Welcome and Introductions
Dan Harelson, Idaho Transportation Department
Today’s agenda

• Review outcomes of Community Workshop #2
• Present and gather input on the recommended intersection improvements
• Explain next steps in the project

Project goals

• Improve safety and traffic flow at the Pocatello Ave/I-86B Intersection
• Involve the community in the design process
What we heard at Workshop # 2

• Safety is an important consideration from several points of view.
• Free-flowing traffic is very desirable.
• Access at Fairgrounds Road is critical and dedicated left- and right-turn lanes are needed.
• Cost is an important consideration.

Process

• Review community input from Workshop 2.
  • What do you like?
  • What do you dislike?
  • Did we miss anything?
• Assess cost, traffic capacity, delays, safety, right-of-way needs.
• Recommend a design for the improvements based on community input and professional judgment.
• Hear your thoughts on the recommended improvements.
Potential intersection improvements

• #1a – Flyover Ramp: Pocatello Avenue
• #1b – Flyover Ramp: SH-39 Bypass
• #2 – Roundabout
• #3 – Continuous Green T Signal
• #4 – Do nothing

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

• Likes
  • Keeps traffic moving
  • Improves safety
  • Will handle traffic volume and reduced delays
• Dislikes
  • High cost
  • Impaired access to Fairgrounds Road and businesses
• What did we miss
  • Issues with Fairgrounds Road access

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

• Likes
  • Keeps traffic moving
  • Improves safety
  • Will handle traffic volume and reduced delays

• Dislikes
  • High cost
  • Impaired access to Fairgrounds Road and businesses

• What did we miss
  • Issues with Fairgrounds Road access

Alternative #2: Roundabout

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

- **Likes**
  - Keeps traffic moving
  - Improves safety
  - Lower cost

- **Dislikes**
  - Could be problematic for trucks
  - Confusing for drivers

- **What did we miss**
  - Speed issues on SH-39 bypass

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

• Likes
  • Cost is low
  • Signals are easy to understand and create breaks in traffic
  • Accommodates truck traffic

• Dislikes
  • It seems less safe
  • It still requires trucks to stop

• What did we miss
  • Speed issues on SH-39 bypass

Alternative #4: Do Nothing

• Likes
  • Cost is low
  • Trucks must stop

• Dislikes
  • Does not improve safety
  • Does not improve traffic flow

• What did we miss
  • Guardrail needs to be evaluated
Cost comparison

- 1a Pocatello Avenue Flyover $3.3 million
- 1b SH-39 Bypass Flyover $6.4 million
- Roundabout $1.5 million
- Continuous Green T $1.4 million

Alternative evaluation

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Roundabout</th>
<th>Continuous Green T</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Better</td>
<td></td>
</tr>
<tr>
<td>Traffic flow</td>
<td>Better</td>
<td></td>
</tr>
<tr>
<td>Traffic capacity</td>
<td>Better</td>
<td></td>
</tr>
<tr>
<td>Truck delay</td>
<td>Better</td>
<td></td>
</tr>
<tr>
<td>Fairgrounds Road traffic</td>
<td></td>
<td>Equal</td>
</tr>
<tr>
<td>Right of way</td>
<td></td>
<td>Better</td>
</tr>
<tr>
<td>Community review and input</td>
<td></td>
<td>Equal</td>
</tr>
</tbody>
</table>
Do roundabouts increase safety?
Source: NCHRP Report 672

<table>
<thead>
<tr>
<th>When a roundabout replaces...</th>
<th>Crashes decrease</th>
<th>Injuries/fatalities decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>....a signalized intersection</td>
<td>48% decrease</td>
<td>78% decrease</td>
</tr>
<tr>
<td>....an all-way stop</td>
<td>(Effects insignificant)</td>
<td>(Effects insignificant)</td>
</tr>
<tr>
<td>....a two-way stop</td>
<td>44% decrease</td>
<td>82% decrease</td>
</tr>
</tbody>
</table>
| ....all intersection types     | 35% decrease     | 76% decrease                  

Proposed roundabout design
Truck navigation video

Comparison with Nampa Roundabout

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Nampa</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outside diameter</td>
<td>160 feet</td>
<td>176 feet</td>
</tr>
<tr>
<td>Island diameter</td>
<td>100 feet</td>
<td>107 feet</td>
</tr>
<tr>
<td>Lane width</td>
<td>15 feet</td>
<td>18 feet</td>
</tr>
<tr>
<td>Apron width</td>
<td>15 feet</td>
<td>15 feet</td>
</tr>
<tr>
<td>Design speed</td>
<td>25 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>Peak traffic</td>
<td>2100 vehicles/hour</td>
<td>1555 vehicles/hour</td>
</tr>
</tbody>
</table>
American Falls Community

We heard you say:

- “Roundabouts are confusing to drivers.”
- “Education would be necessary.”

ITD is committed to working with the American Falls community to prepare them for a new intersection design.

Working group discussion

- What are your thoughts about the recommended improvements to this intersection?
- Do you have any questions or concerns about this project that ITD has not addressed?
- Do you have any suggestions for preparing the community for the new intersection design?
- Do you have any other comments?
Next steps

- Review input from today’s meeting
- Begin final design of intersection
- Host community open house
- Begin construction (2021)

Thank you!

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Next meeting:
Winter 2018/2019