

# Welcome to the Public Open House

## Addressing Future Traffic with New and Enhanced Corridors

DKS ASSOCIATES

KELLER ASSOCIATES

November 14, 2023

**The purpose of the meeting is to provide interested individuals, agencies, groups, and others an opportunity to:**

- Learn more about future transportation needs
- Engage with local traffic planners
- Provide comments on future needs and ideas for potential solutions

Serving the citizens of the Cities of Ammon, Idaho Falls, Iona, and Ucon, and the urbanized portions of Bonneville County



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# Who is leading this Study?

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- Bonneville Metropolitan Planning Organization (BMPO) – Darrell West (Director), DaNiel Jose
- Steering Committee – representatives from both state and local jurisdictions, including
  - City of Idaho Falls
  - City of Ammon
  - ITD
  - Bonneville County
- Consultant Team
  - Keller Associates – Donn Carnahan, PE (Project Manager), Clifton Koon, PE, Jake Poulsen
  - DKS Associates – Aaron Berger, PE (Traffic Lead), Sydney Borek
  - Michael Baker International – Stephen Lewis, PE (Travel Modeler)

# What is the Study?

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- Called the “High-Capacity Roadways Study”, led by Bonneville Metropolitan Planning Organization (BMPO)
- Study Goal: Identify new corridors for future high-capacity roadways and supporting strategic arterial roadway connections
- What is a High-Capacity Roadway?
  - High-speed, limited access roadway, with either grade separations (interchanges and bridges) or movement restricted intersections
  - US 20 through Idaho Falls is an example of a high-capacity roadway
- What is an Arterial Roadway?
  - A main road, sometimes with access control (medians), that provides a connection through the region
  - 25<sup>th</sup> E, 45<sup>th</sup> E, 17<sup>th</sup> Street, and Sunnyside Road are some local examples of different types of arterial roadways



# Why is this Study Important?

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- The Bonneville Metropolitan Planning Area (BMPA) has been growing rapidly, and is expected to continue to grow into the future
- The current arterial roadway system is already becoming congested, and without proactive planning, congestion will continue to grow along with the population of the BMPA
- A strategic roadway system is needed to support housing and economic growth by providing safe, reliable travel throughout the region. The designated roadway corridors and characteristics that will form the backbone of this system are an outcome of this study
- The cities and county areas with the BMPA will use the findings from this study to ensure critical portions of the needed future system are not precluded by incoming development.

# How do we do this?

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- Assess existing traffic congestion and travel patterns
- Forecast population and jobs growth for the BMPA area out to the year 2050
- Model projected 2050 traffic using population/job growth forecasts, and identify key congestion bottlenecks and corridors
- Solicit community input regarding what is and is not working on current high-capacity and arterial roadways throughout the BMPA, and local priorities regarding future roadway characteristics –  
**Public Outreach #1 (tonight)**
- Develop and evaluate corridor alternatives, including community input on proposed solutions (**Public Outreach #2**)
- Select preferred alternatives and update the BMPO Access Management Plan to provide guidance to preserve and build out these future corridors

# Public Outreach #1

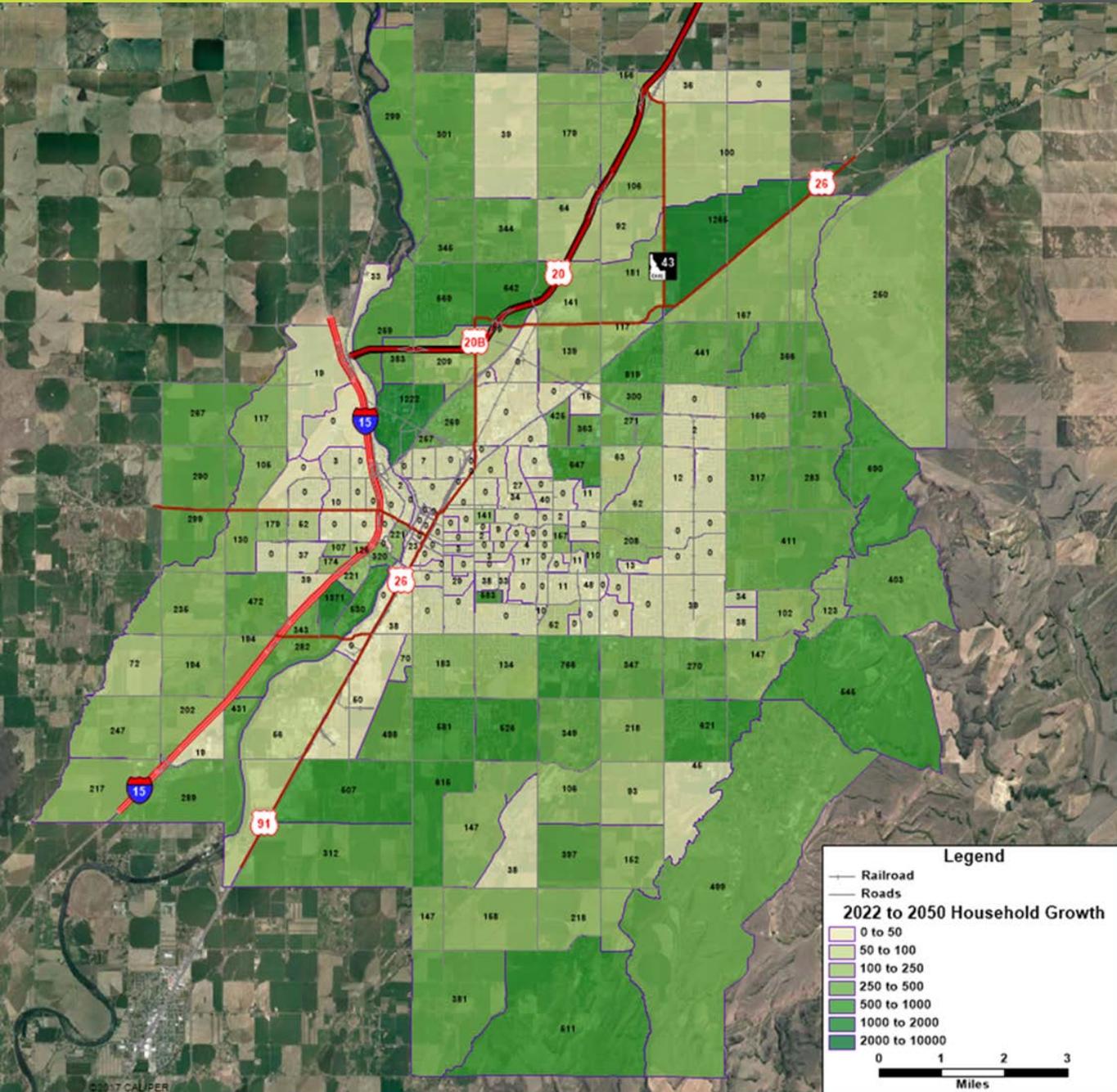
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- Projected Housing and Job Growth
- Current Traffic Congestion
- Projected Traffic Congestion
- Study Need and Purpose Statements
- Your Input

# Estimated Household Growth



## 2022 to 2050 Estimated Household Growth

The darker the green, the more housing units that are estimated to be built.

Most of the growth is on the outskirts of the Cities of Idaho Falls and Ammon.

**Population  
(Households)**

**Year**

118,477  
(40,759) ————— 2022

175,887  
(60,769) ————— 2035

218,412  
(74,946) ————— 2050

# Estimated Employment (Jobs) Growth

**DKS**

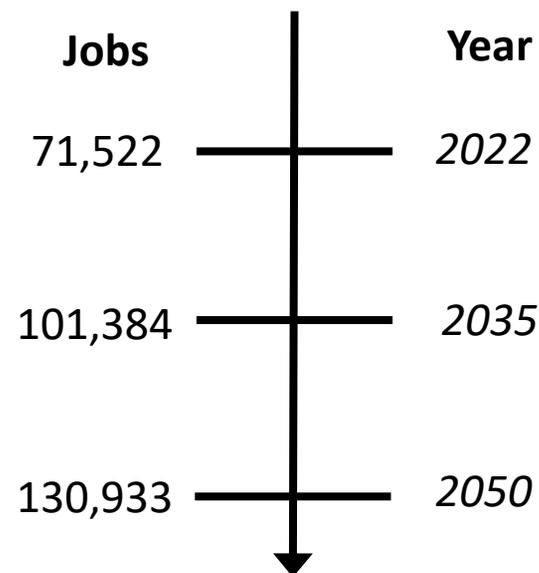
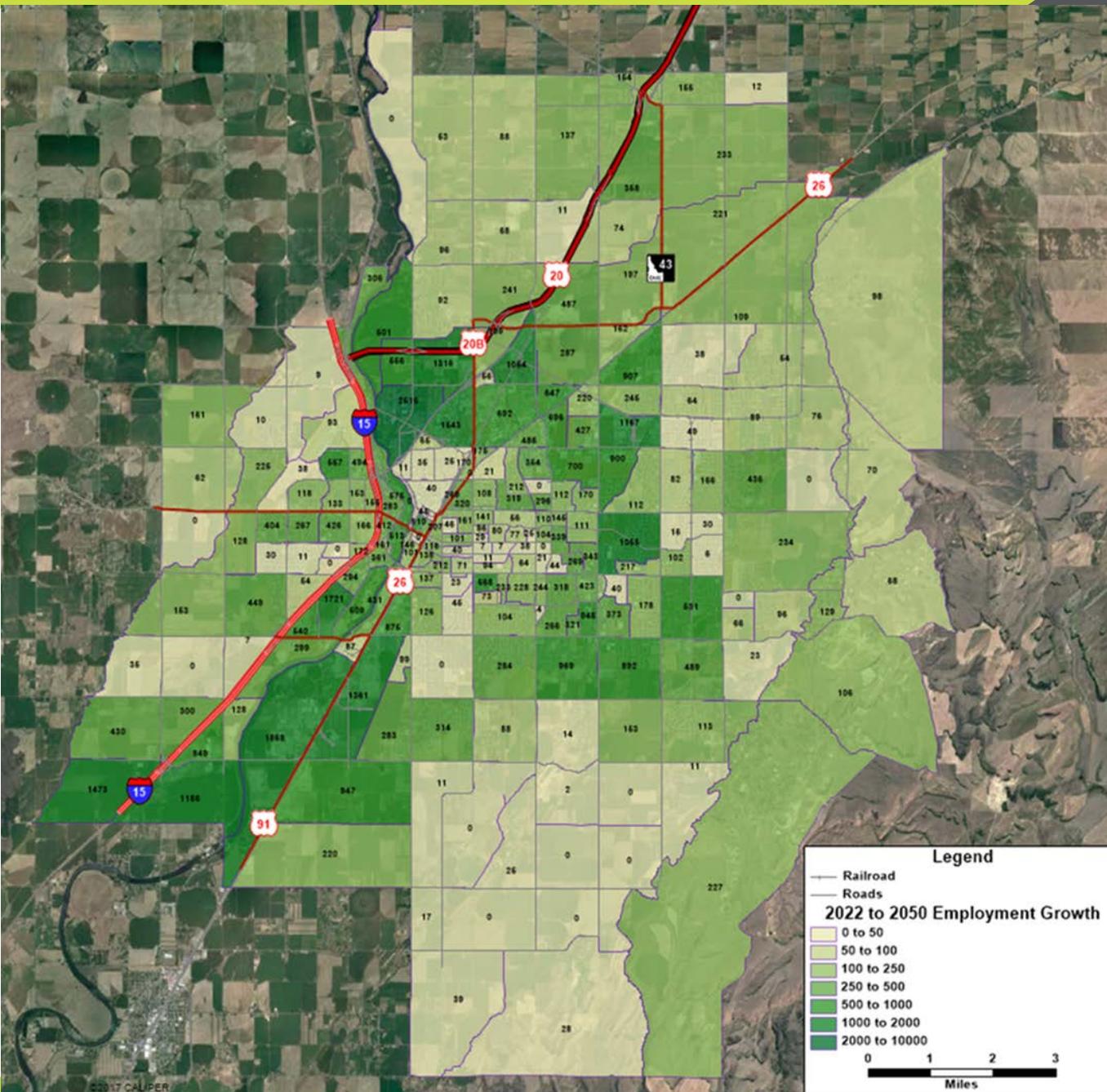
**KELLER**  
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## 2022 to 2050 Estimated Employment (Job) Growth

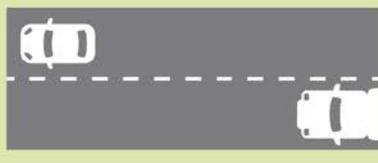
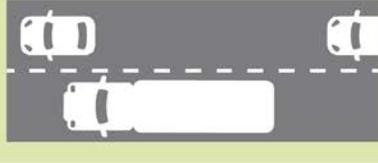
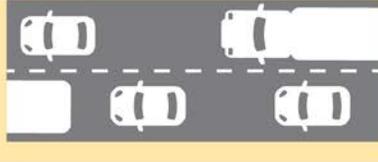
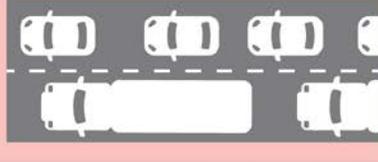
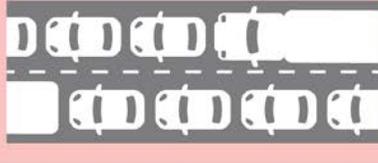
The darker the green, the more jobs that are estimated to be established.

Most of the growth is to the north and south of the City of Idaho Falls.



# Level of Service (LOS)

## TRAFFIC LEVEL OF SERVICE (LOS) DESCRIPTION

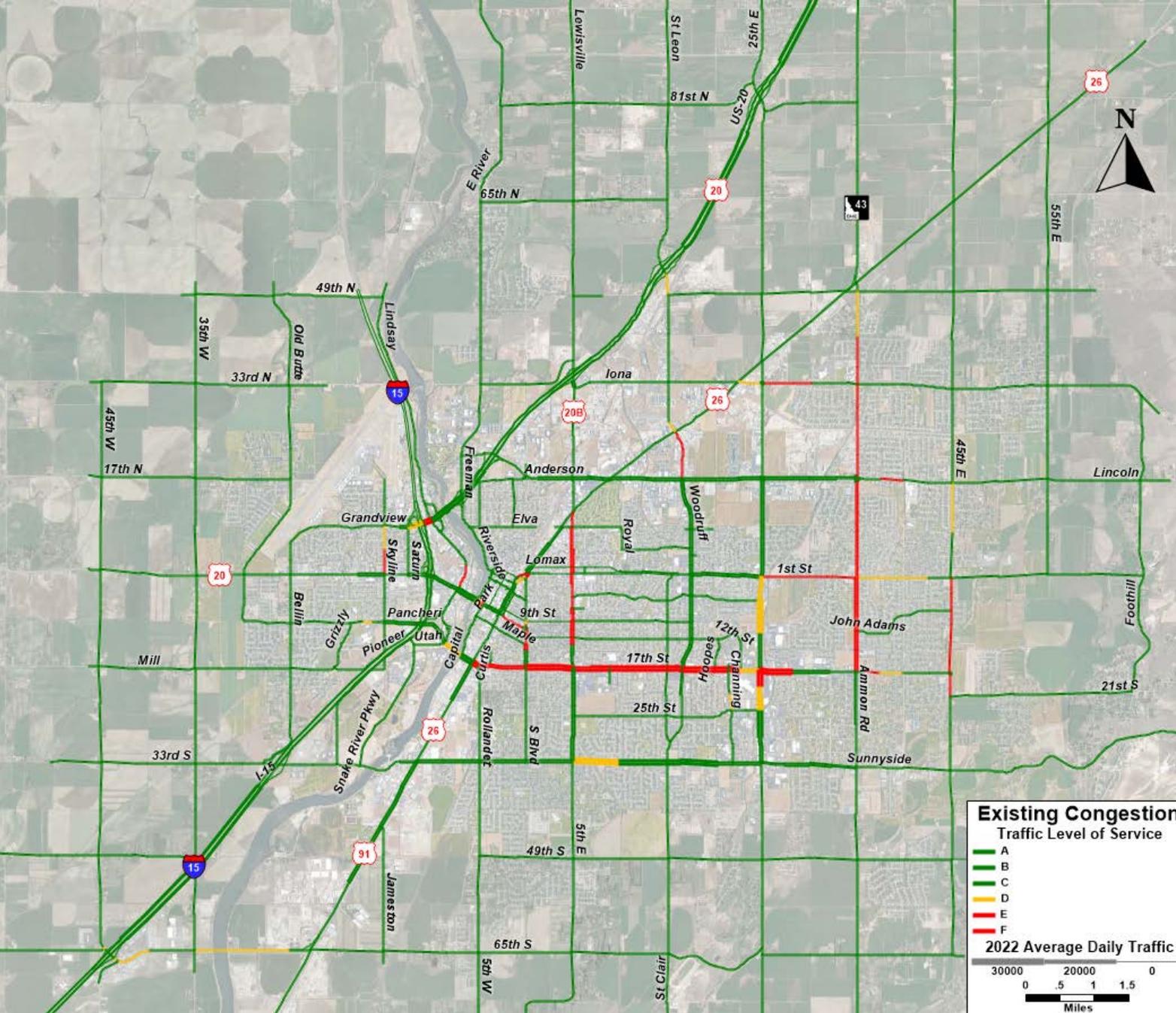
	INTERSECTION		ROADWAY	
<b>LOS A</b>	No congestion/ queuing  <10 sec. delay			Minimal interaction with other vehicles
<b>LOS B</b>	Minimal congestion/ queuing  10-20 sec. delay			Limited interaction with other vehicles
<b>LOS C</b>	Some congestion/ queuing  20-35 sec. delay			Effected by other vehicles
<b>LOS D</b>	Increased congestion/ queuing  35-55 sec. delay			Limited by other vehicles, speed reductions
<b>LOS E</b>	Heavy congestion/ queuing  55-80 sec. delay			Slow speeds, constant interaction with other vehicles
<b>LOS F</b>	Stop and go/ constant queuing  >80 sec. delay			Stop and go traffic

**Level of Service (LOS)** describes how congested a roadway is or is expected to be. This graphic shows The differences between LOS A to LOS F.

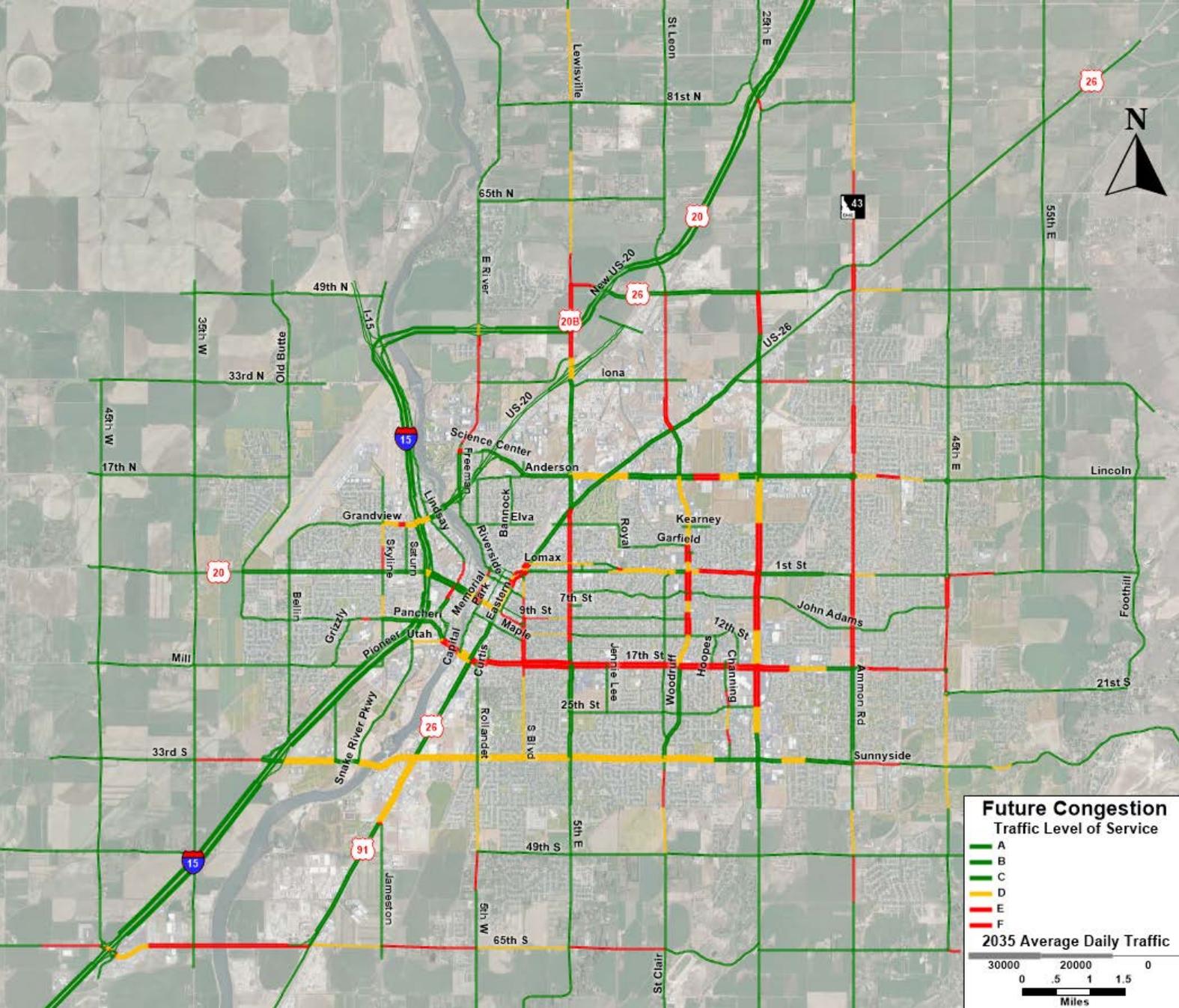
# Level of Congestion 2022

Congested corridors include:

- 1<sup>st</sup> Street
- 17<sup>th</sup> Street
- 5<sup>th</sup> E
- Ammon Rd
- 45<sup>th</sup> E



# Projected Level of Congestion 2035



Congested corridors include:

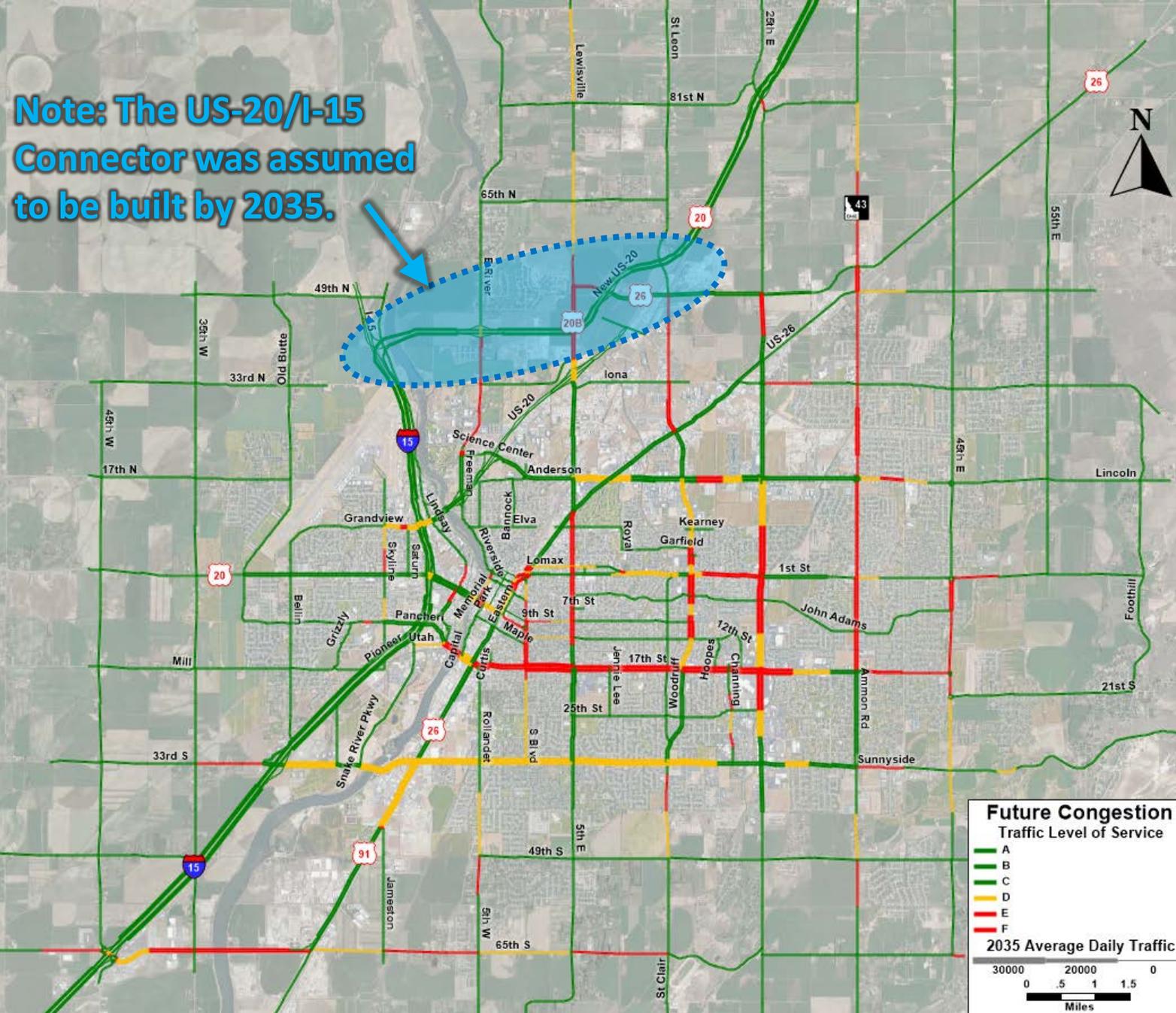
- 1<sup>st</sup> Street
- 17<sup>th</sup> Street
- 65<sup>th</sup> S
- 5<sup>th</sup> W
- 5<sup>th</sup> E
- Woodruff Ave
- 25<sup>th</sup> E
- Ammon Rd
- 45<sup>th</sup> E

# Projected Level of Congestion 2035

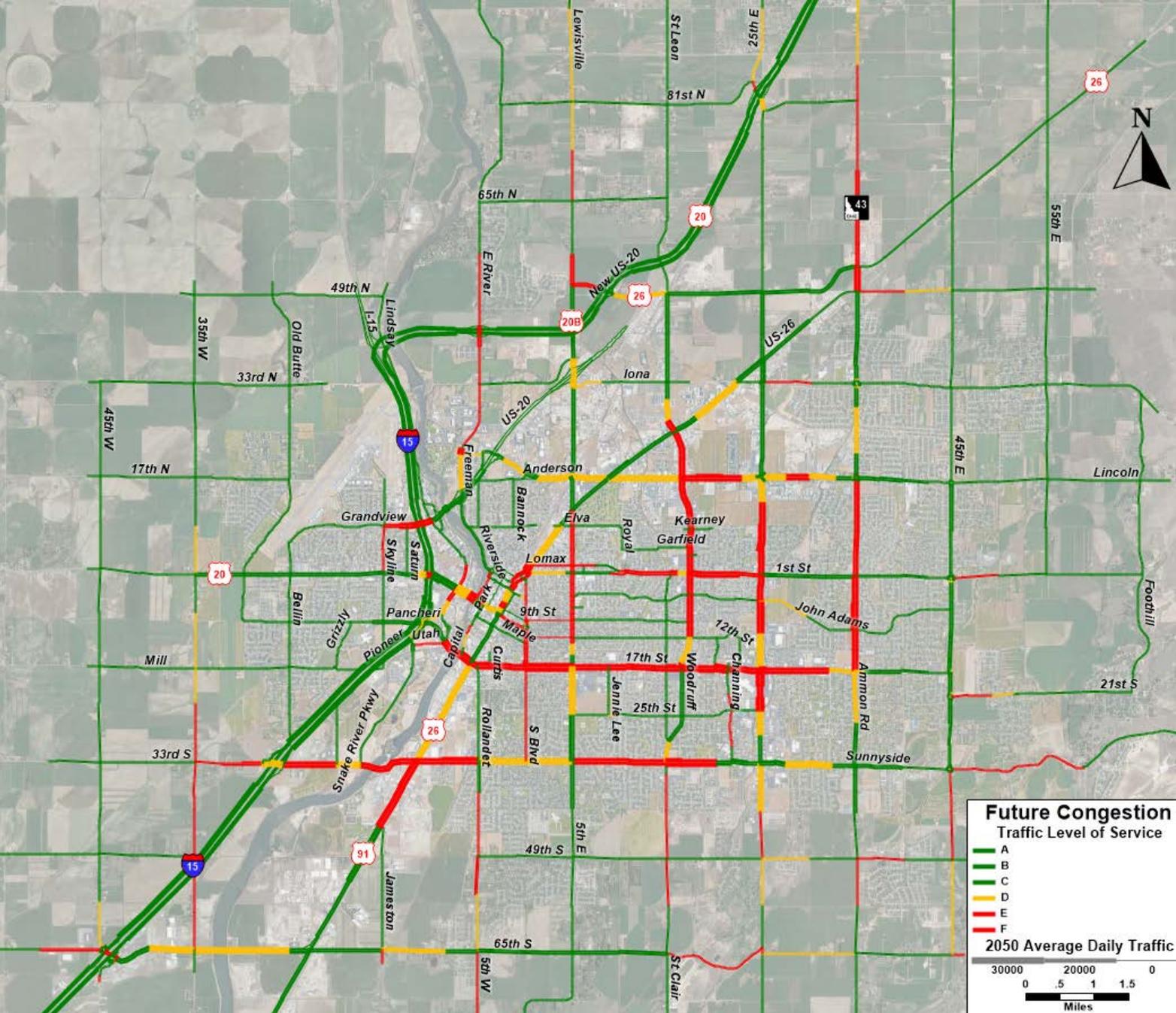
Congested corridors include:

- 1<sup>st</sup> Street
- 17<sup>th</sup> Street
- 65<sup>th</sup> S
- 5<sup>th</sup> W
- 5<sup>th</sup> E
- Woodruff Ave
- 25<sup>th</sup> E
- Ammon Rd
- 45<sup>th</sup> E

**Note: The US-20/I-15 Connector was assumed to be built by 2035.**



# Projected Level of Congestion 2050

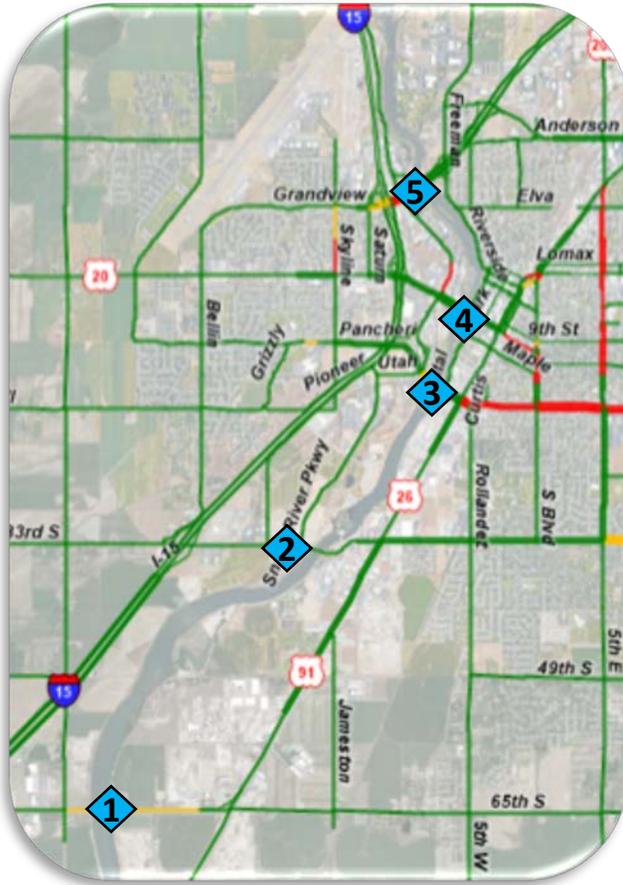


Congested corridors include:

- Lincoln Street
- 1<sup>st</sup> Street
- 17<sup>th</sup> Street
- Sunnyside Rd
- US 26
- 5<sup>th</sup> W
- 5<sup>th</sup> E
- Woodruff Ave
- 25<sup>th</sup> E
- Ammon Rd

*65<sup>th</sup> S & 45<sup>th</sup> E improve due to planned projects*

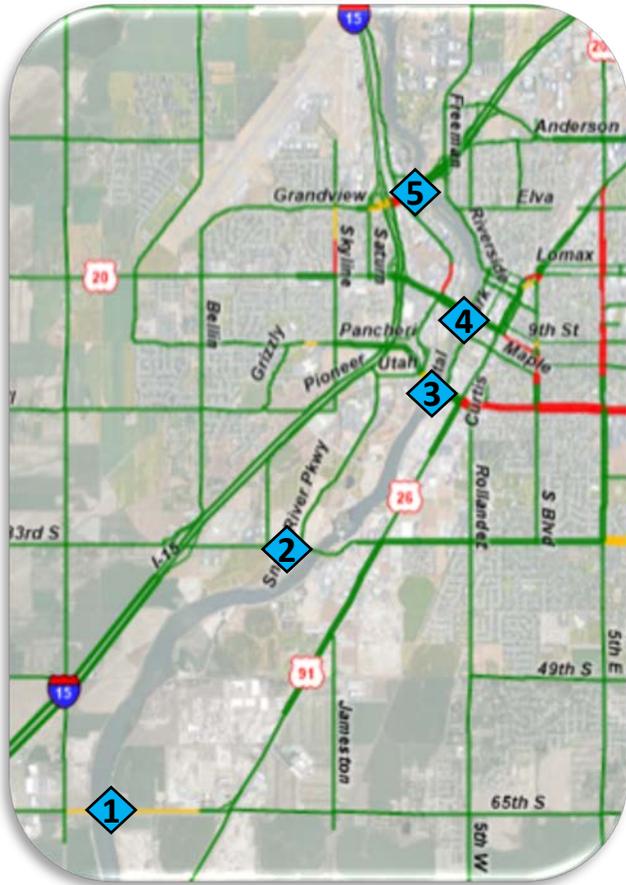
# Snake River Bridges Congestion



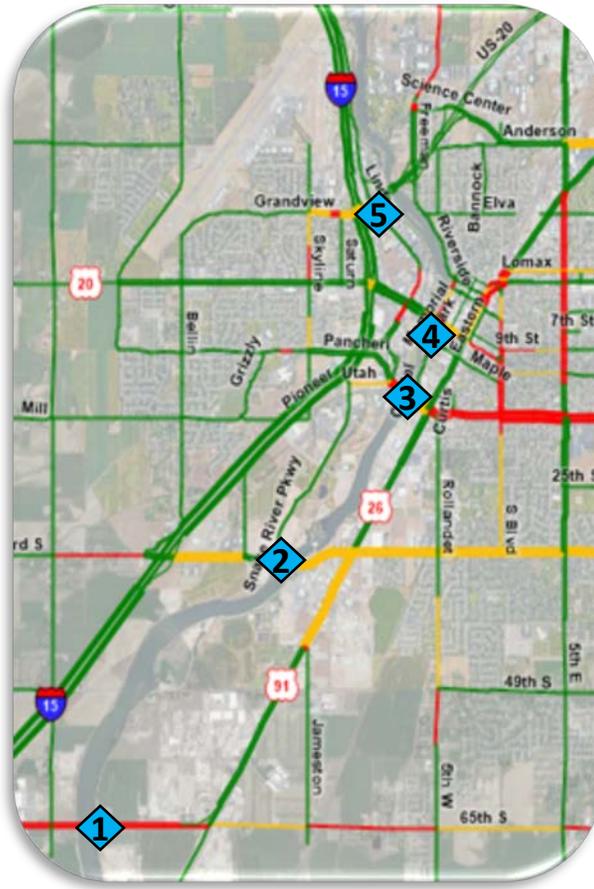
## 2022 LOS

- 1 65<sup>th</sup> S LOS D
- 2 Sunnyside LOS A
- 3 Pancheri LOS D
- 4 Broadway LOS B
- 5 US 20 LOS A

# Snake River Bridges Congestion



**2022 LOS**

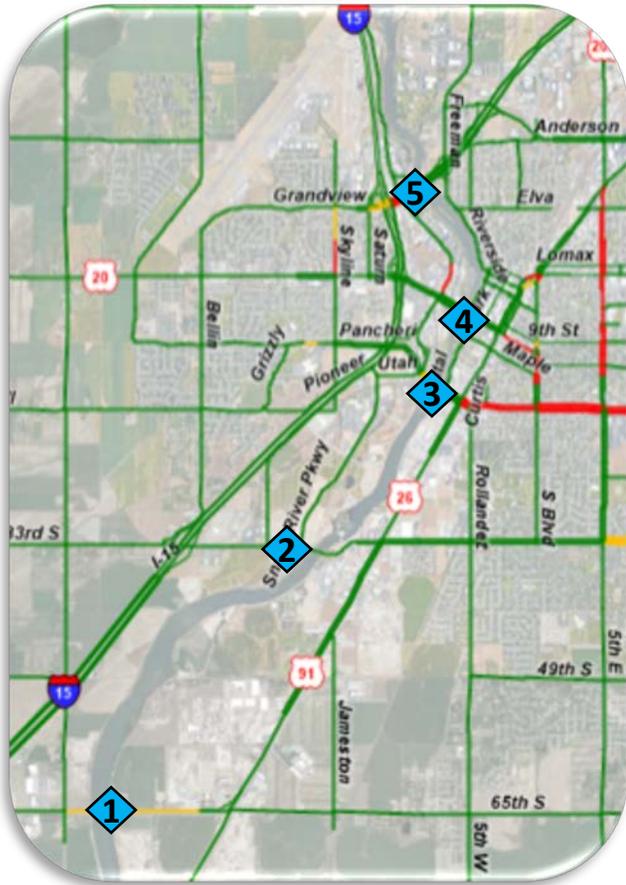


**2035 LOS**

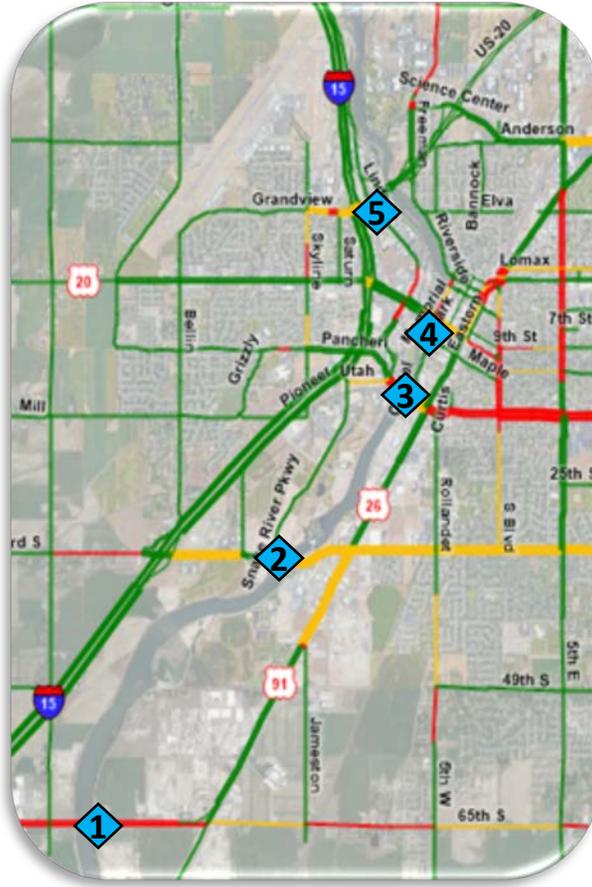
- ◆ 1 65<sup>th</sup> S      **LOS D**
- ◆ 2 Sunnyside      **LOS A**
- ◆ 3 Pancheri      **LOS D**
- ◆ 4 Broadway      **LOS B**
- ◆ 5 US 20      **LOS A**

- LOS F**
- LOS D**
- LOS F**
- LOS C**
- LOS A**

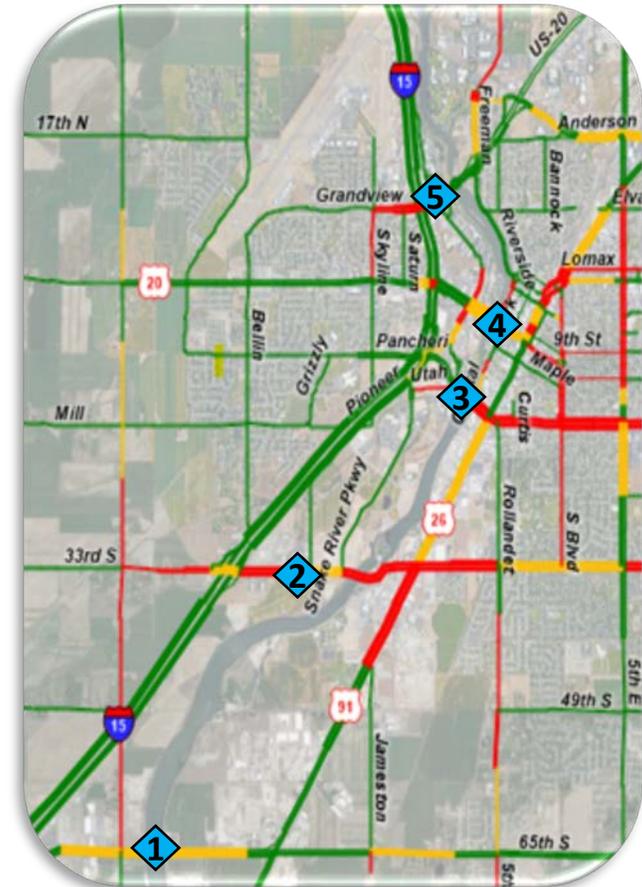
# Snake River Bridges Congestion



2022 LOS



2035 LOS



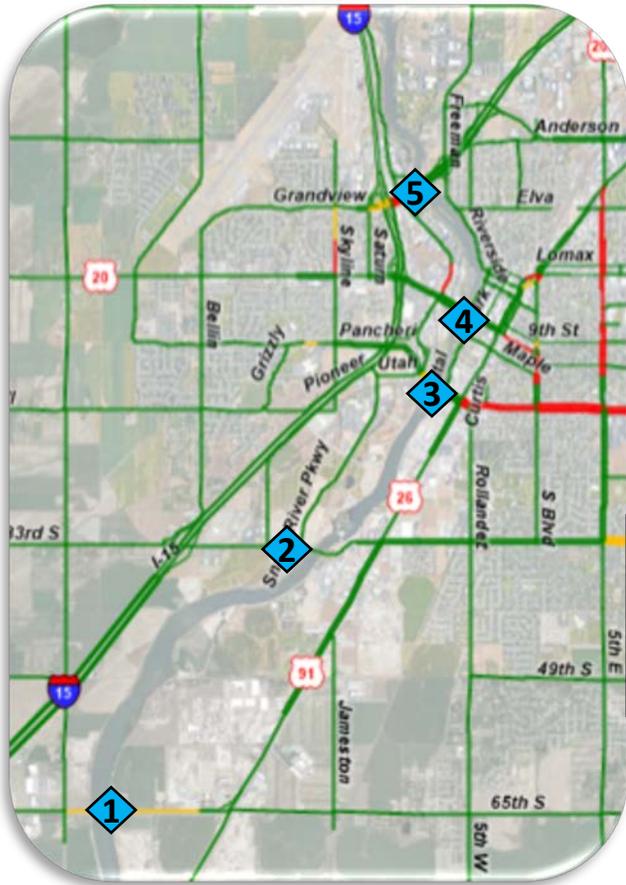
2050 LOS

- 1 65<sup>th</sup> S      LOS D
- 2 Sunnyside      LOS A
- 3 Pancheri      LOS D
- 4 Broadway      LOS B
- 5 US 20      LOS A

- 1 65<sup>th</sup> S      LOS F
- 2 Sunnyside      LOS D
- 3 Pancheri      LOS F
- 4 Broadway      LOS C
- 5 US 20      LOS A

- 1 65<sup>th</sup> S      LOS D
- 2 Sunnyside      LOS E
- 3 Pancheri      LOS F
- 4 Broadway      LOS D
- 5 US 20      LOS A

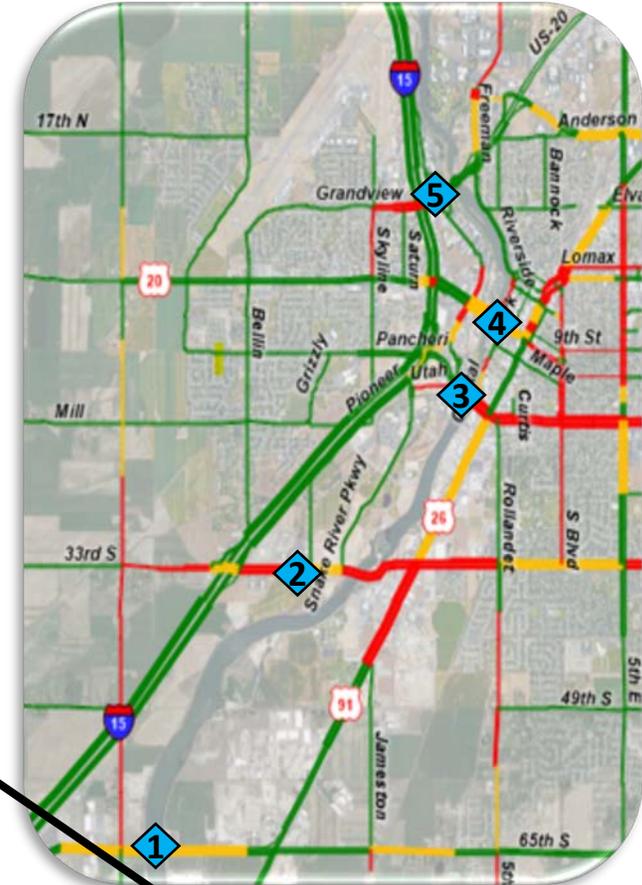
# Snake River Bridges Congestion



2022 LOS



2035 LOS



2050 LOS

LOS improved over 2035 due to assumed widening project on 65<sup>th</sup> South

- 1 65<sup>th</sup> S      LOS D
- 2 Sunnyside      LOS A
- 3 Pancheri      LOS D
- 4 Broadway      LOS B
- 5 US 20      LOS A

- 1 65<sup>th</sup> S      LOS F
- 2 Sunnyside      LOS D
- 3 Pancheri      LOS F
- 4 Broadway      LOS C
- 5 US 20      LOS A

- 1 65<sup>th</sup> S      LOS D
- 2 Sunnyside      LOS E
- 3 Pancheri      LOS F
- 4 Broadway      LOS D
- 5 US 20      LOS A



Lack of safe, efficient, and equitable access for all modes of travel from new growth areas within the BMPO area to regional activity centers and highway facilities, with increasing pass-through travel on congested arterial corridors.

# Study Purpose

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Proactively plan and develop comprehensive multimodal high-capacity roadway corridors and supporting connections, optimizing future transportation investments to help alleviate traffic congestion on existing arterial corridors and enhance overall regional mobility.



- Remember, this study is focused on planning for **future corridors**. Your input regarding specific current issues will be used to develop the characteristics of these future roadway corridors, including cross section elements, access management, safety features, and bike/ped facilities and/or designated parallel routes. This study is not intended to address existing traffic issues, but the input regarding current system needs will be compiled by BMPO and the Steering Committee to inform other upcoming planning and design efforts



- Review the boards and note the existing and future congestion
- Provide your input on the role plots regarding existing major roadway corridors related to:
  - Traffic Congestion
  - Neighborhood pass-through traffic
  - Traffic Safety
  - Access – Too many driveways? Too few? Difficult turn movements?
  - Bicycles Facilities
  - Pedestrian Facilities
  - Transit Access
- Comments on the Study Need and Purpose Statements
- Ideas for future enhanced or new corridor locations



**Please complete and return the  
comment form**

**Provide your corridor specific input on  
the roll plots**

**We appreciate and value your ideas!**

**Thank you**