Community Workshop #2

Welcome and Introductions

Dan Harelson, Idaho Transportation Department
Today’s agenda

• Review outcomes of Community Workshop #1
• Present and gather input on the range of potential intersection improvements
• Explain next steps in the project

Project goals

• Improve safety and traffic flow at the Pocatello Ave/I-86B (SH-39) Intersection
• Involve the community in the design process
What we heard at Workshop #1

• The left turn from Highway 39 to I-86 does not work well. Trucks back up at the stop sign and have a difficult time climbing the hill toward I-86. This is a safety concern.

• Traffic flow between I-86 and the intersection currently works well.

What we heard at Workshop #1

• Pocatello Avenue works well, except during times of heavy truck traffic. During these times, trucks avoid the stop from Highway 39.

• The Fairgrounds Avenue intersection has heavy truck traffic and does not work well.
Process

• Listen to community input.
• Develop a range of alternatives for the intersection.
• Assess cost, Traffic Capacity, delays, safety, right-of-way needs.
• Hear your likes and dislikes at tonight’s meeting.
• Determine the best way to improve safety and operations at the intersection.

Potential intersection improvements

• #1A – Flyover Ramp: Pocatello Avenue
• #1B – Flyover Ramp: SH-39 Bypass
• #2 – Roundabout
• #3 – Continuous Green T Signal
• #4 – Do nothing
Characteristics of each alternative

- Public acceptance
- Safety and crash characteristics
- Traffic Capacity
- Truck delay
- Management of Fairgrounds Road traffic
- Right of way

Alternative #1a: Flyover Ramp – Pocatello Ave

Westbound traffic from I-86 is taken to Pocatello Avenue via a bridge over bypass traffic
Alternative #1a: Flyover Ramp – Pocatello Ave

- **Cost** – $3.3 million
- **Safety and crash characteristics** – Very Good
- **Traffic Capacity** – High
- **Truck delay** – None
- **Management of Fairgrounds Road traffic** - Poor
- **Right of way** – None required

Alternative #1b: Flyover Ramp – SH-39 Bypass

Eastbound traffic from SH-39 is taken to I-86 via a bridge over Pocatello Avenue
Alternative #1b: Flyover Ramp – SH-39 Bypass

- **Cost** – $6.4 million; Potential to delay the project
- **Safety and Crash characteristics** – Very Good
- **Traffic Capacity** – High
- **Truck delay** – None
- **Management of Fairgrounds Road traffic** - Good
- **Right of way** – Significant; Potential for delay

Alternative #2: Roundabout

A modern one-lane roundabout designed to handle large trucks
Alternative #2: Roundabout

- **Cost**: $1.5 Million
- **Safety and crash characteristics**: Good
- **Traffic Capacity**: High
- **Truck delay**: Medium
- **Management of Fairgrounds Road traffic**: Medium
- **Right of way**: Small requirement

Alternative #3: Continuous Green T Signal

A three-phase signal with priority given to SH-39.

- Left-turning Pocatello Ave to SH-39 is stop controlled.
- Westbound I-86 to Pocatello Ave is a yield-controlled left turn.
**Alternative #3: Continuous Green T Signal**

<table>
<thead>
<tr>
<th>PHASE 1</th>
<th>PHASE 2</th>
<th>PHASE 3</th>
</tr>
</thead>
<tbody>
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<td><img src="image2.png" alt="Diagram" /></td>
<td><img src="image3.png" alt="Diagram" /></td>
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**Movement**

<table>
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<th>WB LT from I-86 to Pocatello Ave</th>
<th>Required Gap (sec)</th>
<th>2020 DHV</th>
<th>2020 Ave Gap (sec)</th>
<th>2042 DHV</th>
<th>2042 Ave Gap (sec)</th>
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<tbody>
<tr>
<td>10</td>
<td>279</td>
<td>13</td>
<td>341</td>
<td>11</td>
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</table>

<table>
<thead>
<tr>
<th>Movement</th>
<th>2020 DHV</th>
<th>Conflicting 2020 DHV</th>
<th>2042 DHV</th>
<th>Conflicting 2042 DHV</th>
<th>Percent Green Split</th>
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</thead>
<tbody>
<tr>
<td>EB LT from Pocatello Ave to I-86B</td>
<td>80</td>
<td>235</td>
<td>98</td>
<td>287</td>
<td>34/66</td>
</tr>
</tbody>
</table>
Alternative #3: Continuous Green T Signal

- **Cost** – $1.4 million
- **Safety and crash characteristics** – Potential for angle crashes
- **Traffic Capacity** – Good
- **Truck delay** – Moderate peak hour delay
- **Management of Fairgrounds Road traffic**: Good
- **Right of way** – Small requirement

Alternative #4: Do nothing

- **Cost** - None
- **Safety and crash characteristics** – No change
- **Traffic Capacity** - Unacceptable
- **Truck delay** – Unacceptable
- **Management of Fairgrounds Road traffic** – No change
- **Right of way** – No change
Next steps

• Review input from today’s meeting
• Complete preliminary design of intersection
• Host Community Workshop #3 (Fall 2018)
• Begin final design of intersection
• Host community open house (Winter 2018/2019)
• Begin construction (2021)

Working group discussion

• What do you like about each of the potential intersection alternatives?
• What do you dislike about each alternative?
• Did we miss anything?
• Do you have any other questions or comments?
Thank you!

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Next meeting:
Winter 2018/2019