206 N. Yellowstone Highway

Rigby, ID 83442

While your comments are always welcome, they can be best utilized if received by June 9, 2022.

# US-20 Ashton to SH-87 | Pubilc Comment Form

**General Comments** \_\_\_\_\_

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**The following additional questions are voluntary.**

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** \_\_\_\_\_

**Address** \_\_\_\_\_

**City/Town** \_\_\_\_\_ **State/Province** \_\_\_\_\_ **ZIP/Postal Code** \_\_\_\_\_

**Email Address** \_\_\_\_\_

**Phone Number** \_\_\_\_\_

**Please tell us your gender** \_\_\_\_\_

**Are you disabled?**

- ☐ Yes
- ☐ No

**Please identify your ethnicity**

☐ American Indian/Alaska Native

☐ Asian/Pacific Islander

☐ Black

☐ Hispanic

☐ White

☐ Other (Please specify) \_\_\_\_\_