2008 BMPO Bicycle & Pedestrian Plan


Prepared by:
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This document was prepared by the Bonneville Metropolitan Planning Organization in cooperation with the Cities of Ammon, Idaho Falls, Iona and Ucon, Bonneville County, Idaho Transportation Department and Targhee Regional Public Transportation Authority (TRPTA).

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History

In past years, the Bicycle and Pedestrian Plan (the Plan) has been updated or revised every five years in order to recognize the changing needs of the bicycle and pedestrian community. To date, Bicycle and Pedestrian Plans have been created for 1995, 2001, and currently the 2008 Plan. The Plan is designed to identify the needs and deficiencies of the bicycle/pedestrian network and provide a Five Year Priority List (the List) of bicycle/pedestrian projects.

As part of the process, several projects from the List have been completed and or reassessed. The Bicycle and Pedestrian Committee (the Committee) has been a major contributor by providing input and recommendations based on concerns and issues raised within the community. Many of the completed bicycle and pedestrian project priorities from the 2001 Plan include:

- selection of a bicycle and pedestrian coordinator,
- provided school and community education and safety programs,
- provided bicycle parking facilities,
- continued Greenbelt improvements with the underpass from Broadway under Pancheri, and
- completion of the Sunnyside multi-use path.

As part of a continuing process, the Committee will continue to address bicycle and pedestrian concerns and issues and provide input and recommendations to increase bicycle and pedestrian facilities and improve the current conditions.

Introduction

The Bicycle and Pedestrian Plan was devised to encourage non-motorized transportation by developing facilities and improving overall conditions for bicyclists and pedestrians. This Plan will provide the framework necessary for developing the physical facilities such as bikeways and pedestrian walks, as well as education and encouragement programs which will increase social awareness of non-motorized travel and provide the essential elements for success. Bicycle and pedestrian facilities and programs will give the communities of Ammon, Idaho Falls, lona, Ucon, and Bonneville County opportunities to use non-motorized forms of travel in a safe and accessible manner.

Plan Participation

A Bicycle and Pedestrian Committee was organized to assist and participate in the development of the *2008 BMPO Bicycle and Pedestrian Plan* and will continue to address the issues and concerns. Valuable input and recommendations were provided by the following Committee members.

City of Ammon
Sharon Cutler - Citizen
Ron Folsom - City Planner

Bonneville County
Glen Hayes - Citizen
Paul Snarr - County Planner

Bonneville Metropolitan Planning Organization (BMPO)
Lisa Farris - BMPO Bicycle/Pedestrian Coordinator
Darrell West - BMPO Director

City of Idaho Falls
Jan Blickenstaff - Grants Officer
Royce Clements - Police Department
Dave Christiansen - Parks/Recreation
Brad Cramer - Planning Department
Jared Fuhriman - Mayor
Joe Groberg - Council Member
Ken Hunter - Public Works
Chris Fredericksen - Engineer
Rich Straub - Parks/Recreation

City of Iona
Bradley Andersen - Mayor
Jane Shaw - Citizen

City of Ucon
David Blain - Mayor

Eastern Idaho Regional Medical Center
Stephanie Rose

Idaho Commission for the Blind & Visually Impaired
Heidi Gainan - Mobility Specialist

Idaho Falls Community Pathways
Jeffrey Forbes
Christy Frazee
Chris Staley
Brad Strand

Idaho Falls School District 91
Gail Rochelle

Idaho Falls School District 93
Guy Bliesner
Todd Hicks

Idaho National Laboratory (INL)
Bowen Huntsman

Idaho Transportation Department (ITD)
Mark McNeese - State Bicycle/Pedestrian Coordinator
Ken Hahn
Bill Shaw

Life Inc.
Dean Nielson

Targhee Regional Public Transit Authority (TRPTA)
Lynn Seymour

Wilderness Technologies
Basil Barna

Public Participation

Public input and comments were gathered as the Plan was being revised. By using non traditional methods, the Committee was able to reach individuals who use the system and gain insight to the issues and concerns they face every day. By participating in community programs like Earth Day and International Walk to School Day, we were able to reach a different audience and get direct input from parents, children, and individual schools.

In addition, Committee members were encouraged to bring forth bicycle/pedestrian issues and concerns. Committee members often brought individuals to the meetings to voice their concerns. As a result, Idaho Falls Community Pathways (IFCP), a local bicycle/pedestrian advocacy group, was formed. Between the Committee and the IFCP, we are able to address issues and concerns together.

As a community represented Committee, we gathered survey data from a local community newsletter that published their own survey with specific questions addressing walking and biking in their neighborhood.

The Committee will continue to use non traditional methods to better understand the issues, concerns, obstacles, and needs of the bicycle and pedestrian community and will make the draft document of the 2008 BMPO Bicycle and Pedestrian Plan available for public review and comment by advertising specific locations and timeframes in the local newspaper. The draft Plan will be made available at the Public Library, BMPO business office located at 380 Constitution Way in Idaho Falls, and on BMPO's website at www.bmpo.org. Plan comments and responses from the Committee and public to date have been compiled and presented in *Appendix A - Public Participation*.

Plan Adoption

On March 5, 2008, the Technical Advisory Committee approved the Plan update to the 2008 Bicycle and Pedestrian Plan and recommended approval and adoption by the Policy Board. On March 12th, 2008 the Policy Board approved and adopted the Plan update to the 2008 Bicycle and Pedestrian Plan.

The Plan provides general guidelines, standards and policy recommendations for development of a coordinated system. Therefore, after approval of the Plan by the Technical Advisory Committee (TAC) and Policy Board members, it should be their responsibility, or the responsibility of an entities' representative on the Bicycle and Pedestrian Committee, as deemed necessary, to respectively present and endorse the Plan or elements thereof for approval and adoption before the entities' governing bodies.

Bicycle and Pedestrian Plan Summary

Vision

Accommodate specific transportation needs and options by understanding the characteristics, needs, and abilities of the bicyclist and the pedestrian. Create transportation choices for all individuals emphasizing the use of bicycling and walking. Integrate non motorized travel into the physical and social structure within the community. Create a practical network that extends bicycle and pedestrian facilities from residential communities to key destinations such as: workplaces, schools, recreation areas, and commercial centers. Promote community outreach programs and partnerships. Increase public awareness and safety of non motorized travel throughout the area.

Goals

Goal 1 - Accommodate the needs of those currently bicycling and walking.
Goal 2 - Increase the number of people using bicycling and walking as alternate forms of transportation to travel to key destinations within the area.
Goal 3 - Reduce the number of injuries and fatalities of bicyclists and pedestrians by providing for the safety of all non motorized travelers and by conforming to the Americans with Disability Act (ADA) standards.
Goal 4 - Cultivate partnerships among government and non government agencies, and non-profit organizations that assist in the funding, planning, development and implementation of bicycle and pedestrian planning regarding projects, activities, issues and concerns.

Objectives

1. Plan, develop, and design a "bicycle and pedestrian friendly" network by providing the necessary facilities to accommodate safe, convenient, and pleasant bicycling and walking.

2 Maintain and improve bicycle and pedestrian facilities to accommodate and encourage increased bicycle and pedestrian use.

3. Promote coordination among local governments, advocacy groups, committees, school districts, industries with right of way interests, and users in the development and application of this Plan and all future planning of bicycle and pedestrian facilities and programs.

4. Improve bicycle and pedestrian facility development, safety, use, and enjoyment by increasing awareness of non-motorized travel as a serious transportation alternative through planning, engineering, education, enforcement and encouragement processes.

5. Promote intermodal travel by linking bicycle and pedestrian facilities to the existing public transportation network.

6. Enhance and encourage bicycle and pedestrian use by recognizing other planning elements related to non-motorized transportation planning.

Bicycle and Pedestrian Environment

The benefits of bicycling and walking may be generalized into environmental, social, health and fitness, and economic categories.

Environmental benefits of bicycling and walking:
- Conserves costly and non-renewable energy sources
- Creates no air, water, or noise pollution
- Has no negative infrastructure impact

Social benefits of bicycling and walking:
- Increased mobility choices for people who are not yet old enough to drive, too old to drive, cannot afford an automobile, or wish to drive less
- Creates quieter streets which make for more livable communities
- Encourages interaction within a community

Health and fitness benefits of bicycling and walking:
- Excellent form of exercise
- Can be done over a lifetime and by all ages
- Incorporates recreation and exercise into daily routines

Economic benefits of bicycling and walking:
- Low cost to own and operate a bicycle increases availability to more people
- Maintenance cost of a vehicle compared to a bicycle is significant
- Walking is free

*Additional information is provided in detail in Section 2 of this document.

Summary of Conditions, Needs and Policies

Bicycle and Pedestrian Plan

The following policies are recommended for the Plan to be utilized as planning tools:

1. Follow recommendations set forth in this Plan.
2. Revisit the Recommended Five-Year Priority List each year (April)
3. Evaluate and update this Plan no less than every five years.
4. Develop and implement a data collection program to be used as performance measures to track the success and failures of the Plan.

5. Ensure that all officials within all newly elected, hired, or transferred positions are made aware of this Plan.
6. Continue to explore new methods to engage the public when planning and making decisions regarding the development of bicycle and pedestrian facilities and programs. Refer to the *Public Participation Plan - 2008* for suggestions.

Bicycle and Pedestrian Facilities and System

Current conditions such as inadequate roadway and pathway designs, widths, unfinished gaps and limited access to major trip generating areas inhibit the use and development of the bicycle and pedestrian facilities and systems. To be concise, the Existing Bicycle and Pedestrian Facilities Map (Figure 1), even when programmed bicycle and pedestrian projects are included, is incomplete and limited. Thus, to encourage the expansion and improvement of the system, the following policies are recommended:

1. Consider bicycle and pedestrian needs in conjunction with all transportation related projects and decisions early in the process.
2. For federally funded projects, as required under SAFETEA-LU, the needs of relevant bicycle and pedestrian elements such as shared use on roadways, access, and other accommodations must be considered, where appropriate, in conjunction with all transportation related projects and decisions.
3. As roads are widened or upgraded, ensure that bicycle and pedestrian facilities continue to be provided or improved.
4. Consider the needs and the ability of bicyclists and pedestrians by appropriately connecting lower traffic volume streets.
5. Develop a logical and continuous bikeway system that provides convenient access to key destinations, encourages the use of bicycles, and provides an alternative choice of transportation.
6. Record and maintain access along irrigation canals and acquire right-of-way to be used as multi-use paths. At the same time, respect and protect property owners' rights and interests.
7. Develop an urbanized area bikeway system that links into a broader regional system.
8. Adhere to development and design guidelines and standards set forth in the American Association of State Highway and Transportation Officials (AASHTO), 1999 *Guide for the Development of Bicycle Facilities.*
9. Develop a connective pedestrian system throughout the area that leads conveniently to key destinations, is without gaps, and reduces the percentage of unbuilt sidewalks.
10. Comply with policies and design standards set forth by the Americans with Disabilities Act (ADA).

Maintenance

Facilities must be well maintained in order to provide a safe environment that lessens the potential for accidents and encourages bicycle and pedestrian travel. The following policy is recommended:

1. Maintain a smooth, clean, clear and safe riding surface on all bikeways and appropriate roadways. Fill in potholes, re-stripe worn paint and keep areas clear of loose gravel, debris and dirt. During the winter, keep areas clear of ice and snow.

Situational Improvements

Many barriers throughout the area discourage bicycle and pedestrian travel such as: conditions related to the surface of a roadway or pathway, intersections, geographical constraints including waterways, roadways, and railroads, and a lack of bicycle parking facilities. The following policies are recommended to remedy such conditions:

1. Address surface condition needs and problems such as drainage grates, manholes, curb cuts, fog lines, lighting, etc. and consider the location and design of surface conditions in conjunction with all transportation related projects.
2. Consider the impacts of intersections when planning and designing bicycle and pedestrian facilities. Address intersection hazards and inconveniences.
3. Give priority for construction and development of bridges and other remedial solutions to areas where safe and convenient access to schools, activity centers such as shopping districts and public transit is needed.
4. Consider employing bicycle parking facilities with new commercial construction and retrofitting them with existing buildings. Ensure parking facilities are maintained and kept clear of snow and ice.

State and Local Coordination

The following policies are recommended to ensure bicycle and pedestrian facilities are being appropriately designed and built, the system is being maintained and improved, programs are being developed and implemented and funds are being sought and secured:

1. Provide for a Bicycle and Pedestrian Coordinator to promote, coordinate, educate and develop programs that will increase awareness of non-motorized forms of travel.

2. Maintain a Bicycle and Pedestrian Committee with representatives from organizations, agencies and the community who share an interest in non-motorized travel.

3. Ensure the appropriate agencies and organizations have a copy of this Plan and they understand their roles and responsibilities.

4. Maintain involvement and communication with ITD Bicycle and Pedestrian Coordinator, and other groups and committees representing the interests of non-motorized travel.

Programs

To improve the bicycle and pedestrian environment, action is required beyond engineering to include education, enforcement and encouragement. The following policies are recommended:

1. Promote, coordinate, develop and implement programs that encourage bicycle and pedestrian travel.
2. Increase relations with groups who plan and promote educational programs.
3. Encourage schools, safety organizations and law enforcement agencies to address bicycle and pedestrian safety issues and concerns.
4. Use maps, brochures and the media to promote awareness of non-motorized transportation.

Intermodal Travel

The connection of intermodal travel has great potential but remains relatively unexploited with regard to bicycle and pedestrian facilities. The following policies are recommended to better accommodate this connection:

1. Continue to provide bicycle racks on public buses and install secure bicycle-parking facilities at major transfer stations and transit stops.
2. Encourage TRPTA to evaluate transit stops and locations for safety and efficiency.
3. Work with TRPTA to determine the location and need for transit shelters and benches.
4. Use a combination of bicycle and pedestrian facilities to connect neighborhoods to transit stops.
5. Continue to refer to the *2007 Short Range Transit Plan* for recommendations regarding public transportation.

Land Use and Zoning

Land use and zoning regulations and ordinances can be implemented to encourage bicycling and walking. The following policies are recommended:

1. Promote appropriate land use and zoning regulations that encourage bicycling and walking.
2. Review applications to ensure development proposals consider bicycle and pedestrian facilities and tie into the overall bicycle and pedestrian system.
3. Adopt an ordinance requiring bicycle parking to be included in all new commercial construction.
4. Encourage developers to incorporate other bicycle and pedestrian support facilities.
5. Consider pedestrian access designs out the end of cul-de-sacs without affecting adjacent residents.
6. Maintain easements and acquire right-of-way for non-motorized transportation corridors.

Traffic Calming

Because neighborhood streets will be used predominately by local motorized traffic, traffic calming is self enforcing when the design of the roadway results in the desired effect and visual cues encourage people to drive slower.

If appropriately installed, traffic calming measures encourage the use of biking and walking by providing:
- Fewer and less severe crashes
- Reduced traffic speeds
- Reduced noise level

To be effective, traffic calming devices should be:
- Simple and inexpensive
- Self-enforcing
- Accommodate emergency vehicles, garbage trucks, snow removal, and buses
- Encourage bicycle/pedestrian use

Traffic calming devices include:
Speed humps, curb bulbs, curb extensions, chokers, crossing islands, chicanes, mim-circles, speed tables, raised intersections, raised pedestrian crossings, gateways, landscaping, specific paving treatments, serpentine and woonerf design. Refer to *Traffic Calming State of the Practice Report*, Federal Highway Administration (FHWA) RD-99-135.US

Speed hump

Curb bulb and curb extensions

Changing a One Way Street to a Two Way Street

Chicanes

Raised Intersection

Speed Table

Choker

Crossing Island

Serpentine street uses a winding pattern to slow down vehicle speeds

Woonerf design - a Dutch term meaning Living Street - shared with bicyclists, pedestrians and slow moving motor vehicles.

The following policies are recommended:

1. Consider traffic calming measures with a high level of public involvement from the neighborhoods being affected.
2. Carefully study and design traffic calming devices to ensure their proper placement.
3. Perform a careful review of the devices to be employed to ensure they do not adversely affect snow removal activities and road maintenance.

Environmental

To ensure bicycle and pedestrian facilities do not negatively impact the environment, the following policies are recommended:

1. Perform environmental analysis when planning pathways through sensitive areas.
2. Develop designs that protect and/or enhance existing conditions. Solicit and record public comments on proposed project designs.
3. Preserve existing historic cultural sites along proposed multi-use paths.
4. Refer to resources such as ITD's *Environmental Process Manual*, in addition to resources provided by the State Preservation Office.

*Additional features of the conditions, needs, and policies are provided in Section 3 of this Plan.

Long Range Bicycle and Pedestrian Facilities Plan

The *Long Range Bicycle and Pedestrian Facilities Map* (Figure 2) was developed and is incorporated as part of this Plan for the following purposes:

1. Identify potential facilities and improvements for which priorities may be established and funded.
2. Provide a view of potential facilities and improvements as a network, whereas each individual project is only as good as the whole of which it is a part.
3. Identify potential facilities and improvements to be included as part of future roadway and development projects.

Sidewalks were not addressed as part of the *Long Range Bicycle and Pedestrian Facilities Map.* Areas deficient of sidewalks should be identified and mapped.

The Committee will continue to work with community advocates such as Idaho Falls Community Pathways (IFCP) and the City of Idaho Falls to encourage the use of Community Block Grant funding for sidewalk replacement to assist individuals with moderate to low income where there is an obvious need.

Recommended Five Year Priority List

A Recommended Five Year Priority List was established by the Committee to prioritize projects. The List is reviewed by the Committee on an annual basis prior to the Intent to Apply deadline for Transportation Enhancement project proposals.

An update for each project established as a priority in the 2001 Plan and continued as a priority for the 2008 Plan is provided in alphabetical order. A project description, status, and consensus (from the Committee) are provided for each project in the following pages.

Ammon City Bike Path - Various improvements.
Bicycle Parking Facilities - Determine appropriate locations and implement.
Bicycle and Pedestrian Coordinator - Select entity/person to achieve responsibilities.
Greenbelt - Various improvements including extension of multi-use path.
June Avenue/16thStreet - Bridge and multi-use path extension.
School/Community Education and Safety Programs
South Boulevard - Reconfigure roadway and provide bike lanes.
Sunnyside Bicycle/Pedestrian Facilities - Ensure and encourage implementation. Look at extension projects West of I-15.
25th Street Bridge and bike lanes - Provide for improvements to bicycle/pedestrian bridge over the Gustafson Canal and, where appropriate, provide bike lanes along 25th Street between South Boulevard and Holmes.

Transportation Enhancement Projects (TE)

Transportation Enhancement Projects submitted in 2007 for 2011 project year:

Iona - Continued bicycle/pedestrian path along 33rd North (Iona Road), 55th East, and 41st North. City of Iona is the sponsor for the TE project.

Idaho Falls - Greenbelt path from South Tourist Park to Sunnyside and under the Sunnyside River Bridge east of the river. Submitted for TE funding and sponsored by Idaho Falls Parks and Recreation and Idaho Falls Community Pathways (IFCP) helping with the application process.

*Additional features of the Long Range Bicycle and Pedestrian Facilities Map and Plan are provided in detail in Section 4 of this document.

Recommended Five Year Priority List - Project Description, Status, and Consensus

Ammon City Bike Path - various improvements.
Project Status - 25th St. access has been improved; overall plan is from East 17th St. to Crowley. Ammon planners continue to educate developers on bicycle and pedestrian accommodations.
Consensus - Keep this an on-going priority.

Bicycle Parking Facilities - Determine appropriate locations and implement.
Project Status - Six bike racks have been installed in the downtown area.
Consensus - Look at locations and add bicycle parking to design of new facilities.

Bicycle racks funded through grant monies obtained by the Idaho Falls Downtown Development Corporation

Bicycle and Pedestrian Coordinator - Select entity/person to achieve responsibilities.
Project Status – Bicycle and Pedestrian Coordinator was designated in 2005 to reform the Bicycle and Pedestrian Committee, update the 2001 Plan and continue to address concerns and issues.
Consensus - Keep this an on-going priority.

BMPO Bicycle/Pedestrian Coordinator

Members of the Bicycle and Pedestrian Committee and the Idaho Falls Community Pathway (IFCP)

Greenbelt - Various improvements including extension of multi-use path.
Project Status - Multi-use path has not been completed; underpass from Broadway under Pancheri has been completed.
Consensus - Continue to monitor multi-use path to connect westside to greenbelt. Replace old and restorable paths with new pathway projects, require new paths meet specific width standards, and spend money to widen old paths.

Multi-use Path
Underpass from Broadway under Pancheri

View heading South out of Underpass

June Avenue/16thStreet - Bridge and multi-use path extension.
Project Status - On-going; transportation enhancement project has been rejected 3 years in a row.
Consensus - Keep as a low priority.

School/Community Education and Safety Programs

Project Status - The following programs and events were organized and participated in:

Earth Day 2006 - Combined efforts with Idaho Falls Police and Bike to Work cyclists. Provided BMPO information booth, Bike/Ped survey, youth helmet giveaway and bike safety information.

Earth Day 2007- Combined efforts with Idaho Falls Police, bicycle advocates and volunteers with a Bicycle Rodeo.

International Walk to School Day - October 4, 2006 - Organized and participated with A.H. Bush Elementary. First school in the area to participate in the event.

International Walk to School Day-Idaho Falls
October 4th, 2006

2006 International Walk to School Day

International Walk to School Day - October 4, 2007 - Nearly the entire Tiebreaker Elementary school participated. Six (6) local schools participated in the event that day.

2007 International Walk to School Day

Safe Routes to School (SR2S) - Program introduced and promoted to both school districts in 2006. Applications were submitted in Jan 2007 and School District 93 was awarded 5 projects for infrastructure and non-infrastructure SR2S projects.
Consensus - Keep this an on-going priority.

- **School District 93 applied**
- **Funding awarded!**
- **$110,000.00 total**
- **Infrastructure**
- **Non infrastructure**
- **Total of 5 projects**

Guy Bliesner,
Health& Safety Coordinator,
Bonneville Joint School District 93
Wendy Horman, Bonneville Joint School District 93, Trustee

South Boulevard - Reconfigure roadway and provide bike lanes. South Boulevard is a north/south connector as well as a roadway capacity issue.
Consensus - On-going; continue to be addressed by the Committee. Keep as a need and look at other alternatives. Refer to Public Safety Committee.

Changes made to South Blvd. in October 2007

Changes made to South Blvd. in October 2007

Sunnyside Bicycle/Pedestrian Facilities - Ensure and encourage implementation.
Project Status - Possibility of bike lanes being added to Sunnyside. Committee members requested to be involved in the process.
Sunnyside Multi-Use Path - East side of Sunnyside was completed in 2006 and Holmes to Sunnyside was completed in November of 2007. Possibility of extending path along the canal for Sunnyside and Hitt.
Consensus - Keep as a priority and continue to monitor. Look at extension projects West of I-15.


Sunnyside Multi-Use Path looking west to I-15 Interchange with path extending toward the Greenbelt (completed in 2007)


Sunnyside Multi-Use Path looking to the West and East

25th Street Bridge and Bike Lanes and Gustafson Canal - Provide for improvements to bicycle/pedestrian bridge over the Gustafson Canal and, where appropriate, provide bike lanes along 25th Street between South Boulevard and Holmes.
Project Status - Recent photos revealed no changes over the Gustafson Canal and chain linked fence detached at bottom.
Consensus - Address as a Committee to Public Works; keep as a top priority.


Submitted to Public Works in October of 2007

Additional Priorities requested from the Bicycle and Pedestrian Committee in 2007:

- Public Relations - Continue to involve and educate the public on bicycle and pedestrian issues/concerns.
- Developers - Communicate with developers and hold them accountable for building biking/walking paths.
- Add Holmes/17th as a priority (Engineering).
- Explore possibility of paths from Ivan's acres to Lincoln via Progressive Canal Company.
- Add Bellin and Pancheri as a priority (BMPO).
- List the School Zone Safety Study as a priority (District 93 - Committee member).
- List SR2S for Sunnyside/Holmes to be applied for in January 2008 (Committee member).
- Regarding the facilities map: Identify corridors and continue to connect the communities of Iona to Idaho Falls, Ucon and Ammon.

Implementation Process

For the Plan to be an effective document, it should be adopted and incorporated by the appropriate government and non government agencies and organizations. To ensure the Plan is implemented, it is recommended the following steps be taken:

1. All appropriate government entities and organizations in the metropolitan planning area should adopt the Plan. Adoption is the first step toward acceptance and recognition of the Plan. Without this recognition, policies will go unrealized and be irrelevant.

2. The Plan or pertinent elements should be included in applicable local planning documents and incorporated into the planning process of all involved entities to ensure its development.

3. Local entities and their departments must understand their responsibilities and work cooperatively to comply with the Plan's recommended policies and processes.

4. All Transportation Enhancement (TE) projects should be addressed and sponsors established in early March to meet the Intent to Apply deadline (usually the end of June).

   *Sponsors for TE projects are responsible for local match requirement, all cost over runs, and maintenance related to the TE project.

*Additional Implementation features are detailed in Section 5 of this Plan.

Section 1
Vision and Goals

Introduction

This section provides the vision, goals, and objectives needed to address the issues associated with non motorized travel. For the purposes of this document, consideration of various types of non motorized travel is given with specific emphasis placed on the bicyclist and the pedestrian.

Vision

Accommodate specific transportation needs and options by understanding the characteristics, needs, and abilities of the bicyclist and the pedestrian. Create transportation choices for all individuals emphasizing the use of bicycling and walking. Integrate non motorized travel into the physical and social structure within the community. Create a practical network that extends bicycle and pedestrian facilities from residential communities to key destinations such as: workplaces, schools, recreation areas, and commercial centers. Promote community outreach programs and partnerships. Increase public awareness and safety of non motorized travel throughout the area.

Goals

Goal l
Accommodate the needs of those currently bicycling and walking.

Goal 2
Increase the number of people within the communities using bicycling and walking as alternate forms of transportation to travel to key destinations within the area.

Goal 3
Reduce the number of injuries and fatalities of bicyclists and pedestrians by providing for the safety of all non motorized travelers and by conforming to the Americans with Disability Act (ADA) standards.

Goal 4
Cultivate partnerships among government and non government agencies, and non-profit organizations that assist in the funding, planning, development and implementation of bicycle and pedestrian planning regarding projects, activities, issues and concerns.

Objectives

1. Plan, develop, and design a "bicycle and pedestrian friendly" network by providing the necessary facilities to accommodate safe, convenient, and pleasant bicycling and walking. Implementation of the system should correlate with the following applicable actions, strategies, and policies: plan use and development, performance measures, participation and involvement, system development, project prioritization, and design standards.

2. Maintain and improve bicycle and pedestrian facilities to accommodate and encourage increased bicycle and pedestrian use. Implementation of maintenance and improvement processes should correlate with the following applicable actions, strategies, and policies: bicycle and pedestrian facilities, surface conditions, constraints and other transportation facilities that will improve and enhance the system.

3. Promote coordination among local governments, advocacy groups, committees, school districts, industries with right of way interests, and users in the development and application of this Plan and all future planning of bicycle and pedestrian facilities and programs. Coordination and planning should correlate and be implemented with the following applicable actions, strategies, and policies: responsibilities, communication and cooperation.

4. Improve bicycle and pedestrian facility development, safety, use, and enjoyment by increasing awareness of non-motorized travel as a serious transportation alternative through planning, engineering, education, enforcement and encouragement processes. Implementation of improvement processes and increased awareness should correlate with the actions, strategies, and policies that are relevant to the program. Appropriate information distribution strategies should be used throughout the process.

5. Promote intermodal travel by linking bicycle and pedestrian facilities to the existing public transportation network. Implementation of promotional strategies should correlate with applicable actions, strategies, and policies relevant to the equipment, facilities, and connectivity.

6. Enhance and encourage bicycle and pedestrian use by recognizing other planning elements related to non-motorized transportation planning. Implementation of enhancement features should correlate with the following applicable actions, strategies, and policies: regulations, land use development, access, ordinances, traffic management, and the environment.

*Details of the actions, strategies and recommended policies are included in Section 3 - Conditions, Needs and Policies.

Section 2
Bicycle and Pedestrian Environment

Introduction

This section establishes the current environment as it applies specifically to bicycle and pedestrian travel. Factors that shape the current environment of bicycle and pedestrian travel while addressing the following questions include:

Benefit -	What do people get out of bicycling or walking?
Trends -	How many people are currently engaged in bicycle and pedestrian activities?
Ability of Users -	What is the ability of the individual bicyclist or pedestrian?
Types of Travel -	Where are the key destinations of those currently engaged in bicycle and pedestrian activities?
Types of Facilities -	What types of facilities are available for those who choose bicycling and walking?

Benefits

Broadly stated, the benefits of bicycling and walking can be generalized into the following categories: environmental, social, health and fitness, and economic.

Environmental

- Conserves costly and non-renewable energy sources
- Creates no air, water or noise pollution
- Reduces automobile congestion
- Requires less space for parking
- Has no negative impact to infrastructure

Social

- Increases mobility choices for people who are not old enough to drive, too old to drive, cannot afford automobiles, or wish to drive less
- Can reduce children's dependence on parents for transportation to and from school and various activities
- Creates quieter streets which make for more livable communities
- Encourages interaction within a community

Health and Fitness

- Bicycling and walking are excellent forms of exercise
- Encourages a more physically active community
- Can improve and maintain employee health, thus increasing work capacity
- Can be done over a lifetime and by all ages
- Bicycling and walking for transportation incorporates recreation and exercise into daily routines, reducing the time and expense required to "work out" after work

Economic

- Low cost of bicycles to own and operate increases their availability to more people
- Cost of owning and maintaining a vehicle is high compared to owning and maintaining a bicycle
- Walking is free

Trends

The following provides a general overview of national, state and local bicycle and pedestrian trends.

National

According to the 2001 *Nationwide Personal Transportation Survey*, the United States' national average of bicycle use for transport purposes was less than 1% while walking accounted for 7.2%. The figures equal a total of less than 8% for non-motorized transport. Private vehicle use accounted for 86.5% and public transportation and other means accounted for 4.9%.

State and Local

According to the *2000 US Census Bureau*, in the state of Idaho, bicycling and walking account for a combined total of approximately 4.2% of all transportation to work trips. Separately, bicycle work trips account for approximately 0.7% and pedestrian work trips account for 3.5%. In the BMPO area, bicycling and walking account for only 2.2% of earning-a-living trips of which 0.3% account for bicycling and 1.9% account for walking. The data shows the BMPO area has almost half the State average of bicycle and pedestrian use for such trips. Because bicycling and walking are not limited to earning-a-living trips, development of bicycling and walking should not only be geared for work related trips but should also focus on social, recreational, civic, educational, personal and family trips.

Types of Travel

Because all travel has a pedestrian element at some point, this Plan recognizes bicycle and pedestrian travel have specific characteristics that qualify as non motorized travel.

Bicycle

The type of bicycle travel correlates directly with the ability of the bicyclist or user. Therefore, in order to appropriately plan bicycle related improvements, it is important to understand the ability of the user and the magnitude of bicycle riding by the types of trips.

According to the Federal Highway Administration, bicycle users are classified into three categories based on their abilities:

Group A (Advanced Bicyclists) - Experienced riders who are confident in operating under most traffic conditions.

Group B (Basic Bicyclists) - Basically adults and teenagers who are less comfortable yet capable of operating well within high traffic volume situations - casual type riders.

Group C (Children) - Pre-teen riders with short trips and low speeds. Initially monitored by parents.

The types of trips can be categorized into the two following areas:

Commute or utilitarian trips such as trips to work, school, personal business or other specific destinations are primarily made by experienced bicyclists. These bicyclists want direct routes with minimal delays. Thus, arterial and collector streets are more commonly used.
(Group - Advanced Bicyclists)

Recreational trips generally consist of riding around the neighborhood for pleasure, to a friend's house, a recreational facility, or other destinations nearby. Bicyclists who ride only for recreation may live too far from their work place to commute by bicycle or may be uncomfortable riding on a system that is not bicycle friendly or has major connectivity problems.
(Group B - Basic Bicyclists)

Residential trips, in neighboring schools, parks, and recreation areas, include frequent users of local streets and low speed and low volume streets. Separated facilities (bike paths or bike lanes) on arterials and collector streets are preferred.
(Group C- Children)

Trips made for recreational purposes generally consist of a larger percentage of the total trips made by bicyclists.

Pedestrian

According to the Federal Highway Administration, all trips at one time have a pedestrian element. Therefore, it is important to consider the abilities of all pedestrians, not just the average person. Pedestrian facilities should be able to accommodate children, the elderly, and the disabled who all have special needs and demands.

Pedestrians, like bicyclists, also make trips for utilitarian and recreational purposes. Because pedestrians have special characteristics and travel at varying speeds, careful consideration must be included in the planning process.

Pedestrians are highly diverse and may include: joggers, people in a hurry, people leisurely strolling, people carrying packages, people stopping to tie shoes or to enjoy a view, parents with children, parents with children in strollers, people on skateboards or on in-line skates, people on cross country skis, people with pets, the elderly, the disabled, the visually impaired with or without a guide dog, and people using walkers and wheelchairs (manual or battery powered).

*Reference is from the International Classification of Impairment, Disability, and Handicap (ICIDH) through the World Health Organization to standardize terminology worldwide.

Types of Facilities

Bicycle Facilities:

The definitions provided for Bicycle and Pedestrian Facilities were taken from the standards and guidelines provided from the American Association of State Highway and Transportation Officials (AASHTO). Specific design standards and dimensions are not provided in this Plan. Refer to AASHTO's *Guide for Development of Bicycle Facilities*, 3rd Edition, 01 January, 1999.

Bicycle - Every vehicle propelled solely by human power upon which any person may ride, having two tantum wheels, except scooters and similar devices. The term "bicycle" for this publication also includes three and four wheeled human-powered vehicles but not tricycles for children.

Bicycle facilities - A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities and shared roadways not specifically designated for bicycle use. Includes all elements that accommodate and promote bicycle travel such as, shelters, traffic control devices, and bikeways.

In urban settings where parallel parking is permitted, the most common bicycle riding location is the area between parked cars and the outside motor lane. In rural areas, a bicyclist generally rides on the shoulder of the roadway outside the fog line, or on the fog line if no paved shoulder exists.

This Plan identifies several types of Bicycle Facilities for use by bicyclists as defined by AASHTO, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, July 2004. Facility classifications are also provided:

Shared Roadways - Any roadway open to both bicycles and motor vehicle travel. This may be an existing roadway, a street with wide curb lanes, or a road with paved shoulders. Shared roadways may legally share with motorists but are not designated as a bikeway. A roadway with a right hand curb lane width of 14 ft. to 15 ft. can safely accommodate both motorists and bicyclists.

Shared Use Path - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within and independent right-of-way. Shared use may also be used by pedestrians, skaters, wheelchairs users, joggers and other non-motorized users.

Multi-Use Paths - Paths entirely separated from the roadway, generally by a space of at least 5 ft., except at infrequent intersections. Bicyclists, pedestrians and various other non-motorized users can use multi-use paths.

Bike Lanes - A portion of a roadway designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes are striped lanes on existing roadways running parallel, and adjacent, to the outside motor lane. A bike lane is for the exclusive use of bicyclists and allows for one-way travel in the same direction as the motor vehicle with one lane on each side of the road.

Sign Shared Roadway (Signed Bike Route) - A shared roadway designated by signing as a preferred route for bicycle use. Signed shared roadways are shared roadways that have been signed to indicate a preferred bike route. When signs are used, it indicates to bicyclists that particular advantages exist to using the route compared to alternates and the responsible agency has taken action to ensure the roadway is suitable and maintained.

Bikeway - A generic term for any road, street, path or way which, in some manner, is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Right of Way - The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Bicycle Facility Classifications:

Class I Facility - Multi use trails physically separated from a roadway. They are exclusive rights of way having limited interaction with motorized vehicle facilities.

Class II Facility - Considered to be a bicycle lane.

Class III Facility - Collector and neighborhood streets with low volume of traffic. No markings or signage and not distinguished for bicycle compatibility in any fashion.

Pedestrian Facilities:

Specific design standards and dimensions are not provided in this Plan. Refer to AASHTO's *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, July 2004.

Pedestrian - A person afoot or in a wheelchair

Pedestrian facilities include sidewalks and shared use path multi-use paths.

Sidewalks - The portion of a street or highway right-of-way designated for preferential or exclusive use by pedestrians. Sidewalks make up the portion of street or highway right-of-way being designed and built for preferential or exclusive use by pedestrians. However, because many streets are too narrow to safely accommodate bicycles and motor vehicles, it may be necessary to allow bicyclists to share the sidewalk with pedestrians. When bicyclists must use the sidewalk, they should always yield to pedestrians.

Shared Use Path - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use may also be used by pedestrians, skaters, wheelchairs users, joggers and other non-motorized users.

Multi-Use paths - Accommodate pedestrians, bicyclists, persons in wheelchairs, in-line skaters, etc. Multi-use paths are not to be confused with unimproved recreational facilities, often referred to as trails, which will also be used by pedestrians, bicyclists and equestrian users.

Right of Way - The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Section 3
Conditions, Needs and Policies

Introduction

This section provides a general overview of the conditions, needs and policies of the area. Conditions were assessed and policies established to support the goals and objectives and address the identifiable needs and barriers as a result of the conditions. The conditions are presented by primary issues associated with bicycle and pedestrian travel including: planning and design, general maintenance and improvements, awareness, coordination, relationship with intermodal travel, and other related planning issues. Strong public policies supporting bicycle and pedestrian use are critical to increasing its use. Therefore, recommended policies accompany the primary issues presented within this section.

Bicycle and Pedestrian Planning and Design

Conditions and Needs

Without consideration for the needs of non-motorized travel, in all aspects of planning and development, bicycling and walking may generally be viewed as an add-on or unknown. This Plan serves as the medium to consider the needs of bicyclists and pedestrians so they become vital components to the area's transportation system. The Plan is the process or tool used to develop an efficient, safe and functional bicycle and pedestrian system sustained by recommended policies, actions, programs and implementation strategies.

Many bicycle and pedestrian plans have gone unimplemented or have had minimal success. This is due, in part, to a lack of evaluation or a method for monitoring the progress. In order to avoid these unfortunate consequences, the Plan should be considered as a working document and be reviewed, evaluated and updated on a regular basis.

An annual evaluation process will allow planning agencies and local citizens the opportunity to monitor the Plan, identify deficiencies, and offer improvements. This may be achieved by revisiting the vision, goals and objectives, by assessing the effectiveness in reaching the goals and objectives, and by identifying the effectiveness of policy application and project and program implementation.

The update should correct any goals, objectives, policies, and implementation processes determined during the evaluation that are not aligned with the vision of the Plan. The update should also identify current bicycle and pedestrian problems, opportunities, and provide a list of re-prioritized projects and programs.

In order to promote enhanced planning, appropriate and accurate data should be gathered and maintained for each type of non-motorized travel. Data should include, at a minimum, the level of use by: trip purpose, route selection, trip length, information reflecting increases or decreases,

the number of projects and miles implemented versus unimplemented projects and miles, the number and type of accidents involving bicyclists and pedestrians, and the use of bike racks and parking facilities at transit stops.

Participation involving local entities and the public is crucial in the data collection process. By promoting active participation we hope to gain practical, technical, and safety information to use as valuable tools when generating support of projects and plans.

Recommended Policies

1. Follow recommendations set forth in the Plan based on policies, actions, strategies and priorities identifying bicycle and pedestrian projects and programs.

2. Evaluate and update the Plan no less than every five years to ensure a continued commitment for the improvement and development of bicycle and pedestrian facilities and programs.

3. Develop and implement a data collection program to be used as performance measures to track the success and failures of the Plan, and to continue improving planning practices to assure a safe and efficient non-motorized transportation system.

4. Ensure that all newly elected, hired or transferred officials within all government entities are made aware of the Plan and its goals and policies.

5. Continue to explore new ways to involve the public when planning and making decisions regarding the development of bicycle and pedestrian facilities and programs. Refer to the 2008 *Public Participation Plan* for suggestions.

Bicycle and Pedestrian Facilities and System

Conditions and Needs

Current bicycle and pedestrian conditions within the area are accessible by the type of facility and while many of the existing facilities are either inadequate, deficient, or associated with various problems, the need for providing safe and adequate bicycle and pedestrian facilities based on the ability of the user is highly recognized. The importance of bicycle and pedestrian conditions is further recognized at the federal level in the Safe, Accountable, Efficient, and Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The act targets specific areas of concern for the safety of bicyclists and pedestrians of all ages and abilities. Specific programs such as Safe Routes to School (SR2S) encourage schools, students and parents to build community based partnerships that work together in order to make it safer and more enjoyable for students to walk or bike to school.

The following references to bicycle and pedestrian facilities are taken from the *Guide for the Planning, Design, and Operation of Pedestrian Facilities,* July 2004, developed by American Association of State Highway and Transportation Officials (ASHTO).

Bicycle Facilities

Shared Roadways

The overwhelming importance and use of the existing roadway network, both in terms of its impact as a major opportunity as well as a potential barrier, cannot be overemphasized. Since every bicyclist cannot reach their destination via a bikeway, various roadways, other than limited access highways designed and built for automobiles may be used by bicyclists at their discretion.

Unfortunately, most major arterial and collector streets have not been designed with wide curb lanes to accommodate bicycles. This creates conflicts between automobiles and skilled bicyclists attempting to reach their destination in the most direct manner. It also creates conflicts with pedestrians as bicyclists are often forced onto sidewalks.

Somewhat better conditions exist for bicyclists on lower traffic volume streets. However, these streets are often less direct, thus forcing bicyclists to take a more difficult route to cross busier streets. In some areas, lower traffic volume streets are not connected in a logical way, forcing less experienced bicyclists onto unsafe high traffic volume roadways to make short trips.

Rural roads are often used by recreational and more dedicated bicyclists for commuting and general transport purposes. Many rural roads in the area are narrow in width, have little or no shoulder and leave no room for bicyclists to travel, thus presenting an unsafe situation for the bicyclist and the motorists.

If exploring the options of expanding the shared roadway network is being considered, a thorough study and analysis should be completed by a certified engineer. A careful study may provide the following options:

- Inner lanes of multi-lane roads may be narrowed and the extra width be used to create wider curb lanes.
- Alternative cross sections may be formulated to provide surplus roadway capacity for bicycle use.
- Wider shoulders beyond minimum standards may be considered on rural roads where passing trucks moving at higher speeds create "air blasts" that may cause bicyclists to crash.
- Additional shoulder space, where ideal road widths cannot appropriately be achieved, may be given consideration where higher bicycle use is expected and a large percentage of trucks, buses and recreational vehicles exist.

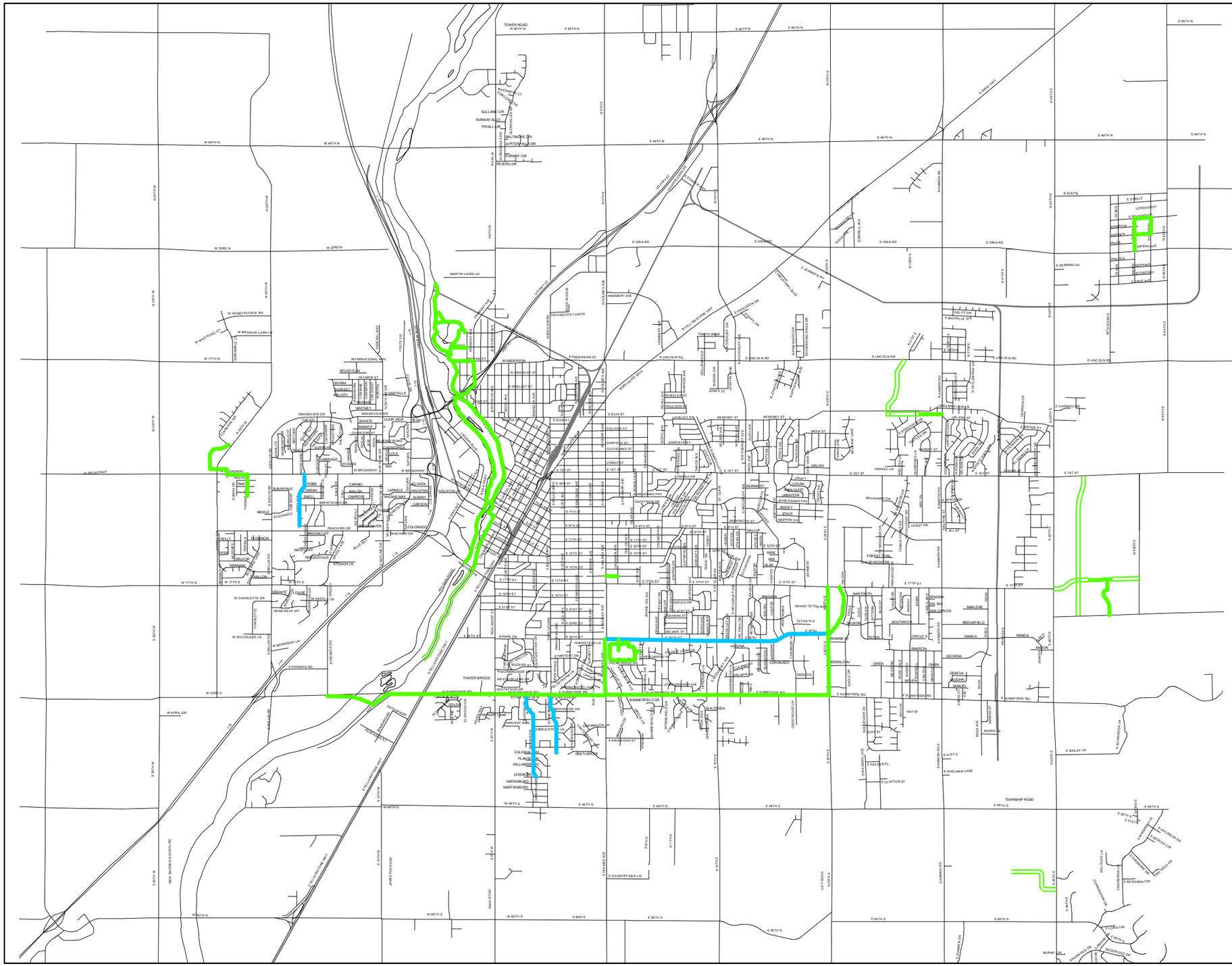

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Figure 1

Existing Bicycle and Pedestrian Facilities Map

Updated November 2007

NOT TO SCALE

LEGEND

- Existing Multi-use Path
- Programmed Multi-use Path*
- Existing Bike Lane

*Programmed = identfied funding source

BMPO

Bonneville Metropolitan Planning Organization

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

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Bikeways

Existing Multi-use Paths and Bike Lanes, with regard to Bikeways, are provided in Figure 1 *Existing Bicycle and Pedestrian Facilities Map;* identifying existing and programmed Multi-use Paths and Bike Lanes in the BMPO planning area.

Although there are approximately 27.2 miles of designated multi-use paths and bike lanes, some of the multi-use paths may be considered substandard, do not meet current facility guidelines, or are programmed to be developed. With the completion of the Sunnyside Multi-use Path, improvement of the bikeway system allows for increased connectibility to key destinations such as schools, shopping centers, workplaces, churches and parks.

The lack of designated bikeways is not only frustrating but dangerous for bicyclists, especially if they suddenly end and leave unskilled bicyclists stranded at busy intersections and streets. This is also confusing to motorists who, more than anyone, need to have a good understanding of the bicycle system.

Bikeways should be developed to make up a convenient and efficient network for all users. However, it should be remembered that a poorly designed bikeway may be worse than no bikeway. Therefore, careful consideration should be given, but not limited, to surface types, facility widths, appropriate striping, sign height and frequency, crossing locations, sight distances and degree of curvatures.

Multi-Use Paths

Currently, approximately 23 miles of **multi-use paths** exist in the area with most of the mileage located along the Snake River greenbelt. Although the paths are well used, they are not suitable in safely accommodating bicycle and pedestrian travel. This is due to inappropriate widths and the lack of sidewalks to make up segments of the paths.

Important points to remember regarding multi-use paths:

A minimal two directional width of 10 ft. with striping is needed to address conflicts between higher speed bicyclists and the more maneuverable, yet slower, pedestrians. However, 12 ft. may be more practical where heavy mixed use is projected such as on a greenbelt.

Sidewalks, even though they may be extremely wide, do not necessarily add to the safety of bicyclists. Therefore, it is inappropriate to sign them as a multi-use path for bicycle use.

Refer to industry standards for bicycle facility design issues found in the *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, July 2004.*

Bike Lanes

Currently, 4.2 miles of **bike lanes** exist in the area. Bike lanes are at the following locations:

- 25th Street: provides connectivity from Community Park to shopping centers, restaurants, Grand Teton Mall, movie theaters and hospitals east of Channing Way and Hitt Road
- Troy Avenue: connects Broadway Avenue to Brandon Drive
- Nathan Drive: connects Sunnyside Road to Castlerock Lane
- Stonebrook Lane: connects Sunnyside Road to Leesburg Lane
- University Boulevard: connects East River Road, West

Important points to remember regarding bike lanes:

- Because a bike lane shares the roadway, the ability to implement bike lanes is directly correlated with width and other deficiencies and problems of the shared roadway network.

- Before implementing a bike lane, a feasibility study that specifically addresses intersection design with regards to safety should be completed prior to planning and developing any bike lane.

- A roadway that is well designed for bicycling does not always need bike lanes. This is particularly true in local neighborhoods where adequate traffic management already exists.

- Although bike lanes generally provide for more predictable movements by motorists and bicyclists, they may also create a more difficult riding situation, especially at intersections.

- The hazards created by an opening car door should be considered when proposing the development of bike lanes that parallel automobile parking. If a problem is projected, 5 ft. lanes may be needed.

- Once a bike lane is established, continual striping and a periodic review is required to determine if the bike lane is functioning appropriately and meeting expectations.

Signed Shared Roadways

Signed shared roadways should have a specific destination, a logical direction and be signed properly. It is evident many of the current signed shared roadways do not meet these criteria. On some signed shared roadways, directions are not complete or direct, destinations are not well defined, and signs do not provide important information such as destinations and distances.

Currently, approximately six miles of roadways have been designated as signed shared roadways. In September of 2007, a written request was given to the City of Idaho Falls, Public Works Department for the removal of the signs. These are currently being removed.

Important points to remember regarding Signed Shared Roadways:

Signs reading Bicycle Route or showing a bicycle logo are misleading to the bicyclist. These signs should provide additional information or be removed.

Signed shared roadways should not be expected to attract all, or even most, bicyclists away from the main roads.

A signed shared roadway should provide for one or more of the following:

- Connection with other bicycle facilities
- Thorough and direct travel route through a high demand corridor
- Traffic control devices giving greater priority to bicyclists
- A route where parking has been removed or is restricted
- Access to internal neighborhood destinations such as parks and schools
- Identification of rural roadways with lower traffic volumes or paved shoulders

The implementation of signed shared roadways does not preclude the need for actions along main roads and is only feasible once changes have been introduced such as:

- Design and maintenance issues
- Safety levels and crossings of main roads
- Local street management including access of unconnected parts of the network, and multi-use paths

Roadways should not be signed if they are not warranted simply to satisfy the bicycling community. The *Northwestern Traffic Institute Manual on Bicycle Planning* states, "Signed bicycle routes may do little if placed on inappropriate streets or roads to assure bicycle safety. Establishment of bicycle routes has unfortunately (been) used as a device to create the illusion of providing bicycle facilities by ... officials who are unconvinced of bicycle facility needs."

Pedestrian Facilities

Unlike the bikeway system, a vast network for pedestrians already exists. Sidewalks are the primary means of moving pedestrians. Although this network is extensive, it is incomplete and fragmented with many gaps and barriers.

A non-existent sidewalk is a barrier that discourages pedestrian travel. The lack of sidewalks forces pedestrians onto the road with motor vehicle traffic. This problem is especially common along the more rural roads where typically no sidewalks and very little or no shoulders exist.

The use of sidewalks by bicyclists is another safety hazard for pedestrians, as stated in the **Idaho Falls Code of Ordinances: Title 9 Motor Vehicle and Bicycle Regulations**, **Chapter 7 Bicycles, Section 9-7-10: Riding on Sidewalks.**

The ordinance prohibits any person 15 years or older from riding on sidewalks within the City, and further prohibits any person from riding a bicycle upon a sidewalk in the downtown area.

This correlates with the fact that in residential areas, sidewalk riding by children is common and generally accepted. However, it should be expected that sidewalks adjacent to busy streets such as 17th Street, Holmes Avenue and West Broadway, which provide continuity but support large volumes of traffic with inadequate space for bicyclists, will be used by both pedestrians and bicyclists of all ages.

The same is expected when other possible solutions such as alternative routes, policies discouraging vehicle traffic, or street widening are impractical and improbable. Likewise, the use of sidewalks by bicyclists on long narrow bridges should also be expected.

Many of the existing sidewalks in the area are separated from the roadway by only a raised curb face. These sidewalks, with no landscape buffer, discourage pedestrian use because they are unpleasant and less safe to travel. The City of Idaho Falls has implemented a policy requiring new development (with some exceptions) to provide planter strips between sidewalks and roadways, thus potentially enhancing the safety of pedestrian travel in those areas.

Multi-use paths also accommodate pedestrian travel. Refer to the current conditions, deficiencies, problems and needs previously discussed under the Bicycle Facilities section.

Pedestrians should have right of way over other non motorized travelers on multi-use paths. To ensure this is understood and adhered to, it may be necessary to add "yield to pedestrian" signs. This does not mean that other non-motorized travelers cannot pass pedestrians but should do so with a vocal warning to prevent injuries to either party. Pedestrians must also obey all laws pertaining to pedestrian travel.

Priorities should be established for construction and development of sidewalks, multi-use paths and rural roadway shoulders in areas where safe and convenient access to schools, activity centers such as shopping districts, and access to public transit is needed.

Policies

1. For federal projects, SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users, signed into effect in 2005, requires that the needs of relevant bicycle and pedestrian elements such as shared use on roadways, access, and other accommodations be considered, where appropriate, in conjunction with all transportation related projects and decisions. Specific sections of SAFETEA-LU include:

   Section 1405 Roadway Safety Improvements for Older Drivers
   Section 1404 Safe Routes to School (SR2S)
   Section 1411 Roadway Safety

Therefore, the planning and design of all new roadways, the reconstruction of existing roadways, including bridge design and construction should include wide curb lanes, adequate shoulders and sidewalks where conditions permit.

2. Maintain bikeway status on roads and corridors planned for bicycle facilities. As roads are widened or upgraded, ensure bicycle and pedestrian facilities continue to be provided along the roadway or corridor.

3. Consider the needs and provisions for the safe commuting and leisure activities based on the ability of the bicyclist or pedestrian by appropriately connecting lower traffic volume streets.

4. Develop a logical and continuous bikeway system that is: justified by needs, consists of facilities that connect and provide convenient access to key destinations, encourages the use of bicycles, and provides an alternative choice of transportation for all citizens.

5. Record and maintain access through all property easements along the irrigation canals and acquire right-of-way adjacent to these easements for use as a multi-use path. At the same time, respect and protect property owners' rights and general interests where private properties are adjacent to multi-use paths.

6. Develop an urbanized bikeway system that links into a regional system by prioritizing local projects, where applicable, to coincide with other state and local bikeways to increase connectivity between cities and towns.

7. For the purposes of bicyclist safety, legal concerns and consistency, municipalities should adhere to the guidelines and standards for development and design of bicycle facilities set forth in the *1999 Guide for the Development of Bicycle Facilities* by the American Association of State Highway and Transportation Officials (AASHTO).

8. Develop a connective pedestrian system throughout the area that leads conveniently to key destinations, is comprehensive without gaps, and reduces the percentage of unbuilt sidewalks.

9. Develop and design sidewalks based on the ability of the user that are safe and pleasant for pedestrian travel. Access for disabled users throughout the pedestrian network, including multi-use paths, should be included in the design and construction process. Therefore, all pedestrian related projects should comply with policies and design standards set forth by the Americans with Disabilities Act (ADA).

Improvements

Conditions

By looking at how we compare with the State and rest of the nation, we may gain a better understanding of the current bicycle and pedestrian network and in the process, improve conditions that meet the needs of the bicycle and pedestrian community, increase the use, and prevent accidents.

The following accident data was provided by the Idaho Transportation Department. Information is based on reportable accidents in the Bonneville County area, including city and rural areas.

Bonneville County Reportable Accidents - Bicyclists and Pedestrians

***Accidents only - fatality data not available**
(1996-2000)

Bicyclist:	**Pedestrian**
104	54
Total Accidents: 158	

Bonneville County Reportable Accidents - Bicyclists and Pedestrians

Includes accidents and fatalities
(2001-2005)

Year	**Bicyclist Accidents**	**Fatalities**	**Total Bike/Ped Accidents**	**Pedestrian Accidents**	**Fatalities**	**Total Bike/Ped Fatalities**
2001	10	0		14	0	
2002	21	0		21	1	
2003	31	0		18	0	
2004	27	1		15	2	
2005	18	1		20	1	
Total	**107**	**2**		**88**	**4**	
Total 2001-2005			**195**			**6**

State of Idaho - Pedacyclists (Bicyclists) and Pedestrians

***Fatalities Only**
(2001-2005)

Year	**Pedacyclist Fatality**	**Pedestrian Fatality**
2001	2	12
2002	2	15
2003	2	13
2004	3	17
2005	3	9
Total 2001-2005	**12**	**66**

*Nationwide Accidents and Fatalities - Pedacyclists and Pedestrians

Includes accidents and fatalities
(2001-2005)

Year	Pedacyclist Accident	Fatalities	Total Bike/Ped Accidents	Pedestrian Accident	Fatalities	Total Bike/Ped Fatalities
2001	45,000	732		78,000	4901	
2002	48,000	665		71,000	4851	
2003	46,000	622		70,000	4749	
2004	41,000	727		68,000	4675	
2005	45,000	784		64,000	4881	
Total	**225,000**	**3,530**		**351,000**	**24,057**	
Total 2001-2005			**576,000**			**27,587**

***The nationwide fatality/accident data was provided by the National Center for Statistics and Analysis (NHTSA).**

It is important to note these are reported accidents. Accidents resulting in bike-bike collisions, bike-pedestrian collisions, bike-dog collisions, and poor design and surface conditions such as loose gravel, parallel drainage grates, railroad crossings and potholes are rarely reported yet contribute significantly to dangerous bicycling conditions.

Maintenance

Conditions and Needs

A major deterrent and hazard to bicycle travel is the lack of appropriate maintenance of shared roadways and bikeways. A smooth surface in good repair should exist, particularly on the shoulder of the road. A regular schedule of maintenance, including resurfacing, repainting and cleaning or sweeping, should also exist. Loose gravel, debris, dirt and leaves, if allowed to accumulate, and pot holes, if not properly treated, can create hazards and make streets and bikeways unusable.

In this area, snow can remain on the ground for up to a month at a time. It is critical that appropriate roadway maintenance meets the needs of bicyclists. Not only should all bike routes and bike lanes be kept clear of snow and ice, but all outside motor lanes, where a bicyclist is expected to ride, should be kept clean as well. Pathway segments receiving high levels of use should also be kept clear of snow and ice.

Policies

1. Maintain a smooth, clean, clear and safe riding surface for bicyclists on all bicycle paths, lanes and the space on roads by routinely sweeping away debris and clutter, filling in potholes, re-striping worn paint and keeping areas clear of snow and ice during the winter.

Situational Improvements

Conditions and Needs

Many barriers discourage bicycle and pedestrian travel. Barriers can be classified as surface conditions, intersections, geographical constraints and a lack of parking facilities. It should be the main priority of all municipalities to provide and promote the development of bicycle and pedestrian facilities to key destinations and eliminate all barriers to their travel. On the other hand, some of the barriers to bicycle and pedestrian travel can also be viewed as assets. Canals that normally inhibit bicycle and pedestrian travel can provide an opportunity for a parallel route.

Surface Conditions

Many barriers currently exist on the surface of streets, bikeways and sidewalks. If not properly treated, they can either impede or create hazards for bicycle and pedestrian travelers, often making such facilities unusable or inconvenient.

Primary barriers that require continuous maintenance include:

- **Drainage grates with parallel openings** - should be identified and replaced or modified.
- **Manhole covers** - should be located away from the edge of the roadway where they will not impede bicycle travel.
- **Crowns** - roadways should have crowns low enough that pedestrians and bicyclists feel safe making a transition from the road to a sidewalk. Crowns (if low enough) may help to discourage automobiles from parking on the sidewalk.
- **Curb cuts** - sidewalks should have a safe and convenient transition from the road to the sidewalk.
- **Concrete barriers** - should be high enough as not to catch the pedal of a bicycle.
- **Travel lanes** - should be of a consistent configuration and provide continuity.
- **Fog lines** - should be added where appropriate to provide a sense of security for bicyclists.
- **Lighting** - roadways used extensively by bicyclists and pedestrians should have appropriate lighting.
- **Signs** - should provide specific information or be removed.

Many of these barriers are projects that can be accomplished by local public works departments to improve the situation for bicyclists and pedestrians before actually signing and striping routes. These improvements can often be accomplished without major investments while greatly improving the facilities and showing an interest and commitment on the part of local municipalities in favor of bicycle and pedestrian travel.

Intersections

Intersections pose problems for bicyclists and pedestrians including movements between automobiles, bicyclists and traffic signals. Conflicts between left turning bicyclists and automobiles and right turning automobiles and straight-through bicyclists are encountered at intersections. Therefore, intersections should be improved to reduce crossing conflicts.

Possible solutions may include:

- appropriate merge signing and striping
- advance stop lines, pedestrian crossings
- signalization and warning signs
- grade-separated facilities

The lack of appropriate crossings and signalization to cross busy arterial and collector streets discourages bicycling and walking. Bicycles often go undetected at traffic lights and may have to wait minutes for a light to change. It is inefficient and troublesome for bicyclists to dismount their bicycle, climb up the curb and press the pedestrian cross button in order to change the red light to green. This action encourages bicyclists to cross on a red light. In situations when a pedestrian push button is to be used, it is important that bicyclists are not required to dismount or make an unsafe movement. To better encourage bicycling, signalization that is sensitive enough to detect bicycles should be added or converted to bicycle-compatible systems.

Busy intersections have a lack of signalized crossings. Where signals do exist, the walk symbol is often too short for pedestrians to cross safely and comfortably. Signal timings with short clearance intervals should be converted where needed so that a bicycle can cross an intersection under the same signal phasing as a motor vehicle.

Where safety issues exist, or signals do not exist, it may be required to provide:

- colorized pavement crosswalks
- raised platform crosswalks
- refuge islands
- midblock neck-downs and curb-bulbs
- overpass or underpass (in certain situations)

Constraints

Natural or manmade constraints such as waterways, limited access highways and railroads consist of items that can impede the directness and movements of a bicyclist or pedestrian. These conditions result in a fragmented bicycle and pedestrian system that is frustrating, discouraging and dangerous for bicyclists and pedestrians.

Waterways such as rivers, streams and canals, if not bridged, pose safety and convenience problems by exposing bicyclists and pedestrians to traffic hazards if they are forced to divert.

The extensive network of irrigation canals poses one of the biggest obstacles as virtually no bicycle or pedestrian crossings exist, greatly limiting access to key destinations. Although the canals pose some of the primary barriers, they also provide great corridors for pathway development. People use the dirt trails for walking and jogging even though the canal easements may generally extend through private property. Great effort should be given to acquire right-of-way adjacent to canal easements for transportation and recreational pathways.

Safety concerns also exist on bridged waterways with bridges too narrow to accommodate bicyclists. Possible solutions could be to either modify or reconstruct the bridge or develop a

safe and convenient alternate route. Even when bridges do accommodate non-motorized users, little consideration is usually given as to how the bicyclist or pedestrian will negotiate once off the bridge. It is important these users have the necessary facilities for continued safe travel after they leave the bridge.

Additional Barriers

Limited access highways, such as I-15 and US 20, may also be a barrier for bicyclists and pedestrians because they have limited bicycle and pedestrian crossings and east/west connectivity. Facilities such as the Sunnyside Multi-Use Path were added during the widening of Sunnyside Road from Hitt Road to I-15 to help connect the east and west sides of town.

Arterial street crossings, without traffic control devices, pose problems that may force bicyclists to use alternate routes that may divert them to heavily traveled roads.

At-grade intersections on high volume or high-speed roadways and at mid-block crossings should be individually analyzed to determine the most appropriate crossing design treatment. Inevitably, the only solution may be to identify an alternate route.

Overpasses and underpasses should be used where necessary to cross the larger waterway and roadway barriers. Improved access between the east and west sides of Idaho Falls should continue to be a high priority. Priority should also be given to those areas where the greatest increase of pedestrians can be expected (i.e., access to schools, shopping centers, bus depots and workplaces) and in areas currently associated with safety hazards. Connectivity is of prime importance when designing and providing bicycle and pedestrian travel.

Railroad crossings, if not treated properly, can create hazards and make bicycle facilities and streets unusable. Railroad grade crossings are dangerous if not crossed at a right angle; the greater the deviation, the greater the potential for an accident. Therefore, bicycle facilities should be at right angles to the rails. If the crossing is less than 45 degrees, consideration should be given to widen the outside lane or shoulder to allow bicyclists room to cross at a right angle. A short term solution would be rubberized filler where low speed train movements occur. In addition, the roadway approach should be at the same elevation as the rails. Identification of railroad crossings that pose this problem should be addressed.

Possible Solutions to Barriers

Although they may be costly and difficult to make, possible solutions include:

- grade-separated crossings
- school crossings
- bicycle and pedestrian operated signals
- bicycle and pedestrian refuges
- splitter islands and warning signs

Bicycle Parking Facilities

Secure bicycle parking facilities located at key destinations are often overlooked as a missing link to a comprehensive bicycle system that encourages bicycling as a mode of transportation.

When adequate parking facilities are not provided, people may choose not to ride bicycles. Those that do ride are forced to find various fixtures to secure their bicycles such as poles, light posts and trees. Parking bicycles in this fashion often interrupts pedestrian flow and vehicular circulation. Inadequate parking facilities frustrate bicyclists as well as storeowners and reduce the aesthetics of storefronts and business entryways.

When planning for bicycle parking facilities, location is key and facilities should be placed in high activity areas such as: schools, work-places, shopping centers, bus transfer sites, major bus stops, grocery stores, retail stores, churches, government offices, business parks, public parks, and theaters, etc.

Parking facilities should be:

- well designed
- conveniently located
- visible to avoid security issues
- designed where both the wheels and the frame may be locked

The lack of parking facilities has not gone unnoticed and the City continues to provide and plan for adequate parking facilities. By working with agencies such as the Downtown Development Corporation, specific locations have been equipped with parking facilities.

When retrofitting parking, which requires a relatively small space to existing buildings, an analysis of users should be completed to determine what type of storage is desired and how much parking is needed to accommodate bicyclists.

The following classifications were provided by the 1999 *AASHTO, Guide for the Development of Bicycle Facilities.*

The type of parking selected depends largely on how long the bicycles will be stored. Two general parking categories should be planned for:

- **Long Term -** allows the user to feel comfortable leaving a bicycle for long periods of time as at a transit center. Bicycle storage should offer an enclosed bicycle locker **(Class I)** facility.
- **Short Term**- this type of parking creates a higher turnover rate that you would expect to find at grocery or retail type stores. Bicycle storage generally requires a less secure parking **(Class II)** facility.

Class I Bicycle Facility - Refers to a locker, individually locked enclosure, or supervised area within a building providing protection for each bicycle from theft, vandalism, and weather.

Class II Bicycle Facility - Refers to a stand or other device constructed so as to enable the user to secure a bicycle by locking the frame and one wheel of each bicycle parked therein.

Sample of a Class III Facility - Similar to the devices installed in the Downtown area.

Policies

1. Encourage bicycle and pedestrian travel by addressing surface conditions. Remove barriers and consider improvements to increase safety and enhance the environment. The location and design of surface conditions such as drainage grates, manholes, curb cuts, and surface condition improvements such as fog lines and lighting, etc., should be considered in all transportation related projects.

2. Consider the impacts of intersections when planning and designing bicycle and pedestrian facilities. Address intersection hazards and inconveniences through appropriate signing and striping, crossings and traffic signal timing to include assessment of traffic signal sensitivity with regard to motion detection of bicycles.

3. Develop a connective bicycle and pedestrian network that gives priority for construction and development of bridges and other remedial solutions to areas where safe and convenient public transit is needed in order to access schools, activity centers and shopping districts.

4. Bicycle parking facilities should be considered in all new commercial construction and retrofitted where appropriate.

5. Parking facilities should be maintained and kept clear of snow, ice and debris.

Coordination and Awareness

Conditions

In other countries, non motorized forms of transportation are highly accepted. Bicyclists and pedestrians commute daily for personal and professional reasons. Whether it is on a bicycle, on foot or with public transportation, non motorized forms of transportation are supported by agencies and more importantly, by society.

In the United States, it is a challenge for bicyclists and pedestrians to be fully integrated into the transportation system. In order to make advancements for increased levels of bicycling and walking, the public and governmental agencies need to understand and encourage bicycle usage and be well aware of the current conditions.

State and Local Coordination

In order for the Plan to be successful, participation and involvement from a wide range of State and local agencies and groups need to be encouraged during the process. By forming partnerships with community based organizations that involve transportation agencies, school administrators, public officials, local planners, local police, advocacy groups and local citizens, the process will ensure integration of engineering, education, enforcement and encouragement at a local level.

In order to develop, encourage and track the success of the Plan, efforts should be coordinated by a Bicycle/Pedestrian Coordinator. To assist local and State coordination efforts, ITD has employed a statewide Bicycle/Pedestrian Coordinator to offer expertise and resources related to bicycle/pedestrian issues and concerns.

In coordinating with the State, the BMPO Bicycle/Pedestrian Coordinator should:

- Recognize the resources available by the Idaho Transportation Department (ITD).
- Ensure bicycle and pedestrian elements related to the Plan are being appropriately considered.
- Coordinate with ITD on all state sponsored transportation projects.

In coordinating with local entities, the Bicycle/Pedestrian Coordinator should maintain an active Bicycle/Pedestrian Committee comprised of bicycling and walking advocates, agencies, organizations, and entities responsible for carrying out the programs. The focus of the

Committee should include discussions regarding local and State projects planned for the area and any technical and safety issues. The Committee should also generate support for all projects and plans in the area.

Policies

1. Provide for a Bicycle/Pedestrian Coordinator to promote, coordinate, educate and develop programs that will increase awareness regarding non-motorized forms of travel. (Bicycle/Pedestrian Committee)

2. Maintain a Bicycle/Pedestrian Committee with representatives and advocates from agencies, organizations, and entities who share an interest in non-motorize travel, continue to stay current of bicycle and pedestrian transportation needs, and provide input into the development of the Plan. (Bicycle/Pedestrian Coordinator)

3. Ensure all applicable agencies, organizations, and entities having jurisdiction, influence, or decision making status over future bicycle and pedestrian projects and facilities have a copy of the current Plan as well as a clear understanding of their roles and responsibilities. Coordination should be emphasized when defining roles and responsibilities. (Bicycle/Pedestrian Coordinator)

4. Maintain regular Bicycle/Pedestrian Committee meetings to communicate with local and State agencies, organizations, and entities representing the interests of non-motorized travel. (Bicycle/Pedestrian Coordinator)

Programs

Experience has shown that to improve the bicycling and pedestrian environment, action is required in four areas: engineering, education, enforcement and encouragement. Engineering measures alone will not make biking and walking safer. However, if used collectively, community based partnerships can integrate local engineering, education, enforcement, and encouragement experts to accomplish their goals.

Education

Many people are unaware of their rights and obligations as a bicyclist or a pedestrian and are uneducated about how to interact properly with automobile traffic. The lack of public understanding of bicycle use due to minimal educational programs has caused many people to have fears of operating bicycles on automobile dominated streets. Without developing the necessary social strategies, potential benefits of bicycling and walking may be lost.

Education should be directed toward all related users including bicyclists, pedestrians, and motorists and have at least four goals.

1. Promote an on-going education program that will raise awareness of existing facilities for non-motorized travel.

2. Determine use of facilities with regards to the user's ability, safety and efficiency.

3. Improve perceptions and attitudes of bicyclists, pedestrians, and motorists.

4. Determine how to encourage motor vehicle operators to be responsive to bicycle and pedestrian movements within the roadway system.

Although educational programs should include all age groups, programs should focus on individuals who do not drive, have no motorist on-street experience and who do not have access to an automobile. Several programs that focus on such individuals include community-based programs, school-based programs, and driver education programs.

Community-based programs may include resources or be sponsored by organizations such as: Office of Traffic and Highway Safety, BMPO's Bicycle/Pedestrian Coordinator, City of Idaho Falls Parks/Recreation, Idaho Falls Community Pathways (IFCP), School District 91 Safety Committee, Bonneville Joint School District 93, local bicycle shops, civic groups, Parent/Teacher Association/Organization, news media, Girl/Boy Scouts and other service type organizations. To increase bicycle/pedestrian awareness, several organizations participate in community events such as: Earth Day, Ride Your Bike to Work Week, International Walk to School Day, Bike Rodeos and Pathway Forums.

School-based programs have the advantage of working with the community, faculty, and students to encourage and increase the number of students walking and biking to school safely. By reaching students at an early age, programs hope to influence young people to use non motorized travel. Through programs such as Safe Routes to School (SR2S), schools and organizations have developed training materials for any level of instruction that combine on-street exercises with classroom sessions including videos, discussions, puzzles, safety poster contests, pep assemblies, and several other projects. The training materials do not require a bicycle expert to deliver the message and school teachers can be instrumental in reaching their students through videos, brochures, and interactive training to teach their students about the safety of non-motorized travel.

Sustaining local bicycle/pedestrian education programs directed at school aged children has several challenges that may force school administrators to compete with other interests and priorities. Although this presents a challenge, there are several ways that schools may actively participate in bicycle/pedestrian safety awareness. One of the ways local elementary schools have increased awareness is by participating in International Walk to School Day. The event is an international event that involves the community, students, parents, faculty, media and State and city officials. The goal is to involve the community by encouraging them to show their support and sponsor and/or participate in International Walk to School Day. During the event, sponsors and officials walk to school with students and listen to the student's safety concerns.

Driver education programs have the potential of increasing awareness and safety of non motorized travel. The content of the program has the potential to reach a large audience by emphasizing the following topics:

- Legal rights and responsibilities of bicyclists, pedestrians, and motorists
- Traffic signs pertinent to bicyclists, pedestrians, and motorists
- Special roadway surface and traffic flow problems affecting the bicyclist and pedestrian
- Precautions to be taken in areas with children
- Importance of searching for bicyclists and pedestrians, exercising caution near bicyclists and pedestrians, and communicating one's intentions to all users of the transportation system

Enforcement

Enforcement programs should reinforce educational programs by addressing driver behavior. Once bicyclists, pedestrians and motorists have a clear understanding of applicable laws, users will more likely respect and have an increased awareness of the needs of other travelers.

Because the Police Department enforces traffic regulations for all age groups, they must be convinced that enforcing traffic regulations is an effective way to curb accidents, injuries and save lives. The methods they implement may vary by incident with the end result geared toward changing the drivers' behavior.

Methods used locally and in other areas include:

Child Warning Letter - If a child places themselves in danger of an injury and is a first time offender, a letter is sent to their parents. Second offense - the child/parent attends a safety class.
Warning Ticket - Given to an adult that also requires them to attend a safety class.
Monetary Fine - Given to an individual who demonstrates a total lack of respect for a bicyclist, pedestrian or motorist. Proceeds go into a fund to help improve bicycle/pedestrian facilities.
Bicycle Police - Increase officer visibility and enforce the rules of the road.
Traffic Officers - Increase officer visibility during school zones hours.
Fines - Double fines in school zones.

Encouragement

Encouraging the use of a bicycle/pedestrian network is essential to increasing the use of non motorized travel. The most common method that has proven to be successful in reaching the community and increasing bicycle/pedestrian awareness is the development of partnerships.

Partnering with other agencies, organizations, and special interest groups to foster public awareness and safety has contributed to the success of the following events:

Programs proven to be successful in the area:
Earth Day (Mid-April)
Bike to Work Week (May 14 -18)
International Walk to School Day (First week in October)

Methods proven to be successful include:
Fund-raising bike rides, bike races, bike rodeos, and walks
Poster contests, newspaper columns and news clips

Specific Programs that Encourage Bicycle and Pedestrian Use

Safe Routes to School Program (SR2S) is designed to make routes safer for children to bike or walk to school by working with community leaders, schools, parents and children. The program encourages community based partnerships to integrate with local engineering, enforcement, encouragement and education experts in order to reach their goals.

The program is a reimbursable funding source provided by the Safe, Accountable, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU). Intent to apply applications are due by January 31st. For additional information, contact the BMPO Bicycle/Pedestrian Coordinator or go to www.sr2s@itd.idaho.gov.

Bike to Work Week

Promoted by the League of American Bicyclists and held in May. The program encourages employees to ride their bike to work for the week or for one designated day. For additional information, contact Idaho Falls Community Pathways or the BMPO Bicycle/Pedestrian Coordinator or go to www.bikeleague.org.

International Walk to School Day

The event is held every year during the first week in October in the United States and other countries. School aged children are encouraged to walk or bike to school for the week or one designated day. Community leaders, sponsors, schools, students, parents, faculty, and city and State officials are invited to walk or bike with students to school for one morning. The program opens dialogue between students and the community regarding safety issues that may discourage students from walking or biking to school. A checklist is given to students and parents before or during the event. Checklists are analyzed and returned to the school so data may be used to apply for grants or reimbursable funding programs such as SR2S. For additional information, contact the BMPO Bicycle/Pedestrian Coordinator or go to www.walktoschool-usa.org.

Earth Day

A community event held every year, usually during the third week in April. BMPO partners with organizations that share an interest in bicycle/pedestrian issues. Youth bicycle helmets and education brochures are available by grant funds provided from the Office of Traffic and Highway Safety. Bicycle safety course and helmet fittings are provided by the Idaho Falls Police Department along with interactive traffic safety CD's provided by Ride Your Bike to Work Week and bicycle advocates. The BMPO offers current bicycle/pedestrian maps and information. Participating in the event gives the community the opportunity to bring up bicycle/pedestrian issues and concerns. For additional information, contact the BMPO Bicycle/Pedestrian Coordinator or go to www.ifearthday.com.

Additional Options for Encouraging Biking and Walking

Local businesses and organizations can help promote biking and walking by encouraging employees to bicycle or walk to work and by addressing parking, shower and locker issues. Both the employer and employees can benefit if employee parking is minimized, congestion is reduced, and employees are healthier from the physical activity.

Maps

Awareness of bicycle and pedestrian facilities and programs is another way to encourage and promote non-motorized travel. Maps allow users to understand where specific bikeways lead to and how the bicycle system connects to key destinations. Maps give bicyclists and pedestrians the opportunity to make route selections in order to reach their destinations. A map showing existing bikeways should be created or updated as facilities are added or developed. Brochures identifying various programs and providing basic instructions on safe and effective roadway bicycling techniques should be available or included in the map itself. It may be helpful to place a map in publications such as the telephone directory or provide to the Chamber of Commerce or local bike shops.

Media

A larger audience may be reached to increase awareness of non-motorized travel by using the following media:

- Newspaper or Community Newsletters - a daily, weekly, or quarterly article that informs readers of bicycling rights, techniques and bikeway development.
- Television - a brief television clip offering video examples of bicycling techniques and updates and progress of the system.
- Radio - air-time that educates motorists about bicycle and pedestrian issues and concerns.

It is important to remember that all the programs, methods and options mentioned require planning and developing in order to maintain and improve upon the existing bicycle/pedestrian network and may be achieved by developing partnerships that share the same interest.

Policies

1. Promote, coordinate, develop and implement programs that encourage non motorized travel by raising awareness, encouraging safe practices, and improving perceptions and attitudes of bicyclists, pedestrians, and motorists. Offer safe bicycle techniques and practices as part of an educational outreach program. Address significant behaviors that lead to accidents, injuries and deaths (i.e., riding against traffic, failure-to-yield, jay-walking, etc.). Encourage local employers to offer incentives to their employees to walk, bicycle or use public transportation to and from work.

2. Cultivate partnerships among government and non government agencies as well as other organizations in the funding, planning, development, and implementation elements of community outreach, public awareness, and safety regarding non motorized travel.

3. Encourage school administrators, parent-teacher associations/organizations, city and county police departments, and safety organizations to address specific bicycle/pedestrian safety issues that include preventative measures.

4. Promote greater awareness of non-motorized transportation by developing maps, brochures, and flyers for the bicycling/pedestrian community. Involve the media by providing periodic updates regarding Plan implementation.

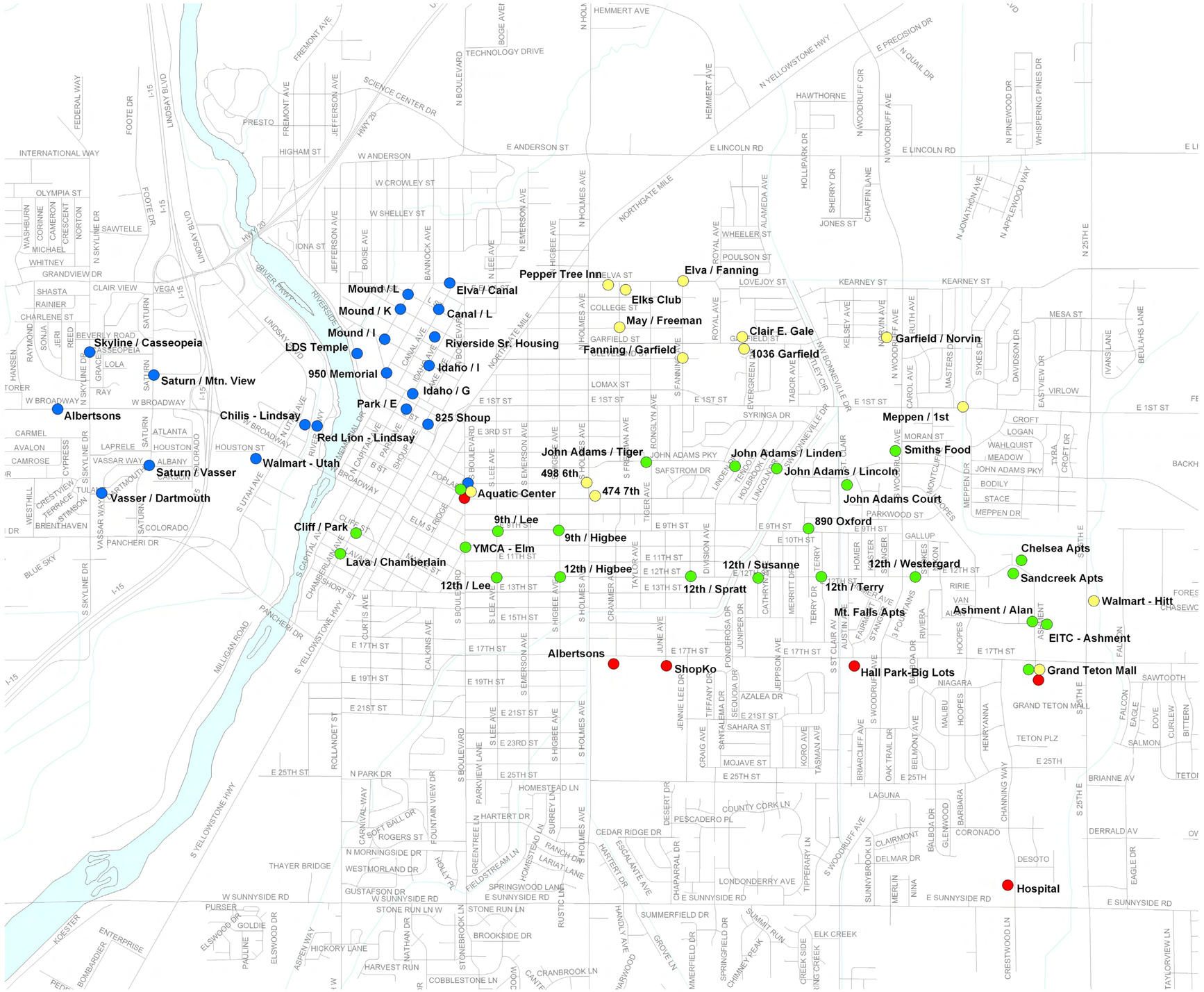
5. Promote the enforcement of existing traffic laws as related to bicycle/pedestrian safety.

Intermodal Travel

Conditions and Needs

The connection of intermodal travel is an area with great potential that has remained unexploited by many transit agencies. The concept of connectivity with regards to public transportation will not only increase the number of bicycle and pedestrian trips but could also increase ridership of the current public transportation system.

The area's public transportation system is governed by the Targhee Regional Public Transportation Authority (TRPTA) and serves much of the Bonneville Metropolitan Planning area and other outlying communities. A recent *Short Range Transit Plan 2007-2012* (SRTP) was completed by an independent consulting firm. A summary of the major public transportation issues can be found in the SRTP as well as recommended solutions that offer a phased approach. The SRTP addresses the capital needs required to provide connectivity of transit services with non motorized transportation. The final report is available upon request by contacting the BMPO office. (See map of the TRPTA Transit System, Figure 3.)



PTA BUS STOPS

Public Transit Authority

For more information call: 529-1489

LEGEND

- Blue Zone
- Green Zone
- Red Zone
- Yellow Zone

Acquatic Center transfer

Grand Teton Mall transfer

BMPO

Bonneville Metropolitan Planning Organization

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

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Public Transportation

Deterrents for Bicyclists

Currently, only a few bicycle facilities exist throughout the public transit network. Although some buses have been equipped with bike racks, there are no secure bicycle parking facilities at any of the three transit stations. Several factors that discourage people from using bicycles in combination with public transportation include:

- Little or no access - existing bikeways are parallel to the current bus routes and do not necessarily provide a good connection for the surrounding areas to the transit stops.
- Lack of secure parking - if people feel their bicycle is not secure for a long period of time, they are less likely to leave their bicycle at a transit stop.
- Adequate bike racks - if bike racks are inconsistent from bus to bus, people are discouraged from using their bicycles in conjunction with transit.

Deterrents for Pedestrians

Street furniture such as shelters, benches, and lighting increase the physical presence of a public transit system. They improve the convenience of public transportation and are vital to anyone waiting for a bus in harsh weather. Several factors that discourage people from using public transportation include:

- Lack of shelters and benches
- Distance of shelter from starting point
- Unsafe location

It is essential to consider the needs, ability, and concerns of individuals using public transportation. It is also essential to conduct regular assessments that address safety and efficiency of individual transit stops/locations.

Policies

1. Provide bicycle racks on public transportation buses and install secure bicycle-parking facilities at major transfer stations and transit stops. Evaluate transit stops/locations for safety and efficiency while considering the needs, abilities and concerns of the user.

2. Work with TRPTA to determine the location and need for transit shelters and benches and encourage the installation of such facilities.

3. Use a combination of industry standard bicycle and pedestrian facilities to connect neighborhoods to transit stops.

4. When providing bicycle/pedestrian and transit facilities, use industry standard guidelines that include:

- ADA Standards
- Appendix C of the *Short Range Transit Plan 2007-2012*, Convenient Pedestrian and Bicycle Connections to Transit Stops, p. C-7
- *US DOT, Guidelines for Transit Sensitive Suburban Land Use Design, July 1991*
- *City and County Planning and Zoning Departments, Comprehensive Plans*
- Operating TRPTA Board

The photo provided by the city planning office in Muenster, Germany demonstrates how one bus can take the place of several vehicles.

Figure 2.6 Amount of space required to transport the same number of passengers by car, bus or bicycle. (Poster in city of Muenster Planning Office, August 2001)

Credit: Press-Office City of Münster, Germany

Land Use and Zoning

Conditions and Needs

Land use planning is a critical element to any transportation network. The City of Idaho Falls and the outlying areas have seen many changes since the *2000 Comprehensive Plan* was adopted. The area has experienced a substantial growth in residential and commercial development with residential subdivisions and businesses being developed outside the city limits and on the outskirts of town.

Currently, commercial and retail developments are generally grouped along certain streets or lumped into large shopping centers reachable only by car therefore, increasing automobile dependency. Residential areas exist between these strip developments and although it may be advantageous for the few residents living near these areas to bicycle or walk, it is not user friendly for the majority of residents who live farther away.

Several factors that discourage non-motorized transportation and decrease the number of people bicycling and walking include:

- Huge parking lots that must be crossed to reach storefronts.
- A lack of bicycle and pedestrian crossings and or islands to key destinations.
- High traffic volume on large arterial streets that support strip developments. These arterial streets use much of the right-of-way (typically 100 feet) and leave little space for sidewalks. Resulting sidewalks are typically only 4 ft. to 5 ft. wide, making the pedestrian feel unsafe.

In the 2000 *City of Idaho Falls Comprehensive Plan*, residents expressed a desire for "bikeways and walkways that serve as transportation facilities linking residential neighborhoods, parks, employment centers, and shopping areas." Throughout the Comprehensive Plan, residents have expressed their desire for bikeways and walkways to be improved upon and to serve recreational and transportation needs.

The Comprehensive Plan is in the process of being updated where public involvement will play a major role in providing planning ideas and policies as it relates to the future growth and development of the city. Specific issues, implementation strategies and programs surrounding non motorized travel will be addressed.

In the process, it is critical that zoning regulations encourage mixed-use land planning and compact development as an option for decreasing distances between residential neighborhoods and commercial developments, thus encouraging bicycling and walking. Zoning regulations should also encourage retail and commercial businesses to locate close to the street rather than set back behind a sea of parking. In-fill development should be encouraged to keep shorter distances within cities thus, reducing municipal service costs and making it possible to use non-motorized modes of transport.

Zoning ordinances and building departments should encourage the incorporation of appropriate bicycle and pedestrian facilities with all new developments to include: shared roadways, bikeways, sidewalks, pedestrian crossings, access to adjoining residential neighborhoods, paths and bridges and bicycle facilities. This, coupled with the promotion of mixed-use land planning, will greatly enhance the pleasure of bicycling and walking and increase access to key destinations.

Public easements and the open space adjacent to them are often some of the best corridors for non-motorized travel. As communities grow, these easements are often lost to development, never to be accessed again. Therefore, it is crucial that existing public easements are maintained and rights-of-way acquired for non-motorized travel corridors. Development restrictions within these easements and rights-of-way should accompany easement preservation (i.e., no building or landscaping to the water's edge).

Acquiring right-of-way can be one of the most costly factors when planning for bikeways and can pose the biggest barrier to a continuous corridor. It is critical that early and continued planning and acquisition of rights-of-way take place to ensure the needed corridors. Since the irrigation canals main purpose is for irrigating farmland, access for irrigation companies to maintain the canal system is essential and should be considered when planning for pathways.

Policies

1. Promote appropriate land use and zoning regulations that encourage bicycling and walking such as mixed-use and compact development, set backs for retail and commercial businesses closer to the streets, and in-fill development.

2. Review all development applications to ensure new development proposals consider necessary bicycle and pedestrian facilities and are responsive to the desires and needs of bicyclists and pedestrians while ensuring connectivity of the system.

3. Adopt an ordinance requiring a percentage of bicycle parking be included in all new construction. Bicycle parking could be substituted for part of the required car parking.

4. Encourage developers to incorporate bicycle and pedestrian facilities such as secure bicycle racks and lockers.

5. Designs should consider bicycle and pedestrian access out the end of cul-de-sacs without adversely affecting adjacent residents.

6. Maintain public easements and, as appropriate, acquire right-of-way for non-motorized transportation corridors.

When promoting appropriate land use and zoning regulations that encourage bicycling and walking, the following documents may be used as a reference:

- ADA Standards
- *City of Idaho Falls 2000 Comprehensive Plan*
- (Example) *Land Use Checklist* to Support Non Motorized Travel,
  Appendix C of the *Short Range Transit Plan 2007-2012*, Pages 20, 21, and 22

Traffic Calming

Conditions and Needs

Even with a connective bicycle/pedestrian network, the majority of streets and neighborhoods are dominated by automobiles. Residential neighborhoods are subject to speeding and dangerous driving that makes the street unwelcome to bicyclists and pedestrians. Across the country, neighborhood residents are pulling together to reclaim the streets.

One of the concepts being used is traffic calming. The concept has been defined by the Institute of Traffic Engineers as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” Traffic calming is the act of slowing motor traffic in order to encourage more pedestrian-friendly streets. Its purpose is to create safe neighborhood streets for all users while increasing the livability of residential communities.

Results of effective traffic calming include:

- Fewer and less severe crashes
- Reduced traffic speeds
- Reduced noise level
- Neighborhood streets being used predominately by local motorized traffic
- Self enforcing traffic calming where the design of the roadway results in the desired effect and visual cues encourage people to drive slower

To be effective, traffic calming devices should:

- Be simple and inexpensive
- Be self-enforcing
- Accommodate emergency vehicles, garbage trucks, snow removal, and buses
- Encourage bicycle/pedestrian use

Traffic calming devices include:
Speed humps, curb bulbs, curb extensions, chokers, crossing islands, chicanes, mim-circles, speed tables, raised intersections, raised pedestrian crossings, gateways, landscaping, specific paving treatments, serpentine and woonerf design. Refer to *Traffic Calming State of the Practice Report*, Federal Highway Administration (FHWA) RD-99-135.US

Speed hump

Curb bulb and curb extensions

Changing a One Way Street to a Two Way Street

Chicanes

Raised Intersection

Speed Table

Choker

Crossing Island

Serpentine street uses a winding pattern to slow down vehicle speeds

Woonerf design - a Dutch term meaning Living Street - shared with bicyclists, pedestrians and slow moving motor vehicles

The following policies are recommended:

1. Traffic calming measures should be considered as needed and include a high level of public involvement from the residents of the neighborhoods being affected.

2. Careful study and design involving the residents of the neighborhood should be conducted to ensure proper placement of traffic calming devices.

3. A review by appropriate committees and public works departments should be made to ensure devices will not adversely affect snow removal, emergency response, public transportation, and sanitation services.

Environmental

Conditions and Needs

Use of non-motorized transportation can have a positive impact and benefit on the environment including the conservation of resources and reduction of air and noise pollutants. However, the development of bicycle and pedestrian facilities can negatively impact the environment if not planned and designed appropriately. With the intense pressures put on natural landscapes by development, it is important to preserve, protect and restore the native wildlife, as well as, vegetative communities and historic resources that may accompany or be adjacent to proposed multi-use paths.

With the proposed pathway development along the Snake River, pressure will be put on existing native communities. It is in the interest of the Plan to help protect what natural habitat remains along all riparian corridors. Long term sustainability and ecosystem productivity should be a top priority when planning for bikeway development in or around these areas.

As pathways extend outward in the surrounding areas, they may cross or come within close proximity of historic cultural sites. These sites are protected by law. Communication with the State Historic Preservation Office (SHPO) is critical. Pathways should extend through historical sites only if it is appropriate and within the context of the site itself.

The following policies are recommended:

1. Perform necessary environmental analysis when planning pathways through sensitive areas. Provide before and after photographs of new projects or reconstruction areas for comparison.

2. Refer to resources such as ITD's *Environmental Process Manual*, in addition to resources provided by the State Historic Preservation Office (SHPO).

3. Develop designs that protect and/or enhance existing conditions within pathway development areas. Solicit and record public comments on proposed project designs and make the public aware of the environmental goals while soliciting comment.

4. Preserve existing historic cultural sites along proposed multi-use paths.

Section 4
Long Range Bicycle and Pedestrian Facilities Map

Introduction

SAFETEA-LU requires metropolitan planning organizations to consider the users of bicycle and pedestrian facilities as part of the transportation planning process with the purpose of providing alternative modes of motorized and non motorized transportation.

The *Long Range Bicycle and Pedestrian Facilities Map* (Figure 2) serves three primary purposes:

1. Identify potential facilities and improvements from which priorities may be established and funded.

4. Provide a view of potential facilities and improvements as a network, whereas each individual project is only as good as the whole of which it is a part.

5. Identify potential facilities and improvements to be included and considered part of future roadway and development projects.

Based on conditions and needs presented in this document, the *Long Range Bicycle/Pedestrian Facilities Map* was updated to identify needed improvements and modifications. In order to assess the map, existing and proposed bicycle/pedestrian paths and lanes were placed on the map.

Recommendations from the Committee and the public regarding modifications, improvements and the designation of new facilities were compiled in *Appendix A: Public Participation.* The recommendations were presented to the Committee for review and discussion, from which the *Long Range Bicycle/Pedestrian Facilities Map* was developed and presented graphically as Figure 2. Table 1 provides general information about the existing and proposed bikeways such as location, length and estimated cost by facility type. Totals are also provided for multi-use paths, bike lanes and the sum of all bikeways.

Due to various constraints such as fluctuating roadway widths, varying traffic volumes, lack of right-of-way and financial constraints, a combination of bikeways were used to develop a continuous system with few gaps between points of origin and destination. **General description of Multi-Use Paths, Bike Lanes and Shared Roadways** are provided after Figure 2 and Table 1 of this section.

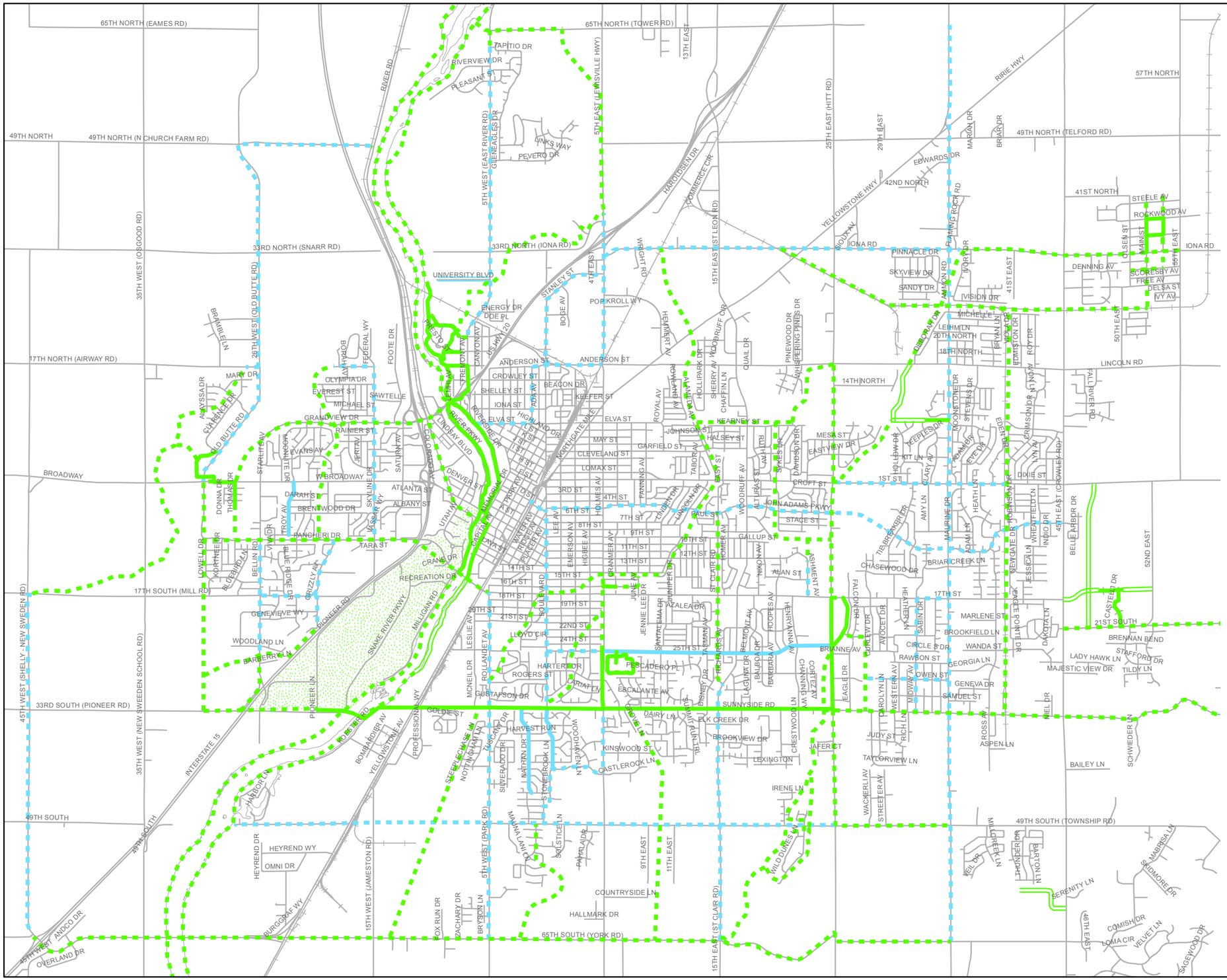

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Figure 2

Long Range Bicycle and Pedestrian Facilities Map

Updated November 2007

NOT TO SCALE

LEGEND

- Existing Multi-use Path
- Programmed Multi-use Path*
- Proposed Multi-use Path**
- Existing Bike Lane
- Programmed Bike Lane*
- Proposed Bike Lane**
- Area for Proposed Paths (actual network pending)

*Programmed = identified funding source

**Proposed = unidentified funding source

BMPO

Bonneville Metropolitan Planning Organization

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

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Table 1
General Information for Existing and Proposed Bikeways

	Facility Length (Miles)						
Location	Existing Path	Proposed Path	Existing Lane	Proposed Lane	Total	Path Estimated Cost	Lane Estimated Cost
16th/June Avenue	0.1	0.3			0.4	130,000	
17th Street				0.3	0.3		2,000
1st Street				1.4	1.4		9,000
25th Street			2.0	0.5	2.5		3,000
Ammon Road				9.4	9.4		63,000
Ashment		0.2		0.3	0.5	87,000	2,000
Bellin Road		0.6		1.0	1.6	260,000	7,000
Broadway/Tunnel and Path	0.7	0.4			1.1	173,000	
Butte Arm Canal (two segments)		5.1			5.1	2,200,000	
Castlerock				0.5	0.5		3,000
Community Park	0.9				0.9	Path Exists	
Dayton	0.3	0.4			0.7	173,000	
Denning	0.1	0.1			0.2	43,000	
East Lateral Canal/International Way		1.7		0.4	2.1	736,000	3,000
East Rockwood (Iona)	0.1				0.1	Path Exists	
Elva/Bannock/Anderson Street				1.6	1.6		11,000
Fremont Avenue				2.6	2.6		18,000
Freeman Park	1.3	0.1			1.4	43,000	
German Canal (in vicinity of)		1.3			1.3	563,000	
Greenbelt	4.5	30.1			34.6	13,000,000	
Gustafson Canal		1.0			1.0	433,000	
Hansen	0.1				0.1	Path Exists	
Hansen (Iona)	0.1				0.1	Path Exists	
Hitt Road	1.0	2.0			3.0	866,000	
Holmes Avenue	0.2	0.9		0.6	1.7	390,000	4,000
Holmes/Tower Road		2.5		1.3	3.8	1,000,000	9,000
Idaho Canal		2.1			2.1	909,000	
Iona/Owen Avenue	1.4	0.5		3.1	5.0	216,000	21,000
John Adams Parkway				3.1	3.1		21,000
Lincoln Road - Lincoln Park South		0.9			0.9	390,000	
Main Street (Iona)	0.7	0.2			0.9	87,000	
Meppen Canal		2.1			2.1	909,000	
Midway				1.0	1.0		7,000
Nathan			0.7		0.7		Lane Exists

New Sweden School Road				3.0	3.0		20,000
North Blvd.				1.3	1.3		9,000
North Fork Willow Creek Canal		2.1			2.1	909,000	
N Dayton (Iona)	0.1				0.1	Path Exists	
N Main (Iona)	0.5				0.5	Path Exists	
Old Butte Road (two segments)		2.0		3.1	5.1	866,000	21,000
Owen Street				0.7	0.7		5,000
Pancheri Drive		2.6			2.6	1.100,000	
Porter Canal/I-15/Grizzly		1.1		0.3	1.4	476,000	2,000
Eastern Idaho RR-Sunnyside No.		3.6			3.6	1.600,000	
Eastern Idaho RR-Iona Road SE		3.3			3.3	1.400,000	
Rockwood	0.1				0.1	Path Exists	
Rollandet/Park Road				3.0	3.0		20,000
Salmon/Hillcrest-Sandcreek schools		0.8			0.8	346,000	
Sand Creek/17th Street	0.5	4.5			5.0	1.900,000	
Sand Creek/1st Street		2.4			2.4	1.000,000	
Sidehill Canal (in vicinity of)		1.5			1.5	649,000	
Skyline Drive				1.5	1.5		10,000
South Blvd./Stonebrook				3.0	3.0		20,000
South Capital	2.2				2.2	Path Exists	
South Holmes	0.7				0.7	Path Exists	
St. Clair/Idaho Canal		3.9			3.9	1.700,000	
St. Clair/Woodruff				2.2	2.2		15,000
Stonebrook			0.5		0.5		Lane Exists
Sunnyside Road	6.9	2.3			9.2	996,000	
Great Western Canal/West 17th North		3.4		0.1	3.5	1.400,000	1,000
Township Road				6.2	6.2		42,000
Troy			0.5		0.5		Lane Exists
Eastern Idaho RR-US 20 So.		1.0			1.0	433,000	
University Blvd.			0.5		0.5		Lane Exists
US 20/Fremont/Higham Street	0.5	0.2			0.7	87,000	
US 20/Grandview/Thomas Drive		2.7			2.7	1.200,000	
Utah Avenue (in vicinity of)		0.5			0.5	216,000	
West 17th South/Grizzly Avenue				1.0	1.0		7,000
West 49th North		0.1		1.1	1.2	43,000	7,000
York Road		8.2			8.2	3.500,000	
Total Length/Estimated Cost	23.0	98.6	4.2	53.6	179.5	42.500,000	362,000

Costs per paths include programmed funding amounts or estimates using a federal rate of $82.00 per foot. Estimates for striping bike lanes were derived from a local rate of $6,744 per lane mile.

Multi-use paths - Existing (including substandard) and programmed multi-use paths are shown in conjunction with those being proposed in the area. Approximately 122 miles are designated as proposed multi-use paths, which represents around 68 percent of the total mileage for proposed bikeways. Multi-use paths are primarily planned for development along waterways, railways and high volume roadways where the safety of bicyclists and pedestrians may be an issue.

Bike lanes - Existing and proposed bike lanes are identified on the map. The bike lanes primarily provide for continuity within the system, direct and continuous travel, and extend to parks, schools and commercial districts. Approximately 58 miles total the existing and proposed bike lanes, representing approximately 32 percent of the total mileage for proposed bikeways.

Shared roadways - Although they are not identified on the map, they are streets having favorable conditions to accommodate both motor vehicle and bicycle travel. Several reasons why roadways are not designated as bikeways include: isolation from other bicycle facilities, location is not in a high bicycle demand corridor or there is a heavy volume of street traffic, or it does not lead to an important destination. It is unreasonable to sign and stripe every roadway having sufficient width, lower traffic volumes, etc. These roadways are generally recognized and used as deemed necessary by various types of bicyclists.

The *2001 Bicycle and Pedestrian Plan* identified the removal of such signs as a priority. This still remains a priority and with the development of the 2008 Plan, a request was made to the City of Idaho Falls Public Works department to have the signs removed. Efforts are currently being made to remove the signs.

Facility, Improvement and Program Priorities

In order to appropriately assess and budget for projects it is important to identify and prioritize what projects are valued as the most pressing or important to the area. Project priorities are not limited to new facilities. Therefore, consideration is given to projects that provide situational improvements, planning studies, as well as, programs that encourage, educate and enforce bicycle and pedestrian use.

Purpose of Recommended Five Year Priority List

The purpose of the Recommended Five Year Priority List (the List) presented in the *2008 BMPO Bicycle and Pedestrian Plan* is to identify the most important bicycle and pedestrian projects supported for potential funding considerations. The Committee, whose membership includes bicycle and pedestrian advocates, local citizens and representatives from local governments, is responsible for developing the List.

The List will be re-evaluated by the Committee at the first of the each year for possible additions or deletions. Reasons a new project might be added as a priority may include: unanticipated funding becomes available, the project coordinates with a development where bicycle and pedestrian improvements are being implemented, or the project coordinates with roadway improvements.

Recommended Five Year Priority List (FY 2002-2007)

A Recommended Five Year Priority List was established by the Committee to prioritize projects. The List is reviewed by the Committee on an annual basis prior to the Intent to Apply deadline for Transportation Enhancement project proposals.

An update for each project established as a priority in the 2001 Plan and continued as a priority for the 2008 Plan is provided in alphabetical order. A project description, status, and consensus (from the Committee) are provided for each project in the following pages.

Ammon City Bike Path - Various improvements.
Bicycle Parking Facilities - Determine appropriate locations and implement.
Bicycle and Pedestrian Coordinator - Select entity/person to achieve responsibilities.
Greenbelt - Various improvements including extension of multi-use path.
June Avenue/16thStreet - Bridge and multi-use path extension.
School/Community Education and Safety Programs
South Boulevard - Reconfigure roadway and provide bike lanes.
Sunnyside Bicycle/Pedestrian Facilities - Ensure and encourage implementation. Look at extension projects West of I-15.
25th Street Bridge and bike lanes - Provide for improvements to bicycle/pedestrian bridge over the Gustafson Canal and, where appropriate, provide bike lanes along 25th Street between South Boulevard and Holmes.

Transportation Enhancement Projects (TE)

Transportation Enhancement Projects submitted in 2007 for 2011 project year:

Iona - Continued bicycle/pedestrian path along 33rd North (Iona Road), 55th East, and 41st North. City of Iona is the sponsor for the TE project.

Idaho Falls - Greenbelt path from South Tourist Park to Sunnyside and under the Sunnyside River Bridge east of the river. Submitted for TE funding and sponsored by Idaho Falls Parks and Recreation and Idaho Falls Community Pathways (IFCP) helping with the application process.

Transportation Enhancement Process (TE)

In late March, the Committee will meet to discuss and identify projects from the List that are the best candidates for possible Transportation Enhancement (TE) Program funding. In order to appropriately assess the need and potential support for the Five Year Priority projects, Committee members representing government entities, which under the TE application process are required to sponsor projects, should all be in attendance.

The TE application should identify the project (as listed in the 2008 BMPO Bicycle and Pedestrian Plan) as a five year priority. Points are awarded to those projects that have been selected from the Plan and are identified as a priority.

The BMPO Technical Advisory Committee and the Policy Board, who are required to prioritize all TE projects located within the BMPO planning area, will be informed of TE projects that have been reviewed by the Committee and are considered to be high priority projects as selected from the List.

Transportation Enhancement (TE) sponsor is responsible for the total cost of the project including match requirements, cost over runs and maintenance once the project is complete.

*Refer to Idaho Transportation Enhancement Program website for specific guidelines, criteria, and application at http://itd.idaho.gov/planning/te/.

Recommended Five Year Priority List - Project Description, Status, and Consensus

Provided is an update for each project established as a priority in the 2001 Plan and continued as a priority in the 2008 Plan. The project, status, and consensus (from the Committee) are provided for each project.

The following list identifies recommended five-year priorities established for the area. They will be evaluated and updated annually by the Committee. Changes to the priorities will be forwarded to all applicable parties and considered an addendum to this Plan until the Plan is updated.

Ammon City Bike Path

Widen the pathway, improve access to 25th Street bike lanes at Hitt Road with a ramp; modify and improve access ramps to the bridge over Sand Creek.

Project Status - 25th St. access improved, proposed from East 17th St. to Crowley. Ammon planners continue to educate developers on bicycle/pedestrian accommodations. Area of interest for developers includes the Foothills and Township to 21st St.
Consensus - Will be on-going for the Ammon area.

Bicycle Parking Facilities

Identify and provide bicycle parking at various strategic and high visibility locations.

Project Status - Six (6) bike racks installed in the downtown area.
Consensus - Look at locations and add bicycle parking to design of new facilities.

Bicycle racks funded through grant monies obtained by the Idaho Falls Downtown Development Corporation.

Bicycle and Pedestrian Coordinator

Select and designate an entity/person to carry out the responsibilities of a coordinator. Responsibilities will include encouraging local entities to adopt the Plan, identify possible funding sources and perform all other tasks identified in the Plan.

Project Status - Bicycle and Pedestrian Coordinator was designated in 2005. Coordinating responsibilities is an on-going process that will continue after the 2008 BMPO Bicycle and Pedestrian Plan is completed.

Consensus - Keep this an on-going priority.

BMPO Bicycle/Pedestrian Coordinator

Members of the Bicycle and Pedestrian Committee and the Idaho Falls Community Pathway (IFCP)

Greenbelt

1. Provide for a multi-use path along the west side of the Snake River from Pancheri to

Sunnyside.

2. Increase width or overlay current paths and delineate and texture to separate pedestrian movements. As appropriate or needed, provide for or improve turnouts, bicycle parking facilities, benches and picnic areas at the following locations and in the following sequence.

   a) East side of Snake River between Johns' Hole Bridge and Broadway
   b) West side of Snake River between Johns' Hole Bridge and Broadway
   c) East side of Snake River between Broadway and Pancheri
   d) East side of Snake River between Johns' Hole Bridge and Broadway from Pancheri to Sunnyside.

Project Status - Multi-use path not completed. Underpass from Broadway under Pancheri completed.
Consensus - Continue to monitor multi-use path to connect the westside to the greenbelt. Replace old and restorable paths with new pathway projects, require new paths meet specific width standards, and spend money to widen old paths. Look at the east side of Snake River between Broadway and Pancheri as a possible TE project.

Multi-use Path
Underpass from Broadway under Pancheri

View heading South out of Underpass

<u>June Avenue Bridge/16th Street Extension</u>

First and foremost, provide a bicycle/pedestrian bridge over the canal and eventually extend existing 16th Street multi-use path to bridge.

Project Status - On-going, TE project rejected 3 years in a row.
Consensus - Keep as a low priority.

School and Community Education and Safety Programs

Establish a program in the area that informs bicyclists and pedestrians about safety, rules, and etiquette regarding the use of bicycle facilities and sidewalks.

Project Status - The following programs and events were organized and participated in:

Earth Day 2006 - Combined efforts with Idaho Falls Police and Bike to Work advocates and cyclists. BMPO provided an information booth, Bike and Pedestrian survey, bicycle youth helmet giveaway and bicycle safety information.

Earth Day 2007 - Combined efforts with Idaho Falls Police, bicycle advocates and volunteers with a Bicycle Rodeo providing bicycle mechanic services, an obstacle course, escorted police bike ride, helmet giveaway and safety information.

Earth Day 2006

Earth Day 2007

International Walk to School Day (2006) - October 4, 2006 - Organized and participated with A.H. Bush Elementary - first school in the area to participate in the event.

International Walk to School Day-Idaho Falls
October 4th, 2006

International Walk to School Day (2006)

International Walk to School Day (2007) - October 4, 2007 - Tiebreaker Elementary - Nearly the entire school participated along with 5 additional schools in the area.

International Walk to School Day (2007)

Safe Routes to School (SR2S) - Program introduced and promoted to both school districts in 2006. Applications were submitted in January 2007 by School District 93 and five (5) projects were awarded for infrastructure and non-infrastructure SR2S projects.

Consensus - Keep this an on-going priority.

- **School District 93 applied**
- **Funding awarded!**
- **$110,000.00 total**
- **Infrastructure**
- **Non infrastructure**
- **Total of 5 projects**

Guy Bliesner,
Health& Safety Coordinator, Bonneville Joint School District 93
Wendy Horman, Bonneville Joint School District 93, Trustee

South Boulevard

Provide for bike lanes between Birch and Sunnyside. Where four (4) through lanes exist, modify roadway configuration with two (2) through lanes and a center turn lane.

Project Status - Retrofit of current roadway is a major challenge and a compromise to traffic via engineering. Considered the possibility of bike lanes but may create more problems. Considered one of the safest streets for cyclists although downtown access is not good. Looking at possibilities such as 17th St. and So. Blvd.
Consensus - On-going and issues need to be addressed via the Committee. Keep as a need, look at other alternatives. So. Blvd. is a north/south connector as well as a roadway capacity issue. Refer to the Public Safety Committee.

Changes made to South Blvd. in October 2007

Changes made to South Blvd. in October 2007

Sunnyside Bicycle/Pedestrian Facilities

- Ensure a multi-use path between Yellowstone and Hitt is accomplished.
- Continue to encourage the implementation of facilities and/or appropriate width for facilities as part of the Sunnyside I-15 interchange and extension project.
- Encourage the implementation of appropriate bicycle facilities along Sunnyside between Hitt and Ammon Road.

Project Status - Possibility of bike lanes being added to Sunnyside. Committee members requested to be involved in the process.
Sunnyside Multi-Use Path - East side of Sunnyside is completed and Holmes to Sunnyside was completed in November of 2007.
Consensus - Keep as a priority and continue to monitor. Look at extension projects West of I-15.

Sunnyside Multi-Use Path looking West to I-15 Interchange with path extending toward the Greenbelt (completed in 2007).

Sunnyside Multi-Use Path looking to the West and to the East

25th Street Bridge and Bike Lanes and Gustafson Canal

Provide for improvements to bicycle and pedestrian bridge over the Gustafson Canal and, as appropriate, provide bike lanes along 25th Street between South Boulevard and Holmes.

Project Status - Recent photos revealed no changes and chain linked fence detached at bottom.
Consensus - Address as a committee to Public Works, keep as a top priority.


Submitted to Public Works in October of 2007

Additional Priorities requested from the Bicycle and Pedestrian Committee in 2007:

- Public Relations - Continue to involve and educate the public on bicycle and pedestrian issues/concerns
- Developers - Communicate with developers and hold them accountable for building biking/walking paths
- Add Holmes/17th as a priority (Engineering)
- Explore possibility of paths from Ivan's acres to Lincoln via Progressive Canal Company
- Add Bellin and Pancheri as a priority (BMPO)
- List the School Zone Safety Study as a priority (District 93 - Committee member)
- List SR2S for Sunnyside/Holmes to be applied for in January 2008 (Committee member)
- Regarding the facilities map: Identify corridors and continue to connect the communities of Iona to Idaho Falls, Ucon and Ammon

Sidewalks

Unlike multi-use paths that accommodate pedestrians, sidewalks were not addressed as part of the *Long Range Facilities and System Map*. This Plan recognizes all roadways within the urbanized area should have sidewalks and areas deficient of sidewalks should be identified and mapped.

The Committee will continue to work with community advocates such as Idaho Falls Community Pathways (IFCP) and the City of Idaho Falls to encourage the use of Community Block Grant dollars for sidewalk replacement to assist individuals with moderate to low income where there is an obvious need.

Section 5
Implementation Process

Introduction

For the Plan to be an effective document, it should be adopted and utilized by the appropriate government and non government agencies and organizations. To ensure the Plan is implemented, it is recommended the following steps be taken:

1. All appropriate government entities and organizations in the metropolitan planning area should adopt the Plan. Adoption is the first step toward acceptance and recognition of the Plan. Without this recognition, policies will go unrealized and be irrelevant.

2. The Plan or pertinent elements should be included in applicable local planning documents and incorporated into the planning process of all involved entities to ensure its implementation.

3. Local entities and their departments must understand their responsibilities and work cooperatively to comply with the Plan's policies and processes.

5. All Transportation Enhancement (TE) projects should be addressed and sponsors established in early March to meet the Intent to Apply deadline (usually the end of June).

   Sponsors for TE projects are responsible for local match requirement, all cost over runs, and maintenance related to the TE project.

Elements of Implementation

The following provides an overview of those elements essential to implementing the Plan's array of programs, prioritized projects, transportation projects, and recommended policies. It also explains the importance of each element and identifies the agencies or departments likely responsible for carrying out the activities associated with them. It is important to note the Bicycle and Pedestrian Coordinator and Committee will be involved to some degree in all tasks and, in particular, the Plan update. The Committee will have representation from the community to include agencies and/or departments with responsibilities for carrying out the Plan along with advocacy groups, interested parties and the public.

Plan Update

The Plan should be continually reviewed, evaluated and updated as goals and objectives may no longer be valid, conditions and needs may have changed, and new growth and development may require the *Long Range Bicycle and Pedestrian Facilities Map* to be reevaluated and reprioritized.

The Bicycle and Pedestrian Coordinator and Committee should identify and recommend when updates are needed.

BMPO, as required by the long range transportation planning process, should identify and consider bicycle and pedestrian facilities, as well as fund, manage and perform the recommended updates, collect data, and update maps relevant to the Plan.

Planning Process

To best implement the most needed projects or improvements, a planning process should be in place annually that:

- Identifies or establishes performance measures, tasks, and schedules
- Provides a mechanism to determine if projects remain viable for funding considerations
- Collects and considers relevant data and provides for public input

(*Appendix B - Guidelines for Evaluating Potential Bicycle and Pedestrian Facilities and Improvements,* provides criteria for evaluating potential facilities and improvements)

A documented annual planning process which includes a year-end summary identifying performance measures, progress, and overall Plan goals, objectives, and policies are recommended as part of the planning process.

The Bicycle and Pedestrian Coordinator, with the support of the Committee should:

- Have primary responsibility over tasks associated with the planning process
- Carry out or recommend planning studies such as roadway compatibility, deficient intersections and crossings, and improved bicycle/pedestrian access
- Annually prioritize and recommend facility projects for funding consideration

Funding

Bicycle and pedestrian projects and improvements may be funded a number of ways. Funds may be derived from private, local, State and federal funding sources (*Appendix C - Funding Sources*).

The Bicycle and Pedestrian Coordinator and Committee should actively encourage, seek out, and pursue all reasonable funding opportunities.

When local funds are proposed or required, the Public Works and/or Parks and Recreation departments should attempt to budget for the recommended projects.

When federal transportation funds are being considered, BMPO is required to program the project funds as part of the Transportation Improvement Program (TIP) and track and monitor the progress. The TIP programming process is outlined in the 2001 *Transportation Planning Overview, Process and Guidelines* for the BMPO.

Project Implementation - Design, Construction and Maintenance

To be effectively utilized, a facility must be properly designed, constructed and maintained. Regardless of the department or agency selected to fund or sponsor the project, the design and construction should be directed or undertaken by a certified professional engineer.

The Bicycle and Pedestrian Coordinator and Committee should be given the opportunity to review the design of all roadway and bicycle and pedestrian projects. The Public Works and/or Parks and Recreation departments are generally responsible for maintaining bicycle and pedestrian facilities.

Situational Improvements

Situational improvements are generally lower-cost projects addressing dangers that impede bicycle and pedestrian travel such as improper drainage grates and barriers lacking appropriate crossings. Situational improvements also provide for needs that enhance the system such as parking facilities. These types of improvements can greatly enhance and encourage bicycle and pedestrian travel and, in most cases, will be undertaken by the Public Works and/or Parks and Recreation departments. However, the Bicycle and Pedestrian Coordinator, with the support of the Committee, should develop a mechanism to identify situations needing improvement and make appropriate recommendations. The selected mechanism should include appropriate data sets (e.g. accident data) and continual input from individuals using the facilities who are familiar with the problems and needs.

Coordination

The Bicycle and Pedestrian Coordinator, with the support of the Committee, is responsible for ensuring all agencies are working together and policies are being accomplished. Therefore, the Coordinator should be familiar with all policies of the Plan and identify and work with the appropriate agencies and departments in carrying out the Plan policies (e.g. TRPTA for public transportation improvements, Engineering for traffic calming measures, etc.).

Awareness and Programs

Education, enforcement, and encouragement programs support a safe and efficient bicycle and pedestrian network. Programs are typically undertaken with several departments and agencies such as law enforcement, schools, parks and recreation, advocacy groups and other community based organizations. To help synchronize agency efforts, the Bicycle and Pedestrian Coordinator should play a vital role by identifying, developing, presenting, endorsing and encouraging program opportunities that meet the goals and objectives of the Plan.

Ordinances and Standards

The establishment of ordinances and standards are defined in the *2000 City of Idaho Falls Comprehensive Plan*. City Ordinances are laws whereas, standards are guidelines. Both elements are very important tools to help develop an efficient and safe bicycle and pedestrian system while providing a means to encourage the use of the system. The Bicycle and Pedestrian Coordinator and Committee should encourage the appropriate departments or agencies to implement ordinances and standards that encourage and support bicycle and pedestrian travel. However, depending on the ordinance or standard, the responsibility to implement them will vary between agencies and departments. The Bicycle and Pedestrian Coordinator should be given the opportunity to review all planned, private and public development proposals to determine whether they meet the needs of bicyclists and pedestrians.

Bicycle and Pedestrian Coordinator and Committee

As the *2008 BMPO Bicycle and Pedestrian Plan* is adopted, the Bicycle and Pedestrian Coordinator will continue to address bicycle and pedestrian issues and participate in educational outreach programs with input from the Committee and advocacy groups such as Idaho Falls Community Pathways.

Conclusion

The *2008 BMPO Bicycle and Pedestrian Plan* encourages and challenges local citizens, businesses, governments and non-government entities, and profit and non-profit organizations to support and coordinate a bicycle and pedestrian network that promotes the development of non-motorized facilities in the BMPO planning area. As part of the goals, set by the Committee, the Plan was created to:

- Benefit all users (motorized and non-motorized)
- Increase bicycling and walking opportunities by providing safe and direct routes to many key destinations (schools, workplaces and shopping centers)
- Make bicycle and pedestrian travel an integral part of the transportation network and planning processes

Appendix A

Public Participation

Provided are comments, concerns, questions, issues, and suggestions received from individuals during the process of updating the *2001 BMPO Bicycle/Pedestrian Plan* (December 2005 to March 2008). The following non traditional methods were used to encourage public participation and gather input that reflects a variety of users. *Public comments taken during the review timeframe of the Draft Plan are provided at the end of this section.

- **2006 BMPO Bicycle/Pedestrian Survey - April 2006**
- ***Crow Creek Connection* - Summer 2007 - Survey-** results on walkability and bikeability of the neighborhood
- **Walking/Biking Checklist -** October 4, 2006 - A.H. Bush Elementary during International Walk to School Day
- **Idaho Falls Public Safety Committee** - September 2007- specific bicycle/pedestrian safety concerns and issues addressed
- **Emails/Phone Calls -** 2005 to present - from concerned citizens

2006 BMPO Bicycle and Pedestrian Survey

Made available during Earth Day - April 2006. Survey questions and responses provided below.

1. What do you see as a need or a problem within the community for bicycle/pedestrian users?

Few lanes/routes
Lack of bicycle awareness
Lack of adequate bike lanes along main streets: 17th, Broadway, Yellowstone, Northgate
Poor sloped ramps in corners of downtown, old neighborhoods, and Broadway
Bumps and ripples in pavement
Cross walk safety
Flags for crossing would be excellent
More bike paths, not signs that say bike path
We need to share the road
Designated Bike Routes need to be cleaned and maintained
Not enough bike paths
Lack of good paths
Poor future planning
Sunnyside should be a template for the city
Drivers unaware of biker's rights to share the road
Bike lanes on more roads
Aggressive drivers
Idaho Falls is a scary town to ride your bike in
Many roads aren't wide enough and some don't even have a sidewalk alternative
Bike lanes

Car awareness of bicyclists
Bike use needs promotion, especially with the energy "crisis"
Bikes, not cars, should be #1
More paths
No safe places to walk or ride to get to destination
Cars have right of way over people walking
Not enough walking and bike paths
Safe way to get to the greenbelt from the west side of town via Grandview and the freeway
Too few safe routes
Narrow streets with too much traffic
Lack of planning incorporated bike/ped
New subdivisions and schools need to plan and build for bike/ped
Lack of respect for cyclists in town
No direct bike routes or paths
Cars dangerous for bicyclists
It would be nice to feel safe when riding or commuting
People don't watch for bikers
More pedestrian friendly crosswalks in the downtown midtown area
Limited handicapped accessibility in downtown for people in motorized wheelchairs, dips at the corners are too severe, they tip over
Drivers are ignorant of road etiquette
Need education on sharing roads
It can be a bit scary to ride because I feel drivers are not paying attention

2. What are specific concerns to you as a bike/pedestrian user?

Safety
Belligerent drivers
Sandy and gravelly roads
Potholes in sidewalks
No good marked paths through most of the city
Car safety, drivers do not see pedestrians
Bike lanes need a divider, new paint at the beginning of spring
Safety
Lack of traffic safety and enforcement
More bike paths
Safety
Drivers not paying attention
Only 17 seconds to cross roads - 17th street dangerous
Crosswalk safety (cars not yielding), you basically have to just hop into traffic to get cars to stop
Safe bike access to school for every neighborhood zoned to that school
Traffic
Lack of bike lanes
Huge curbs on sidewalks - especially downtown
Safe bike paths through and around downtown
More bike routes

Lack of bike lanes or adequate width of streets
Scary, lack of width on many roads
No space on the roads for bicyclists
Dangerous existing routes
Not enough bike paths that go to places you would go - like stores
Not enough bike lanes in/out parts of the city where recreational biking is popular
Bushes growing over sidewalks especially in the numbered streets, can't navigate strollers and kid bikes without going into the street
More enforcement of crosswalks on Boulevard - cars don't stop
Routes that interconnect and go to major locations - grocery stores and shopping centers
Paved shoulders out into the country roads would allow users to connect to established routes
City should talk to the County about establishing some paved shoulders that meet or connect with bicycle/pedestrian routes

3. If you could make a difference in the bike/pedestrian program, what would be your priority and why?

Enforcement of laws: yield to pedestrians, use of turn signals
Encourage public to drive much less
Suggest launching a massive Share the Road Campaign
Improve sloped street corners
More bike paths
Clearly defined routes
Better bus routes, less complicated routes more often
Safety
Bike to work/school day - city wide
A published map of Idaho Falls showing how to get N/S and E/W even if there isn't a bike path
To be a part of a bicycle advocacy organization (such as BMPO) that would work toward making Idaho Falls a bike-friendly city
Safe bike paths - I ride a lot
Make good paths to at least 6 points throughout the city that all start with downtown, use a star concept
Enforce (by police) bike paths for no parking and clean paths
More paths and public awareness
Make Idaho Falls more bike friendly
The greenbelt is great but, the rest of the town is sketchy to ride
When you put in new roads, allow for a bike lane
Recreational and utilitarian bike paths
Go after more federal funds
Work with canal and railroad companies
Extend the paths north along the river to allow Fairway Estates and River Acres Estates folks to commute to town
Bicycle/pedestrian only paths throughout the city
Advocate for increasing pedestrian crosswalks and bike lanes in outlying areas
Smoothing out sidewalks and corner slopes for better wheelchair/stroller use
Educate people about the benefits and health/economics

4. Any other bike/pedestrian concerns you would like to address?

Safe passage over Interstate
We need more bike-awareness events like Earth Day
Make more bike paths
Not enough enforcement of bike rules relative to passing space between cars and bikes
This city stinks for bicyclists
Enforce current cross walk laws
Need more bike parking downtown
It would be nice to able to commute/bicycle through town and feel safe without breathing car exhaust

Crow Creek Connection - Summer 2007
Survey of Walkability and Bikeability of the Neighborhood

A quarterly publication of the Crow's & Original Historic Neighborhood Association (COTHNA) conducted a walkability and bikeability survey of 31 households. Provided are the top 4 responses to specific questions asked in the survey:

To where and what activities in the neighborhood do you and your family regularly walk or bike?
Greenbelt, City parks, Downtown and Work
Other answers included: Farmer's Market, YMCA, grocery store, school, music lessons, library, post office, neighbors, errands, and "just around".

What qualities in the neighborhood make walking and biking attractive?
Presence of neighborhood parks, close proximity to the river greenbelt, trees, and being close to downtown businesses and entertainment.
Other answers were: architecture and history, presence of friendly people, YMCA and aquatic center nearby.

When asked if the appearance and atmosphere of the neighborhood makes a difference in whether they will walk or bike:
The top four negative influences were: speeding cars, heavy traffic, trashy yards, scary dogs, and poor sidewalk conditions.
The top four positive influences were: beautiful homes/yards, history and clean streets.

When asked about improvements that would make biking and walking more enticing:
The top four improvements were: better conditions of sidewalks (repair and snow removal), safer crosswalks (well marked and laws enforced), slower traffic and bike paths.
Also mentioned were: cleanup of properties, ramped curbs at all corners, better lighting at night, sidewalks not blocked by cars, hoses or sprinklers, enforcement of one-way streets, greater presence of people out and about.

100% of the respondents said that having a walkable/bikeable community was important to very important.
65% rated the neighborhood as walkable to very walkable for adults, while only 40% said it was the same for children.
48% said the neighborhood is bikeable to very bikeable for adults but only 20% said the same for children.
67% said that motorists show little or no courtesy to pedestrians and cyclists.
79% feel safe to very safe from crime when walking.

Walking/Biking Checklist for A.H. Bush Elementary - October 4, 2006

During International Walk to School Day, a checklist/survey was given to parents/students before and during the event. Idaho National Laboratory (INL) analyzed the results of 191 survey respondents.

What the results revealed:
45% of children ride or walk to school in the morning - increases by 3% in the afternoon.
53% of children would walk or bike to school often if more adults helped them along the way, the weather was better, if drivers were more considerate and traffic speeds were slower.
56% of children had a sidewalk or path the entire way to school. However, 45% of the children encountered some obstacle along the way (bushes, sprinklers, etc.).

With regard to children needing assistance getting across busy streets:
The majority were aided by crossing guards, stop signs, crosswalks and traffic lights (in that order).
Getting exercise led the reasons for walking/biking by a small margin.

Driver behavior appears to be a significant challenge that needs to be addressed:
Cars passing to the right of cars waiting to turn left into the school are too close to the crossing guard and other children.
Speeding on Bannock street is a big concern.
Enforcement of school zone limits on Bannock road is needed.

Idaho Falls Public Safety Committee - **September, 2007**

Specific traffic safety concerns were brought to the attention of the Public Safety Committee by a Committee member. A special Bicycle and Pedestrian meeting was held to address the concerns and provide options with input from the City Engineer.

Concern:

Crosswalk across South Boulevard and 11th Street (needs yield signs and/or pedestrian controlled signal; currently very unsafe).

Response:

Upon review of the crosswalk on South Boulevard, I would comment they are in compliance with current standards. However, due to the close proximity of the signalized intersection of South Boulevard and Elm Street, I would propose leaving the existing crossing at 11th Street in place. Once school resumes I would recommend completing pedestrian counts to verify whether a better location for the crosswalk would be at 12th Street, allowing greater separation from the intersection at Elm Street.

Concern:

Crosswalk across South Boulevard at Birch/6th streets (needs yield signs and/or pedestrian controlled signal).

Response:

Crosswalks currently exist at both intersections. Thermoplastic was placed following the seal coat of South Boulevard. I would recommend all crosswalk signs be upgraded to the neon green signs with arrows denoting the crosswalk locations on South Boulevard due to the volume of traffic that currently uses South Boulevard.

Concern:

Crosswalk across South Boulevard at 8th Street (needs yield signs and/or pedestrian controlled signal).

Response:

A crosswalk currently exists at 8th street. Thermoplastic was placed following the seal coat of South Boulevard. I would recommend that all crosswalk signs be upgraded to the neon green signs with arrows denoting the crosswalk locations on South Boulevard.

Concern:

East end of the alley between 10th and 11th Streets at Lee Street (needs stop sign for traffic from Common Cents Store, or traffic calming device).

Response:

Historically, stop signs have only been placed in the alleys downtown. This is due to the high number of pedestrians and the close proximity of buildings to the sidewalk which eliminates the clear view triangle. Creating a precedence of placing stop signs at other alleys could potentially lead to a number of additional problems. Upon review of the alley in question, both adjacent owners do not appear to have met the clear view ordinance. I suggest forwarding this location to Planning and Zoning enforcement. The grade difference between Lee Avenue and the alley approach is very steep which obviously influences the speed of traffic entering Lee Avenue.

Concern:

Crosswalk across Memorial Drive at B Street (needs pedestrian controlled signal at Fur Trapper bronze statue; present signage is inadequate to stop traffic).

Response:

The existing location is heavily used by pedestrians. I would propose the existing signing be updated from the existing red on white signs to black on white signs. In addition I would suggest Parks and Recreation trim the existing trees so that the signs are visible to motorists and I would also recommend installing thermoplastic at the intersection with a sign being placed within the median denoting that traffic must stop for pedestrians within the crosswalk. Crosswalks should also be striped with internal striping and sharks teeth for better identification of the crosswalk location.

Concern:

Crosswalk across Broadway at Memorial Drive (needs crosswalk stripes, yield signs and/or pedestrian controlled signal).

Response:

There is an existing crosswalk across Memorial Drive at Broadway Avenue and an adjacent crosswalk across Broadway Avenue at the northeast corner of this tee intersection. Both of these existing crosswalks are incorporated into the traffic signal system. I would recommend the crosswalk across Memorial Drive be updated with thermoplastic and I will request the Idaho Transportation Department update their thermoplastic crossings across Broadway Avenue as well.

General Comment:

Crosswalks should be painted in bright (orange or red?) colors, perhaps with stripes also, so they are more visible to motorists. I've been driving South Boulevard for years and I couldn't have told you there are so many crosswalks - they are presently invisible to motorists.

Response:

Crosswalk placement, signage and pavement markings need to conform with approved nationally recognized traffic standards, specifically, the *Manual of Uniform Traffic Control Devices* (MUTCD). Existing crosswalks on South Boulevard conform to the standards within the MUTCD.

Comment:

Pancheri Bridge across I-15: What can be done about this very dangerous bridge? Here is one idea…. In Montana there are tunnels with buttons at both entrances that, when pushed, alert

motorists a bicycle is in the tunnel. Also, along the highway between West Yellowstone and Big Sky there are solar panels with signs so that when animals approach the sides of the highway, lights flash on the "Animal Crossing" signs to alert drivers. Could we install a solar powered sign on the Pancheri Bridge that flashes when activated by a pedestrian or bicyclist that says "Yield to Pedestrians/Bikes"?

Response:

Pancheri Overpass is currently proposed for construction in fiscal year 2012. The proposed overpass and street will accommodate pedestrians and bicyclists with a pathway and wide sidewalk. There does not appear to be a short term solution to make this overpass "safer" for pedestrians and bicyclists in the interim without: 1) substantial cost to the City, or 2) a reduction in service to traffic currently using this interstate crossing. Therefore, I would suggest waiting for the improvements to the overpass is the best solution for this crossing or referring the issue to the Traffic Safety Committee.

Emails, Phone Calls and Comments from Concerned Citizens - January 2007

Comments - January 2007 Regarding Facility Planning:

1. In planning for future bikeways, cyclists should be able to avoid intersections, especially where multiple lanes of traffic are involved.
2. Consider expanding the area that BMPO covers.
3. A favorite ride of road cyclists is the 28 mile Sunnyside Hill/Bone Road loop. Planning for the future should preserve this route; presently there is no planning that I know of. We need to plan for cycle friendly routes to connect with surrounding communities; e.g. Shelley/Firth/Blackfoot/Rigby/Roberts/Ririe.
4. We should plan for something similar to the Boise River to Ridge Bike system. There are numerous opportunities for a system of paved routes east of Idaho Falls to unpaved Mountain Bike routes in the Ririe Reservoir, Bone, Birch Creek, Tex Creek WMA area that should be evaluated/developed.

Continued Email, /Phone Calls and Comments from Concerned Citizens - June 25, 2007 through July 3, 2007

Concerns and issues forwarded from within the biking and walking community:

- We need a large collective shout that says "there's room for everyone on our streets"!!!
- A public awareness campaign is in order.
- I believe an educational effort, including newspaper, television, and radio, should be Implemented. Similarly, a program for the schools should be presented. Every child should understand the dangers associated with riding on both the roads and the sidewalks.

- We need to develop safe east/west and north/south bike paths, lanes, and routes. There are too few bike paths and lanes. A few suggestions: reduce John Adams to 2 lanes and provide for bike lane, left hand turn lane, and parking on both sides. Work with the canal companies and the City to create bike paths along both sides of canals.
- We need to help the City take seriously the issues of traffic calming (not just spraying bike lanes/crosswalks on roads) and law enforcement and a vigorous public awareness campaign has to be launched.
- A vigorous education campaign is a must. I encountered a family riding the wrong way this morning. That is an accident waiting to happen.
- Education of both motorists and cyclists is one of many needs we hope to address as we go forward.
- As the first step for enthusiasts and commuters, designated bike lanes (striped, signed lanes in the road) would be the best.
- Bike lanes are not the best for families and children directly, but indirectly they are the best for all cyclists and pedestrians as a whole because they are the start of building awareness.
- I would love to see the first step to be bike lanes, as I feel they will be the easiest, least expensive and create the most impact on the entire community.
- While it is true bicycle lanes can increase cycling awareness, they have to be planned very carefully. Many cities have actually increased the danger for cyclists with poorly designed lanes. For example, bike lanes placed right next to parked cars or bike lanes at intersections that force cyclists into awkward turn positions.
- The act of designating lanes gets bikes somewhere in the minds of motorists especially when they are marked simply with a picture of a bike, no words. Pictures speak and what you focus on increases.
- I ride most of John Adams home, and it is easy: light traffic, slow speeds, and fairly wide lanes. There is no comparison between John Adams and some of the real nightmares out there: the Snake River/I-15 crossing, the Yellowstone/railway crossing, and pretty much everything east of Hitt and north of 1st street. The latter area (E of Hitt and N of 1st) is rapidly degenerating into a bike/ped wasteland. All the new subdivisions going in are totally ignoring the recommendations listed in the 2001 BMPO Bike/Ped Plan, so they have absolutely no connectivity for cycling. Instead, they are putting in impenetrable walls of cul-de-sacs.
- Our latest thinking on organizing is we need to form a non-profit bike/ped advocacy group, like Driggs, Jackson, and others have done.

Post Register Public Notice of the 'Draft' Bicycle and Pedestrian Plan

BMPO Bicycle and Pedestrian Plan

The Bonneville Metropolitan Planning Organization (BMPO), representing the cities of Ammon, Idaho Falls, Iona, and Ucon and the urbanized area of Bonneville County, is accepting comments regarding the 'draft' Bicycle and Pedestrian Plan.

The Bicycle and Pedestrian Plan identifies the existing and projected bicycle and pedestrian deficiencies in the area, with potential solutions to address the identified deficiencies. Potential goals and objectives, policies, and bicycle and pedestrian facilities have been identified.

Copies of the 'draft' Bicycle and Pedestrian Plan will be available to the public during normal working hours at the following locations--BMPO office, Planning & Zoning office in Idaho Falls, City Hall offices for Ammon, Idaho Falls, Iona and Ucon, Bonneville County Courthouse, TRPTA office and ITD District VI office in Rigby. Comments will be taken from February 11, 2008 through March 3, 2008. Written comments should be addressed to BMPO, P.O. Box 50220, Idaho Falls, Idaho 83405-0220, telephone comments to 612-8509 or email comments to bmpo@ci.idaho-falls.id.us. The document may also be viewed at BMPO's web page at www.bmpo.org.

Darrell M. West
BMPO Director
Published: February 10, 2008

***Post Register* Proof of Publication Affidavit**

Proof of Publication
The Post Register

State of Idaho
County of Bonneville

I, Dan Moore, or Joanna Hibbert, first being duly sworn, depose and say: That I am the Operations Manager, or Production Supervisor of The Post Company, a corporation of Idaho Falls, Bonneville County, Idaho, publishers of The Post Register, a newspaper of general circulation, published daily at Idaho Falls, Idaho; said Post Register being a consolidation of the Idaho Falls Times, established in the year 1890, The Idaho Register, established in the year 1880 and the Idaho Falls Post, established in 1903, such consolidation being made on the First day of November, 1931, and each of said newspapers have been published continuously and uninterruptedly, prior to consolidation, for more than twelve consecutive months and said Post Register having been published continuously and uninterruptedly from the date of such consolidation, up to and including the last publication of notice hereinafter referred to.

That the notice, of which a copy is hereto attached and made a part of this affidavit, was published in said Post Register for 1 consecutive (days) weeks, first publication having been made on the 10TH day of FEBRUARY 2008, last publication having been made on the 10TH day of FEBRUARY 2008 at the said notice was published in the regular and entire issue of said paper on the respective dates of publication, and that such notice was published in the newspaper and not in a supplement.

Joanna Hibbert

Subscribed and sworn to before me, this 13TH day of FEBRUARY 2008

IVY BERRY NOTARY PUBLIC STATE OF IDAHO

Notary Public
My commission expires January 10, 2009
Credit

Public Comments - (made during public notice timeframe)

- Plan recognizes the educational component for school aged children and needs more emphasis on adult education.
- Vision needed to be more direct with preference given to the Vision in the 2001 Bicycle and Pedestrian Plan - Vision modified to be more direct and still include components that emphasize education, community and partnerships. Issues and concerns related to ADA and SAFETEA-LU are also necessary components that were added.
- Corrections of specific street names on Table 1, Section 4 - Changes made to Table 1
- Suggestion to add bike rack locations to the Long Range Bicycle/Pedestrian Map (Figure 2) - To be added and reflected in the Plan update scheduled for November 2008.
- Suggestion to correlate Table 1 with Figure 2 (Map) - To be added and reflected in the Plan update scheduled for November 2008.
- Executive Summary is more like a summary of the entire Plan- This section changed to changed to *Bicycle and Pedestrian Plan Summary*. The Summary will be available in hard copy for distribution. In addition, the entire Plan will be available on disc and on the BMPO website. www.bmpo.org.
- Five Year Priority List of projects need to be provided separately from photos- Projects listed separately in an alphabetized list and placed in the front of the applicable sections (*Bicycle and Pedestrian Plan Summary* and *Section 4).*

Appendix B

Guidelines for Evaluating Potential Bicycle and Pedestrian Facilities and Improvements

The following guidelines posed in the form of questions can be used to evaluate the practicality of recommending bicycle and pedestrian facility projects or improvements. For specific facility classifications, refer to Section 2 of this Plan: *Guide for Planning, Design, and Operation for Pedestrian Facilities, July 2004* by the American Association of State Highway and Transportation Officials (AASHTO).

General Bikeways

- Will the bikeway have a low number of driveway crossings (e.g., less than 40 per mile)?
- Will the length of the bikeway be reasonable given an average trip destination is less than two miles?
- Will the bikeway be direct, continuous and fast with minimal stops for commuters?
- Will the bikeway provide comfortable access for all levels of cyclists?
- Will the bikeway accommodate required ADA design standards?

Shared Roadways

- Is a designated bikeway necessary when the roadway is capable of, or with minor improvements, will safely accommodate bicycle travel without the roadway being designated?
- Is the designated bikeway on a local street where no special improvements or designations to accommodate bicyclists are required (e.g., a local street having traffic volumes of less than 1,000 vehicles per day, an average speed of less than 30 mph and travel lanes wide enough to ensure minimum clearance for bicyclists with no squeeze points)?
- Is the designated roadway signed with specific information e.g., number of miles to landmarks or specific destinations?

Multi-use paths

- Will the path serve a corridor or opportunity not provided by the roadway system?
- Will the path provide a connection not accomplished by the street network?
- Will the path provide more direct access than roadways from population centers to useful or major destinations?
- Will the path provide for recreational opportunities?
- Is appropriate right-of-way present to permit the path to be constructed away from the influence of the street?
- Is the cross flow of motor vehicles and pedestrians minimal?

Bike lanes

- Will the estimated bicycle use be moderate to high (e.g., 50 two-way trips in 12 hours)?
- Is the traffic hazard level such that it is desirable to separate vehicles from bicycles?
- Will the lane be located where parking demand is expected to be minimal or can be accommodated elsewhere?
- Will the lane provide the shortest distance between the origin and destination whereas the bicyclists will not have to detour?

Situational Improvements

- Will the improvement address an area or specific location where a large number of accidents have occurred?
- Will the improvement address potential hazards to bicycle and pedestrian travel?
- Will the improvement provide for a safe and convenient crossing of a waterway, highway or railroad?
- Will the improvement provide for support facilities that enhance the bicycle and pedestrian system?
- Will the improvement provide a connection with the public transportation system?

Appendix C

Funding Sources

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users, signed into effect in 2005. The Act determines how Federal transportation dollars will be spent on transportation projects. Federal transportation dollars require a percentage of matching local funds that varies given the different programs. It is critical local governments develop strategies to raise or set aside money each year to be used to match federal funds for bicycle and pedestrian improvements. Because many bicycle/pedestrian projects compete with highway, public transportation, and statewide bicycle/pedestrian projects, it is important all potential projects be well presented and documented.

Provided is a reference of funding sources. For the most current criteria, refer to specific program criteria.

Federal Lands Highway Funds (Section 1115) may be used to construct pedestrian walkways and bicycle transportation facilities in conjunction with roads, highways, and parkways at the discretion of the department charged with the administration of such funds.

Federal Recreational Trails Program Funded from the Federal gasoline tax, is money returned to gas users who do not use highways. Allocates funds to the States for recreational trails and trail related projects categorized into motorized trails (30%), non-motorized trails (30%) and diverse trails (40%). Government and private organizations are able to apply the last Friday in January online or request applications from Idaho Parks and Recreation.

Federal Transit Authority Funding Section 5307 and 5340 continues to allow transit funds to be used for bicycle and pedestrian access to transit facilities, provide shelters and parking facilities for bicycles in or around transit facilities, or install racks or other equipment for transporting bicycles on transit vehicles.

Local Funding can be used in two ways–as local match for federal funds as required by SAFETEA-LU or directly for local bicycle and pedestrian projects. It is recommended local funds generally be used for federal match because more money can be leveraged. Local funds should be used directly for less expensive bicycle and pedestrian projects.

National Highway System (NHS) Funds (Section 1106) may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the NHS and for projects within Interstate corridors.

Office of Highway Safety Funds (Title 23 USC Section 402) highway safety grant program funds are available for pedestrian and bicyclist safety education efforts and is a focus area for highway safety program funding.

Private Donations can contribute significantly to local bicycle and pedestrian projects. These donations can be used directly to purchase needed bicycle parking, develop maps, etc., or donated toward the local match to gain SAFETEA-LU funding.

Public-Private Partnerships are another way to develop support, funding, and increased cooperation between private parties and local municipalities. Partnering can play a large role in increasing encouragement and awareness of non-motorized transportation. Numerous public-private partnerships throughout the country have been developed, increasing local funding opportunities while promoting encouragement and excitement for bicycling and walking.

Safe Routes to School (SR2S) Funds (Section 1404) is a reimbursable program available to State, local government and or non profit organizations to fund projects for schools K-8, within a 2-mile radius of school for infrastructure and non-infrastructure projects that make it safer for students to walk or bike to school.

Scenic Byways Program Funds (Section 1047) may be used to construct facilities along scenic highways for the use of pedestrians and bicyclists.

STP Safety Set-Aside Funds are eligible for bicycle improvements. In addition, **Hazard Elimination** funds (Section 1401, which are part of the safety set-aside) can be used to address safety hazards on pedestrian and bicyclist public pathways, trails and facilities. Bicycle safety issues must now be addressed in carrying out railway/highway crossing hazard elimination projects. Also, traffic calming projects are specifically mentioned as eligible activities.

Surface Transportation Program (STP) Funds (Section 1108) may be used for either the construction of bicycle transportation facilities and pedestrian walkways including sidewalk projects to comply with ADA requirements or non-construction projects (such as brochures, public service announcements, and route maps) related to safe bicycle use. The STP State, Urban and Rural funding programs comprise the largest percentage of this funding category.

Transportation Enhancements (TE) Funds (Section 1201) Ten percent of STP funds are set aside for funding which include the provision of facilities for bicyclists and pedestrians including safety and educational activities for bicyclists and pedestrians. Approximately $4 million is available statewide on an annual basis. Program is managed by Idaho Transportation Department where the federal portion of funding cannot exceed $500,000.

Appendix D

Bicycle and Pedestrian Points of Contact

Bicycle and Pedestrian Coordinator:	
(Local) BMPO	208-612-8509
(State)	208-334-8272
Bonneville Metropolitan Planning Organization	208-612-8530
Idaho Falls Community Pathways (IFCP)	208-520-0272 or 208-351-0469
Idaho Transportation Dept. Region 6	208-745-7781
Parks and Recreation (City of Idaho Falls)	208-612-8480
Idaho Parks and Recreation (State)	208-334-4199
Eastern Idaho Parks and Recreation	208-525-7121
Roadway Maintenance:	
(Local)	208-612-8571
(County)	208-529-1290
(State)	208-524-2146
Railroad	208-529-5828
Canal Companies- contact Water District 1 for updated list	208-526-7171
Safe Routes to School (SRTS):	
SR2S - Local	208-612-8509
SR2S - State Coordinator	208-334-4475
State Historic Preservation Office (SHPO)	208-334-3861
Transportation Enhancements (TE):	
TE (Local-BMPO)	208-612-8509
TE (State)	208-334-8272
Targhee Regional Public Transportation Authority (TRPTA):	
TRPTA Trip Scheduling	208-529-1489
TRPTA Administrative Offices	208-535-0356

Advocacy Groups

Idaho Falls Community Pathways myotis@ida.net
Local nonprofit Bike and Pedestrian Advocacy group that promotes and encourages all forms of non motorized transportation in the Idaho Falls area.

Portneuf Greenway Foundation www.pgfweb.com
Nonprofit organization that helps establish and improve the Portneuf Greenway as a community resource and encourages restoration of natural areas along the Portneuf River.

Teton Valley Trails & Pathways www.tvtap.org
Nonprofit organization linking people and places. TVTAP promotes a trails and pathways connected community.

Helpful Websites:

SR2S	www.sr2s@itd.idaho.gov
International Walk to School	walk@walktoschool.org
Transportation Enhancements	itd.idaho.gov/planning/reports/newenhancements/index.html
Earth Day-Idaho Falls	www.ifearthday.com
Idaho Falls Community Pathways	myotis@ida.net
Idaho State Parks/Recreation	inquiry@idpr.state.id.us
National Center for Statistics & Analysis	www.nhtsa.dot.gov
State Historic Preservation Office (SHPO)	www.idahohistory.net/shpo
Traffic collision reports in Idaho (state/local) (look up statistics)	www.itd.idaho.gov
Idaho Falls Community Pathways	myotis@ida.net
Portneuf Greenway Foundation	www.pgfweb.com
Teton Valley Trails & Pathways	www.tvtap.org

Resources used in 2008 BMPO Bicycle and Pedestrian Plan

Americans with Disability Act (ADA), p. 8

2000 US Census Bureau, p. 28

2001 National Transportation Survey, p. 28

Federal Highway Administration (FHWA), p. 29

International Classification of Impairment, Disability and Handicap (ICIDH) through the World Health Organization (W.H.O.), p. 30

American Association of State Highway and Transportation Officials (AASHTO): July 2004, *Planning, Design and Operation of Bicycle and Pedestrian Facilities,* p. 31, 34, 37, 87

American Association of State Highway and Transportation Officials (AASHTO): January 1999 *Guide for the Development of Bicycle Facilities,* p. 7, 31, 47

2008 Public Participation Plan, BMPO, p. 34

Northwestern Traffic Institute Manual on Bicycle Planning (re: signed bike routes), p. 39

2007-2011 Short Range Transit Plan, p. 55

U.S. DOT Guidelines for Transit Sensitive Suburban Land Use Design July 1991, p. 58

Traffic Calming State of the Practice Report, FHWA, RD-99-135-45, p. 61

State Historic Preservation Office (SHPO), p. 62

ITP'S Environmental Process Manual, p. 62

2001 Transportation Planning Overview Process and Guidelines for the BMPO, p. 76

City of Idaho Falls 2000 Comprehensive Plan, p. 77