

# Appendix B: Project Information





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## PROJECT PRIORITIZATION MEMO

### Introduction

This document summarizes the methodology for prioritizing recommended improvements for projects within the Idaho Falls city limits. Prioritizing these projects will allow Idaho Falls to identify high priority projects and low-hanging fruit, as well as provide a foundation for implementation phasing. The prioritization framework relies upon facility-based criteria, as described in the following sections.

### Scoring Criteria

#### Public Input

The Idaho Falls “Connecting Our Community” Plan has engaged the public through the public workshops and mapping exercises, public surveys, and website. Feasible recommended projects with demonstrated public endorsement will qualify for these prioritization criteria.

#### Proximity to Schools

To encourage more students to walk and bicycle to school, proposed facilities that directly connect to or travel within ¼ mile of any school (public or private) would qualify for this prioritization criteria.

#### Connectivity to Existing Facilities

Bicycling is typically higher along designated facilities. Creating connectivity to existing bike facilities enable more trips to be made by bike, and provides bicyclists of varying capabilities multiple routes for reaching their destination. Facilities that connect to an existing bikeway or bikeways will receive this scoring criterion.

#### Connectivity to Proposed Facilities

In addition to the existing bikeway network, the “Connecting Our Community” Plan will be proposing the addition of many projects throughout Idaho Falls. While not as immediately effective for bikeway

continuity, facilities that connect to proposed facilities will help create a robust and cohesive network. Proposed facilities that intersect with other proposed facilities will be awarded this criterion.

#### Network Gaps

Gaps in the bicycling and walking networks discourage use of these modes because they limit route continuity, sense of belonging and security, or require users to choose less direct paths to access their destinations. Some feel “stranded” when a facility abruptly end or does not easily connect to their destination, forcing users to ride on a street that does not accommodate their proficiency level or increase the length of their trip. Facilities that fill gaps in the existing bicycling and walking network will qualify for this criterion.

#### Connections to Activity Centers

Activity centers are the major trip-driving destinations within Idaho Falls (e.g. parks, commercial districts, employment centers, Downtown, etc.). By increasing accessibility to major activity centers, the recommendations in the “Connecting Our Community” Plan can help reduce traffic congestion and support residents and visitors who choose to bicycle or walk. Projects that connect to these centers qualify for this prioritization criterion.

#### Jurisdiction (applicable only to Table B.2)

This criterion considers which agency or agencies own the right-of-way for which changes are proposed and whether or not the project is partially or completely outside of the City limits. For example, a project that is only private land and is located in Iona would receive the lowest score, while a project utilizes existing right of way within Idaho Falls would receive the highest score. Planning and implementation are much more time-consuming and costly when projects cross jurisdictional and/or property lines.

#### Resurfacing Projects (applicable only to Tables B.1 and B.3)

As Idaho Falls maintains its pavement, on-street bicycle facilities should be installed when a street is scheduled

to be resurfaced or seal coated. Furthermore, developers can be required to include recommended facilities in the “Connecting Our Community” Plan that are located on the streets they are improving. This can be an added benefit as Idaho Falls will not have to pay for the construction of these bikeways. Facilities that coincide with street paving projects will meet this scoring criterion.

### Ease of Implementation

Bicycling and walking facilities range in project readiness and amount of reconfiguration or prior work that needs to be completed before a facility can be installed. With regard to on-street bikeways, some streets can accommodate bike lanes with little effort; where as other projects may require significant changes to the travel lanes, medians, street parking, right-of-way, etc.

Similarly, some trail and street crossings will be easier than others to implement. Many cities choose to pursue the “low-hanging fruit” projects to achieve quick wins and build support for more politically complex projects. Projects that require minimal changes to the built environment and have lower costs will score higher on this criterion.

### Scoring Measures

The criteria discussed in the previous section will be applied to each facility. The facility will be assigned a numeric value to the degree it meets the criteria requirements. The criteria values are outlined in **Tables B.1, B.2, and B.3**. The criteria scoring (multipliers) can be modified by City preference to emphasize, or de-emphasize its relationship to the overall network.

TABLE B.1 - ON-ROAD FACILITIES CRITERIA, SCORING &amp; WEIGHT

Criteria	Score	Multiplier	Total	Description
Public Input	2	3	6	Street was identified by the public as desirable for a future facility (multiple times)
	1		3	Street/location was identified by the public as desirable for a future facility (once)
	0		0	Was not identified by the public as desirable for a future facility
Proximity to Schools	2	3	6	Direct access to an Idaho Falls area school
	1		3	Secondary access to an Idaho Falls area school (within 1/4 mile)
	0		0	Does not directly or indirectly access an Idaho Falls area school
Connectivity - Existing	2	3	6	Direct access to two or more existing bicycle or trail facilities
	1		3	Direct access to one existing bicycle or trail facility
	0		0	Does not directly or indirectly access an existing bicycle or trail facility
Connectivity - Proposed	2	1	2	Direct access to two or more proposed bicycle or trail facilities
	1		1	Direct access to one proposed bicycle or trail facility
	0		0	Does not directly or indirectly access a proposed bicycle or trail facility
Network Gaps	2	3	6	Facility fills a network gap between two existing facilities
	1		3	Facility fills a network gap between an existing facility and a proposed facility
	0		0	Does not directly or indirectly fill a network gap
Connectivity - Activity Centers	2	2	4	Connects to a major trip-driving destination or two or more major or minor destinations in the Idaho Falls area
	1		2	Secondary connectivity to a major trip-driving destination or connectivity to one destination in the Idaho Falls area
	0		0	Does not directly or indirectly connect to an activity center
Street Paving Projects	2	2	4	Bikeway is located on a project scheduled for street paving (1-5 years). Signed Bike Route w/ Supplemental Wayfinding & Pavement Marking projects received the full two points because they can be implemented on existing pavement and do not require repaving or reconstruction.
	1		2	Bikeway is located on a project scheduled for street paving (5-10 years) or partially located on a project that will be repaved or reconstructed within 1-5 years.
	0		0	Bikeway is not located on a project scheduled for street paving
Ease of Implementation	2	2	4	Bikeway project can be constructed/installed with little to no reconfiguration of the existing roadway
	1		2	Bikeway project can be constructed/installed with minor or moderate alterations to the existing roadway
	0		0	Bikeway project requires major alterations to the existing roadway or right of way

TABLE B.2 - MULTI-USE PATHS &amp; CANAL TRAILS CRITERIA, SCORING &amp; WEIGHT

Criteria	Score	Multiplier	Total	Description
Public Input	2	3	6	Trail was identified by the public as desirable for a future facility (multiple times)
	1		3	Trail/location was identified by the public as desirable for a future facility (once)
	0		0	Was not identified by the public as desirable for a future facility
Proximity to Schools	2	3	6	Direct access to an Idaho Falls area school
	1		3	Secondary access to an Idaho Falls area school (within 1/4 mile)
	0		0	Does not directly or indirectly access an Idaho Falls area school
Connectivity - Existing	2	3	6	Direct access to two or more existing bicycle or trail facilities
	1		3	Direct access to one existing bicycle or trail facility
	0		0	Does not directly or indirectly access an existing bicycle or trail facility
Connectivity - Proposed	2	1	2	Direct access to two or more proposed bicycle or trail facilities
	1		1	Direct access to one proposed bicycle or trail facility
	0		0	Does not directly or indirectly access a proposed bicycle or trail facility
Network Gaps	2	3	6	Facility fills a network gap between two existing facilities
	1		3	Facility fills a network gap between an existing facility and a proposed facility
	0		0	Does not directly or indirectly fill a network gap
Connectivity - Activity Centers	2	2	4	Connects to a major trip-driving destination or two or more major or minor destinations in the Idaho Falls area
	1		2	Secondary connectivity to a major trip-driving destination or connectivity to one destination in the Idaho Falls area
	0		0	Does not directly or indirectly connect to an activity center
Jurisdiction	2	1	2	Trail is located within the city limits and within public right-of-way
	1		1	Trail is partially located within either the city limits or within public right-of-way
	0		0	Trail is not within the city limits nor within public right-of-way
Ease of Implementation	2	2	4	Trail project can be constructed/installed with the least difficulty
	1		2	Trail project can be constructed/installed with minor/moderate difficulty
	0		0	Trail project will require major effort and possibly expense to implement

TABLE B.3 - SIDEWALK CRITERIA, SCORING &amp; WEIGHT

Criteria	Score	Multiplier	Total	Description
Public Input	2	3	6	Street was identified by the public as desirable for a future facility (multiple times)
	1		3	Street/location was identified by the public as desirable for a future facility (once)
	0		0	Was not identified by the public as desirable for a future facility
Proximity to Schools	2	3	6	Direct access to an Idaho Falls area school
	1		3	Secondary access to an Idaho Falls area school (within 1/4 mile)
	0		0	Does not directly or indirectly access an Idaho Falls area school
Connectivity - Existing	2	3	6	Direct access to two or more existing pedestrian facilities
	1		3	Direct access to one existing pedestrian facility
	0		0	Does not directly or indirectly access an existing pedestrian facility
Connectivity - Proposed	2	1	2	Direct access to two or more proposed pedestrian facilities
	1		1	Direct access to one proposed pedestrian facility
	0		0	Does not directly or indirectly access a proposed pedestrian facility
Network Gaps	2	3	6	Facility fills a network gap between two existing facilities
	1		3	Facility fills a network gap between an existing facility and a proposed facility
	0		0	Does not directly or indirectly fill a network gap
Connectivity - Activity Centers	2	2	4	Connects to a major trip-driving destination or two or more major or minor destinations in the Idaho Falls area
	1		2	Secondary connectivity to a major trip-driving destination or connectivity to one destination in the Idaho Falls area
	0		0	Does not directly or indirectly connect to an activity center
Street Paving Projects	2	2	4	Sidewalk is located on a project scheduled for street paving (1-5 years)
	1		2	Sidewalk is located on a project scheduled for street paving (5-10 years)
	0		0	Sidewalk is not located on a project scheduled for street paving
Ease of Implementation	2	2	4	Pedestrian project can be constructed/installed with little to no reconfiguration of the existing roadway
	1		2	Pedestrian project can be constructed/installed with minor or moderate alterations to the existing roadway
	0		0	Pedestrian project requires major alterations to the existing roadway or right of way

TABLE B.4 - ON-ROAD FACILITIES

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
<b>Idaho Falls</b>									
Boulevard St Bike Lanes*	1.95	\$ 12,400	\$ 195,400	Sunnyside Rd	Northgate Mile	Bike Lane	Idaho Falls	33	45' wide and AADT (2010)=6,000: Two 12' travel lanes, two 6' bike lanes, one side of parking (west side only for park patrons). Remove parking on east side.
25th St Bicycle Boulevard	0.47	\$ 1,500	\$ 3,000	Blvd St	Holmes Ave	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	32	Provides low-traffic connection between Tautphaus Park and existing bike lane on 25th St. This connection makes use of the recently installed bridge over the canal for bicyclists and pedestrians.
Holmes Ave Bike Lanes*	1.64	\$ 10,400	\$ 110,700	17th St	Northgate Mile	Bike Lane	Idaho Falls	30	Northgate to Lomax - 44' wide: Already 3 lane configuration, two 11' travel lanes, one 11' center turn lane, two 5.5' bike lanes; Lomax to 1st - 44' wide: 4 to 3 lane road diet, two 11' travel lanes, one 11' center turn lane, two 5.5' bike lanes, and no parking (as it is currently); 1st to 14th - 46' wide: Already three lane road configuration with shoulder areas which could act as bike lanes. The two way left turn lane is larger than it needs to be however at over 15' wide. The existing shoulders could be marked as bike lanes, and if the road is resurfaced the center turn lane could be narrowed to provide a more comfortable bicycling experience. The proposed cross section includes: two 11' travel lanes, one 12' center turn lane, two 6' bike lanes. Holmes does have some abrupt cross-slopes at the edge. Where these exist the City should explore slight lane narrowing to maximize level riding surface. South of 14th - According to BMPO counts, traffic south of the existing 3-lane section is lower than north of the transition. The 3-lane cross-section should be extended south. Parking should be prohibited along the whole corridor (as it is currently) .
Saturn Avenue Sharrows	1.00	\$ 3,200	\$ 6,400	Pancheri Dr	Grandview Dr	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	29	Alternative to Skyline Dr.
John Adams Pkwy Bike Lanes	0.05	\$ 500	\$ 2,800	Croft Dr	John Adams Pkwy (Ammon)	Bike Lane	Idaho Falls	29	Needed to connect bike lanes on John Adams Pkwy to the intersection and path on 25th.



Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
5th & 6th Couplet Bike Lane or Sharrows	0.98	\$ 3,200	\$ 27,000	Blvd St	Holmes Ave	Bike Lane or Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	28	Option 1 : (recommended to provide a continuous bike lane experience from Ammon all the way to the Greenbelt) - 28' wide (Blvd to Higbee/Emerson: 12' travel lane, 6' bike lane Two sides of 8' parking, 6' bike lane, 11' travel lane. Option 2: (eastbound one way), 10' parking on one side; 33' wide (Higbee/Emerson to Holmes): Shared Lane Markings in the center of the travel lane as currently designed.
John Adams Parkway Bike Lanes	0.21	\$ 1,900	\$ 11,600	Smiths West Driveway	1st Home on North Side	Bike Lane	Idaho Falls & Ammon	28	Needed to connect bike lanes on either side of Woodruff.
25th St Bike Lane	0.09	\$ 100	\$ 100	Hampton Inn South Entrance	25th E	Bike Lane	Idaho Falls	27	Needed to connect bike lanes on either side of Channing Way.
Rolland St Bike Lanes	0.75	\$ 13,400	\$ 47,900	Sunnyside Rd	21st St	Bike Lane	Idaho Falls	27	Sunnyside to Gustafson - 54' wide: two 11' travel lanes (southbound), one 11' travel lane (northbound), one 11' left turn lane, two 5' bike lanes. Gustafson to Rogers St - 46' wide: 10' parking on west side only, two 12' travel lanes, two 6' bike lanes; Rogers St to 21st St - 30' lip to lip: 4' bike lanes (minimum where no curb and gutter is present) could be striped to leave 11' travel lanes, two 11' travel lanes, and two 4' bike lanes.
June Ave Sharrows	1.15	\$ 3,700	\$ 7,400	17th St	John Adams Pkwy	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	26	Add shared lane markings and wayfinding signage.
A & B Streets Sharrows / Green Lane	0.58	\$ 1,900	\$ 58,900	Memorial Dr	Eastern Ave/Yellowstone Ave	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings / Green	Idaho Falls	26	Several options exist for B Street. Its alignment with the pedestrian crossing over the railroad tracks and the connection to the Greenbelt on the west are both strong positives. Option 1: pedestrianize B street and only allow vehicle traffic for deliveries or by police. Bikes would share space with pedestrians and travel slowly. Option 2: Use B-Street as an Eastbound shared lane with sharrows. This would need to be paired with A Street for westbound. With using A Street additional improvements would be needed to connect back to the Greenbelt and to the rail crossing. Provide at least two sharrows per block) to connect Yellowstone Ave to the Greenbelt Trail.
Brentwood Bike Route	0.74	\$ 2,400	\$ 4,800	Troy Ave	Skyline Dr	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	24	Add shared lane markings and wayfinding signage.

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
D St/Birch St/5th St (one-way eastbound) Bike Lanes	0.44	\$ 8,900	\$ 29,100	Memorial Dr	Bldv St	Bike Lane	Idaho Falls	24	D St - 38' wide: 8' parking on north side of street, 5' bike lane, two 10' travel lanes, replace south side parking with a 5' bike lane; D St Underpass - 3-lane design, add 5' bike lanes on both sides; Birch St - 44' wide: two 11' travel lanes, two 6' bike lanes, 9' parking on one north side
15th E Bike Lanes	1.53	\$ 30,700	\$ 101,100	25th St	1st St	Bike Lane	Idaho Falls	24	25th to Clark - Keep parking on west side, add 5' bike lanes. move centerline; Clark to John Adams Pkwy - Widen road. Perhaps use Shared Lane Markings in interim; John Adams to 1st St - Road is 33' wide: two 5' bike lanes, 11.5' travel lanes.
Castlerock Lane Bike Route	0.47	\$ 1,500	\$ 3,000	Stonebrook Ln	Holmes Ave	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Fall	23	Connects to Taylorview Junior High.
Fremont Ave Bike Lanes	0.72	\$ 3,300	\$ 19,800	Higham St	South of University Blvd	Bike Lane	Idaho Falls & Bonneville County	22	Road does not likely exceed 12,000 vehicles per day. 65' curb to curb, 10.5' travel lanes.
Mill Road Bike Lanes	1.47	\$ 29,500	\$ 97,200	Proposed Old Butte Path	Pancheri Dr	Bike Lane	Idaho Falls	21	This street is being widened piecemeal through new development and will ultimately be almost 80' wide. This is currently operating as a local street with two lanes of traffic. If and when additional projects continue to provide this section bike lanes should be provided.
Wabash Sharrows	0.73	\$ 2,400	\$ 4,700	John Adams Pkwy	Elva St	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	21	Add shared lane markings and wayfinding signage.
12th St Bike Route	1.92	\$ 6,100	\$ 12,300	Bldv St	Hope Lutheran Church & School	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	20	Remove centerline and add sharrows. AADT is typically well less than 3,000 VPD, Centerline is recommended above 6,000 ADT.
Bannock/Sage Bike Route	0.89	\$ 2,900	\$ 5,700	Memorial Dr	Anderson St	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	20	Add shared lane markings and wayfinding signage.
Elva Street Sharrows	0.81	\$ 2,600	\$ 5,200	Holmes Ave	Proposed Idaho Canal Trail	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	20	Eastern part would connect to canal trail and new bridge heading east.
Park & Shoup Avenues Sharrows / Green Lane	1.18	\$ 3,800	\$ 119,700	Cliff St	G St	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	20	Sharrows with possible green lane.

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
G Street Sharrows	0.21	\$ 700	\$ 1,400	Memorial Dr	Shoup Ave	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	20	Add shared lane markings and wayfinding signage.
E River Road Bike Lanes	1.10	\$ 22,100	\$ 72,700	South of University Blvd	Pervero Dr	Bike Lane	Idaho Falls & Bonneville County	19	Road is typically 35' wide with large shoulder on east side. If road is restriped, bike lanes or shoulder bikeways could be easily provided. This could be a inexpensive project prior to any trail development along the road.
Skyline Dr Bike Lanes*	0.70	\$ 6,300	\$ 81,200	Grandview Dr	Airport Loop Rd	Bike Lane	Idaho Falls	19	North of International Way: 36' wide, a bike lane could be provided by simply adding lane lines and symbols. 12' travel lanes with 6' bike lanes. South of International Way: 70 feet curb to curb. If 17 foot turn lane was narrowed to 12 feet bike lanes can easily be accomodated. This will likely require a resurfacing project as the outside travel lane is currently just too narrow to add bike lanes (14.5 feet).
B St Two-Way Bike Lanes	0.29	\$ 14,300	\$ 30,300	Memorial Dr	Yellowstone Ave	Bike Lane	Idaho Falls	18	Remove diagonal parking from one side and provide a two-way cycle track on the south side. This may require alterations to some curb extensions.
Ash St Bike Lanes	0.25	\$ 2,300	\$ 13,800	Eastern Ave	Blvd St	Bike Lane	Idaho Falls	18	East of Eastern Ave - 28' wide: 8' parking on one side, one 14' travel lane (one-way westbound), 6' bike lane (one-way westbound); Between Eastern and Yellowstone - 37': 10' left turn lane, 11' travel lane, 6' bike lane, 10' right turn lane; West of Yellowstone Hwy: convert 45 deg angled parking to parallel parking on north side (will lose about 4 spots per block); Use remaining space for a travel lane and a 5' or 6' bike lane.
Rollandet St Bike Route	0.25	\$ 800	\$ 1,600	21st St	Pancheri Dr	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	18	Add shared lane markings and wayfinding signage.
Elva Bike Lanes	0.60	\$ 5,400	\$ 33,000	Riverside Dr	Blvd St	Bike Lane	Idaho Falls	17	Space exists. Add striping, signs, and pavement markings.
Eastern Ave/Curtis Ave/Rollandet Bike Boulevard	0.96	\$ 3,100	\$ 6,200	17th St	Birch St	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	17	Shared Lane Markings and Wayfinding signage. Provides low-traffic alternative to Yellowstone Ave.

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
Tautphaus Park Bike Route Connector	0.31	\$ 1,000	\$ 2,000	Rollandet St	Sunken Diamond Dr	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	17	Add shared lane markings and wayfinding signage.
Calkins Ave/Park Dr Bicycle Boulevard	0.12	\$ 400	\$ 800	Rollandet St	Proposed Butte Arm Canal Pathway	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	17	Add shared lane markings and wayfinding signage.
Ridge Ave / Poplar St Bike Route	0.19	\$ 700	\$ 1,300	Eastern Ave	Bldv St	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	16	28' wide (both streets). Eastbound Shared Lane Markings in the center of the travel lane.
Ashment Ave Bike Lanes	0.70	\$ 6,300	\$ 38,500	Hope Lutheran Church & School	17th St	Bike Lane	Idaho Falls	15	Road is 46' wide. Recommend removing parking on the east and north of the road and having an 8' parking lane, a 6' bike lane, 13' travel lanes and a 6' bike lane.
Nixon Ave Sharrows	0.16	\$ 600	\$ 1,100	12th St	Gallup St	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	15	Add shared lane markings and wayfinding signage.
Jennie Lee/Craig/Bengal Bike Route	0.60	\$ 2,000	\$ 3,900	25th St	17th St	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	14	Add shared lane markings and wayfinding signage.
Maple/Cliff St Bike Route	0.41	\$ 1,300	\$ 2,700	Boulevard St	Proposed Loop Connector	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	12	Add shared lane markings and wayfinding signage.
Emerson St/14th St Bicycle Boulevard	0.40	\$ 1,300	\$ 2,600	Proposed Butte Arm Canal Pathway	Holmes Ave	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Idaho Falls	10	Short section of shared lane markings and wayfinding signage to connect two canal trail segments together through an unfeasible section. 14th Street will need to be converted into a 2-way street. The street is 35 feet wide, there are plenty of streets of similar width on the east side of Holmes Avenue that are 2-way.
Buckboard Lane Bike Lanes	0.55	\$ 5,000	\$ 30,300	Broadway St	Grandview Dr	Bike Lane	Idaho Falls	9	Match cross section on Troy Ave.
Northgate Buffered Bike Lanes	0.72	\$ 9,700	\$ 75,500	Bldv St	Elva St	Buffered Bike Lane	Idaho Falls	9	Remove on-street parking to get 10' on both sides for buffered bike lane. 7' bike lane and 3' buffers.

**Bonneville County**

W Riverview Drive Sharrows	0.71	\$ 2,300	\$ 4,600	Greenbelt Trail East	E River Rd	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Bonneville County	0	Would provide a low-cost connection between the northern extent of the Riverfront Greenbelt to E River Road.
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Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
<b>Ammon</b>									
Ammon Road Buffered Bike Lanes	0.99	\$ 13,300	\$ 103,800	Sunnyside Rd	17th St	Buffered Bike Lane	Ammon	0	This road as built is a 5-lane and is experiencing approximately 11-13k vehicles per day which can easily be handled by a 3-lane road. Buffered bike lanes can utilize the existing outside lanes to provide bicycle facility to link Sunnyside Road to 17th St
East-West Ammon Bicycle Boulevard	0.67	\$ 2,200	\$ 4,300	Ammon City Path Bridge	McCowin Park	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Add shared lane markings and wayfinding signage.
East-West Ammon Bicycle Boulevard #2	2.88	\$ 9,200	\$ 18,400	Salmon St	Belle Arbor Dr	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Add shared lane markings and wayfinding signage.
Midway Bicycle Boulevard	1.44	\$ 4,600	\$ 9,200	Sunnyside Rd	John Adams Pkwy	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Add shared lane markings and wayfinding signage.
Canal trail to Bicycle Boulevard Connector	0.21	\$ 700	\$ 1,400	Sandcreek Middle School Connector	Midway Ave	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Add shared lane markings and wayfinding signage.
Upland Street Bicycle Boulevard	0.22	\$ 700	\$ 1,500	Ammon Rd	Stevens Dr	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Connects Stevens Dr Bicycle Boulevard with the Bridgewater Trail Path if/when it is extended.
Ammon Road Bike Lanes 2	1.32	\$ 8,400	\$ 72,600	John Adams Pkwy	Greenwillow Ln	Bike Lane	Ammon & Bonneville County	0	Shoulder stripe exists with sufficient room. Pavement stenciling only is needed.
Ammon Road Bike Lanes 1	0.43	\$ 13,400	\$ 33,200	Greenwillow Ln	Lincoln Rd	Bike Lane	Ammon & Bonneville County	0	Road is halfway widened here with plenty of space that is being utilized in strange ways. Space exists to add bicycle lanes in most places as is. Right turn drop lanes complicate things, however in the short term, Shared Lane Markings could be placed in these areas.
Ammon Road Bike Lanes 3	0.28	\$ 1,800	\$ 15,400	17th St	Briar Creek Ln	Bike Lane	Ammon & Bonneville County	0	Road already has wide outside shoulders, bike lanes could be added easily. If/when road is fully improved, bike lanes should be a part of it.
Ammon Bicycle Boulevard Connector	0.27	\$ 900	\$ 1,800	Rawson St	Targhee St	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Add shared lane markings and wayfinding signage.

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
Derrald Ave/Owen Street/High School Bike Boulevard	1.02	\$ 3,300	\$ 6,500	25th St	Ammon Rd	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Add shared lane markings and wayfinding signage.
Princess Dr Bike Boulevard	0.56	\$ 1,800	\$ 3,600	Wanda St	Sunnyside Rd	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Add shared lane markings and wayfinding signage.
Georgia Ln Bike Boulevard	0.41	\$ 1,300	\$ 2,700	Ammon Rd	Ross Ave	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Add shared lane markings and wayfinding signage.
North-South Ammon Bicycle Boulevard	3.32	\$ 10,600	\$ 21,200	Sunnyside Rd	Lincoln Rd	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon & Bonneville County	0	Add shared lane markings and wayfinding signage.
John Adams Future Development Bike Lanes	0.49	n/a	n/a	25th St	John Adams Pkwy	Bike Lane	Ammon	0	When development occurs, add bike lanes to the John Adams Pkwy connector that will close the gap between the existing sections east and west of this location.
Forest Glen Bike Route	0.50	\$ 1,600	\$ 3,200	Princess Dr	45th E	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon	0	Connects to 21st Street Trail.
North-South Ammon Bicycle Boulevard #2	3.17	\$ 10,100	\$ 20,200	Ross Ave	Lincoln Rd	Signed Bike Route w/ Supplemental Wayfinding & Pavement Markings	Ammon & Bonneville County	0	Add shared lane markings and wayfinding signage.

**Iona**

Main and Crook St Bike Lanes	0.91	\$ 2,900	\$ 5,800	South Entrance of New Development	Iona Rd	Bike Lane	Ucon & Bonneville County	0	Recommended by BMPO and Horrocks as a way to connect Iona Rd (Owens Ave), Iona Elementary School, a church, and the new neighborhood on Crook south of the railroad
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**Ucon**

109th N Bike Lanes	0.15	\$ 500	\$ 1,000	44th E	45th E	Bike Lane	Ucon	0	Extend Ucon bike lanes to connect to proposed path on 45th E
105th N Bike Lanes	1.28	\$ 4,100	\$ 8,200	105th N Park and Ride Lot	45th E	Bike Lane	Ucon	0	New bike lanes between Ucon Park and Ride Lot east of Hwy 20 and proposed path on 45th E

**48.24**

\* Low cost is as an incremental portion of an existing resurfacing and restriping project and high cost is to remove and replace all road markings

TABLE B.5 - MULTI-USE PATHS & CANAL TRAILS

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
<b>Idaho Falls</b>									
Old Butte/Pancheri	0.81	\$ 342,200	\$ 406,300	Old Butte Path	Bellin Rd	Multi-use Path	Idaho Falls	30	Connector path or bike lane between Old Butte Rd and Pancheri path.
Greenbelt Trail West (Existing / Maintenance)	1.04	\$ 850,000		Broadway St	US-20	Multi-use Path	Idaho Falls	30	Improving the pavement quality, width, and user experience along these existing and most popular sections of the Greenbelt Trail.
Greenbelt Trail East (Existing / Maintenance)	1.14	\$ 785,000	\$ 1,100,000	Broadway St	US-20	Multi-use Path	Idaho Falls	30	Improving the pavement quality, width, and user experience along these existing and most popular sections of the Greenbelt Trail.
Greenbelt Connector Path	0.44	\$ 220,800	\$ 255,600	Greenbelt Trail East	Rollandet Park	Multi-use Path	Idaho Falls	27	Would likely need to be coordinated with future developemnt. Area is very industrial currently and not attractive.
Holmes Ave Trail	0.49	\$ 205,900	\$ 283,200	25th St	17th St	Multi-use Path	Idaho Falls	24	Connects bike lanes to the north with other trails to the south. A bike lane is possible on Holmes adjacent to the trail based on traffic volumes, but there are few destinations to access along this stretch.
Idaho Canal Trail	3.60	\$ 1,520,700	\$ 1,805,800	Holmes Ave	Iona Rd	Canal Trail	Idaho Falls & Bonneville County	24	This pathway would provide a spine not only to the canal trail system, but to the entire bicycling and walking network. Countless connections to recreational areas, neighborhoods, and other destinations would also be made, as well as creating a continuous recreational route.
Greenbelt Trail (west)	1.36	\$ 574,500	\$ 789,900	Sunnyside Rd	Greenbelt Trail	Multi-use Path	Idaho Falls	23	Connect Snake River Landing and trail @ Sunnyside Rd.
Fremont Ave to Anderson Trail	1.15	\$ 485,800	\$ 576,900	Fremont Ave	Anderson St	Multi-use Path	Idaho Falls	22	A multi-use pathway parallel to Science Center Drive would link the INL Research Center with other INL Buildings (Willow Creek Bldg, EROB, etc.)
Greenbelt Trail (east) north	1.86	\$ 933,000	\$ 1,080,300	Greenbelt Trail	Riverview Dr	Multi-use Path	Idaho Falls & Bonneville County	22	Extension of Greenbelt to the north on the east side of the river from current terminus.
49th Path	2.83	\$ 1,195,400	\$ 1,419,600	Proposed Canal Trail	Proposed Eastern Idaho Rail Trail	Multi-use Path	Idaho Falls	22	East/west pathway linking many north/south pathways.
Loop Connector	0.69	\$ 496,200	\$ 600,000	Canal Path North of Pancheri	Cliff St	Multi-use Path	Idaho Falls	21	Could be added with new development, and would make more loops for recreational trail users to utilize downtown. Uses existing but unused railroad bridge over Snake River.

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
Broadway Path	0.89	\$ 446,500	\$ 517,000	Existing Broadway Path	Proposed West Side Trail	Multi-use Path	Idaho Falls	21	Connects where the existing path on the west ends to the proposed facilities on Bellin Rd. On street facilities are also possible as Broadway has 7 lanes and <10,000 ADT.
Main Large Canal Trail E-W Connection to Ammon City Trail	2.76	\$ 1,165,900	\$ 1,603,100	Proposed Idaho Canal Trail	Ammon City Trail	Canal Trail	Idaho Falls & Ammon	21	This is a spur of the publicly-requested, main N-S canal trail. It links that trail to the possible northern extension of the Ammon City Path and would serve as a connection between Idaho Falls and Ammon.
Community Park to the South Trail	3.00	\$ 1,267,200	\$ 1,742,400	Holmes Ave Path	15th E	Canal Trail	Idaho Falls & Bonneville County	21	Trail that follows canal.
Pinecrest Loop Trail	1.74	\$ 735,000	\$ 872,800	Holmes Ave	Lincoln Rd	Multi-use Path	Idaho Falls	21	A gravel trail may be possible here around the golf course.
Greenbelt to University Blvd	0.19	\$ 80,300	\$ 110,400	Greenbelt Trail	University Blvd	Multi-use Path	Idaho Falls	21	Connect the Greenbelt Trail with the Univeristy campus and the University Blvd bike lanes,
Grandview Sidepath	1.41	\$ 707,300	\$ 819,000	Broadway St	Skyline Rd	Multi-use Path	Idaho Falls	20	Highly requested extension of the current path that exists along US-20. This path would extend west to connect with Skyline Dr.
Grandview & John's Hole trail	0.65	\$ 426,100	\$ 477,600	Skyline Dr	Greenbelt Trail	Multi-use Path	Idaho Falls	20	The path will require widening the bridge platform and clearer crossings of on- and off-ramps, as well as at normal intersections. Narrow sidewalks over Lindsay Blvd, the railroad, and I-15 and substandard crossings are not inviting. It will be multi-use and replace the existing sidewalk and fill in sidewalk gaps between Skyline and Saturn. Photo looking east from N Skyline & Grandview, where sidewalk ends.
Troy Pond Pathway	0.75	\$ 316,800	\$ 376,200	Troy Ave	Troy Ave	Multi-use Path	Idaho Falls	20	Requested by neighbors.
Northbound Greenbelt Connector	0.01	\$ 5,100	\$ 5,900	Greenbelt Trail	Highway 20 Trail	Multi-use Path	Idaho Falls	20	Simplifies turning movements to and from trail.
Tautphaus-Sunnyside	0.51	\$ 213,800	\$ 253,900	Sunnyside Rd	25th St	Multi-use Path	Idaho Falls	19	A pathway or sidewalk along S Blvd would link Tautphaus Park with the existing Sunnyside multi-use pathway.
Idaho Falls River Walk	0.26	\$ 1,000,000	\$ 1,500,000	Greenbelt Trail West	Greenbelt Trail East	Multi-use Path	Idaho Falls	19	Bike/Ped Bridge that would more centrally connect Idaho Falls with Hotels along River Parkway (proposed in Greenbelt Renewal Plan).
Greenbelt NW Trail	3.62	\$ 1,529,100	\$ 2,102,500	Highway 20	65th N	Multi-use Path	Idaho Falls & Bonneville County	18	Extention of greenbelt on the west side of the river. Some private property considerations.



Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
Greenbelt Trail (east) south	4.34	\$ 1,833,300	\$ 2,520,700	South of dam	Sunnyside Rd	Multi-use Path	Idaho Falls	18	Extension of greenbelt trail to the south on the east side of the river from Sunnyside Road.
Greenbelt Trail (west) south	4.00	\$ 1,689,600	\$ 2,323,200	South of dam	Existing Greenbelt	Multi-use Path	Idaho Falls	18	South extension of the trail. Crossing over the Snake River TBD.
West Side Trail	2.20	\$ 929,300	\$ 1,277,800	Interstate 15	Olympia St	Canal Trail	Idaho Falls	18	A north-south route on the west side of the Snake River and Interstate 15 that would link Idaho Falls Regional Airport and Skyline High School and neighborhoods in between.
Old Butte Soccer Complex Path	0.43	\$ 181,700	\$ 215,700	Old Butte Path	Village Blvd	Multi-use Path	Idaho Falls	17	Would provide a continuous link to anyone wanting to bicycle or walk to the fields.
Canal Trail	0.63	\$ 266,200	\$ 366,000	Sunnyside Rd	25th E	Canal Trail	Idaho Falls	17	Avoids having to travel on 25th Ave. Will need to use existing ped signal at 25th ave and Sunnyside. Northern end connects to 25th Street at existing ped crossing.
New Trail	1.19	\$ 502,700	\$ 597,000	Old Butte Path	Old Butte Path	Multi-use Path	Idaho Falls	17	Around city property.
Community Park-to-cut through connector	0.02	\$ 10,100	\$ 11,900	Neighborhood cut through	Community Park Trail	Multi-use Path	Idaho Falls	17	Small piece of trail to connect Community Park to existing neighborhood connector. Currently unpaved.
Alternate	0.07	\$ 29,600	\$ 35,200	Greenbelt Trail West	Greenbelt Trail East	Multi-use Path	Idaho Falls	16	Alternate bridge crossing location.
Connector Pathway	0.16	\$ 67,600	\$ 80,300	Proposed Greenbelt Trail	Snake River Landing Loop Trail	Multi-use Path	Idaho Falls	15	Alternative to Milligan Road alignment.
Extension of Snake River Landing Trail	1.71	\$ 722,400	\$ 857,800	Sunnyside Rd	Snake River Landing Trail	Canal Trail	Idaho Falls	15	Extending the existing canal path within the Snake River Landing development would create a recreational and off-street connection between Snake River Landing, Pancheri Drive, and Sunnyside Road. With a small extension to the Sunnyside Road path, an additional loop could be created connecting to the Greenbelt trails.
Bellin Rd path	0.36	\$ 153,600	\$ 182,400	Bellin Rd Path	Broadway St	Multi-use Path	Idaho Falls	15	Connects proposed Bellin Rd bike lanes on north with existing sidepath on the south.
Gallup St Connector Trail	0.12	\$ 50,700	\$ 60,200	Gallup St	Proposed Canal Trail	Multi-use Path	Idaho Falls	15	Would need easements from condo association.
East-West Northern Trail	1.00	\$ 422,400	\$ 501,600	Proposed Main E-W Canal Trail	Proposed Canal Trail - Hilt Dr	Canal Trail	Idaho Falls & Ammon	13	Connects two canal trail systems. May only occur with new development.
Sunnyside Road Trail	0.99	\$ 418,200	\$ 496,600	Old Butte Rd Pathway	Sunnyside Path	Multi-use Path	Idaho Falls & Bonneville County	13	Could be extended to the west to pick up canal trail to form a loop. May also be extended farther west with future road improvements to access residences on west side of I-15.
Tautphaus Internal Trail 1	0.37	\$ 156,300	\$ 185,600	Canal	Blvd St	Multi-use Path	Idaho Falls	13	Alignment to be finalized as part of Tautphaus Park planning.

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
Tautphaus Park Path 2	0.40	\$ 169,000	\$ 200,700	Softball Dr	Blvd St	Multi-use Path	Idaho Falls	13	Alignment to be finalized as part of Tautphaus Park planning.
Sunnyside path extension	0.13	\$ 55,000	\$ 65,300	Central Ave	Ammon Rd	Multi-use Path	Idaho Falls	13	Extend to Ammon Road.
Loop Trail	0.77	\$ 325,300	\$ 386,300	Sunnyside Park	Sunnyside Park	Multi-use Path	Idaho Falls	13	Loop trail within Sunnyside Park.
Boulevard to Bannock Connector	0.20	\$ 84,500	\$ 100,400	Bannock Ave	Proposed Anderson Trail	Multi-use Path	Idaho Falls	13	Only if Rail Trail is completed to the northwest.
Old Butte Pathway	0.57	\$ 240,800	\$ 286,000	Old Butte Path	Old Butte Path	Multi-use Path	Idaho Falls	12	Loop trail within Old Butte Park.
25th E	0.50	\$ 212,700	\$ 252,600	Power Station Access Road	Lincoln Rd	Multi-use Path	Idaho Falls	12	Northern extension of the existing path.
Utah Ave Path Connector	0.10	\$ 42,300	\$ 50,200	Pancheri Dr	Utah Ave	Multi-use Path	Idaho Falls	11	Would serve to access services from the existing Pancheri path.
S Holmes Path	0.27	\$ 114,100	\$ 156,900	Castlerock Ln	Cranbrook Ln	Multi-use Path	Idaho Falls	11	Connects to Castlerock Ln and School.
Sand Creek / Dune Creek Estates Trail	1.75	\$ 739,200	\$ 1,016,400	49th S	Proposed Sand Creek / Dune Creek Estates Trail	Canal Trail	Idaho Falls	10	As platted in subdivision.
Butte Arm Canal Pathway	0.76	\$ 321,100	\$ 441,500	Sunken Diamond Dr	17th St	Canal Trail	Idaho Falls	10	A north-south canal route between Tautphaus Park (on the south) and north of Iona Road (on the north) would provide a spine not only to the canal trail system, but to the entire bicycling and walking network. Countless connections to recreational areas, neighborhoods, and other destinations would also be made, as well as creating a continuous recreational route. A paved route already exists from Park Drive to Sunken Diamond Drive including a new bridge. A break in the cemetery fence line would be needed where the trail would follow a very lightly used road and transition to Rose Hill Drive where only local residential traffic exists.
Sand Creek / Dune Creek Estates Trail 2	1.00	\$ 422,400	\$ 580,800	49th S	Sunnyside Rd	Canal Trail	Idaho Falls & Bonneville County	10	As platted in subdivision.
Sandy Downs Trail	1.70	\$ 718,100	\$ 852,800	Sandy Downs	Sandy Downs	Multi-use Path	Idaho Falls	9	Loop trail around Sandy Downs.
Butte Arm Canal 2	0.28	\$ 118,300	\$ 162,700	17th St	Emerson Ave	Canal Trail	Idaho Falls	8	From 17th Street the trail can follow the north canal bank to Emerson Ave.
Old Butte Road Pathway	1.51	\$ 637,900	\$ 757,500	Sunnyside Rd	Pancheri Dr	Multi-use Path	Idaho Falls & Bonneville County	7	Possible route to connect Old Butte to Sunnyside.
Grandview Sidepath Connector	0.03	\$ 12,700	\$ 15,100	Moonlite Dr	Grandview Sidepath	Multi-use Path	Idaho Falls	7	Would connect proposed sidepath on Grandview to neighborhoods via Moonlite Dr.

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
Snake River Pkwy Connector	0.23	\$ 97,200	\$ 115,400	West Side Trail	Proposed Snake River Landing Trail	Multi-use Path	Idaho Falls & Bonneville County	6	Bridge over I-15 and canals to establish a comfortable and scenic connection from neighborhoods to the west of I-15 and the Snake River Landing development. Access to the Greenbelt can be made this way also connecting to downtown.

**Bonneville County**

Connector Trail	0.65	\$ 274,600	\$ 326,100	Riverview Dr	River Dr	Multi-use Path	Bonneville County	0	Will connect E River Road to the Greenbelt if needed. Alternative includes Shared Lanes along N Riverview Drive.
Eastern Idaho Rail with Trail	0.57	\$ 240,800	\$ 286,000	Proposed Canal Trail	Northern end of EIR Trail	Multi-use Path	Bonneville County	0	This section of track is unlikely to be abandoned unlike the spur to the south. If the spur is abandoned and if it could be converted to a trail, it would make sense to secure an easement or agreement to provide a 'rail-with-trail' along this active rail line to provide improved connectivity.
E River Road North Path	1.66	\$ 701,200	\$ 832,700	N River Rd	E River Rd	Multi-use Path	Bonneville County	0	Would form the top of a northern loop to the west side of the Snake River.
Dunes to Downs Connector Path	0.98	\$ 414,000	\$ 491,600	York Rd	Proposed Sand Creek / Dune Creek Estates Trail	Canal Trail	Bonneville County	0	Connects neighborhood to Sandy Downs via canal.

**Ammon**

Walmart Connector Trail	0.27	\$ 114,100	\$ 135,500	Proposed Canal Trail	Curlew Dr	Multi-use Path	Ammon	0	Would provide connection from neighborhoods to proposed canal trail system.
Sunnyside Extension 2	0.43	\$ 181,700	\$ 215,700	Sunnyside Path	Proposed Eastern Idaho Rail Trail	Multi-use Path	Ammon	0	Extend to potential rail trail.
Canal Trail connecting Bridgewater Trail to Canal Trail @ Hilt Dr	1.57	\$ 787,600	\$ 911,900	Proposed Walmart Connector Trail	Bridgewater Trail/Path	Canal Trail	Ammon	0	The northern extension of the Ammon City Path would create an alternative to 25th E and would connect to a neighborhood path and Ammon Road on the northeast.
Eastern Idaho Rail to Trail	4.51	\$ 1,905,100	\$ 2,262,300	Proposed 49th S Trail	Bryan Ln	Multi-use Path	Ammon & Bonneville County	0	If and only if the railroad is formally abandoned, the BMPO and the City of Ammon should secure this right-of-way for the purposes of a multi-use pathway.

Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
Highline Canal Path	2.41	\$ 1,018,000	\$ 1,208,900	49th S	25th E	Canal Trail	Ammon & Bonneville County	0	A southeastern extension of the Ammon City Path would connect Ammon's southern subdivisions (and the southeast part of the Idaho Falls Area) to other municipalities, homes and shopping, as well as allow a way for recreational users who run, walk, and bicycle in the southeast corner of the Idaho Falls Area to get to their recreational destinations by bike or foot. The southern part south of Taylor View Lane could be added as development occurs.
Cabelas Trail	1.00	\$ 422,400	\$ 501,600	Sunnyside Rd	49th S	Multi-use Path	Ammon	0	Part of planned development.
Sunnyside East Extension	2.42	\$ 1,022,300	\$ 1,213,900	Proposed Eastern Idaho Rail Trail	Existing Subdivision Trail	Multi-use Path	Ammon & Bonneville County	0	Connects to existing trail.
Loop Connector	0.23	\$ 97,200	\$ 115,400	Cabelas Trail	Highline Canal Path	Multi-use Path	Ammon	0	To connect two north-south trails.
1st Street Side Path	1.47	\$ 621,000	\$ 737,400	25th E	Proposed Eastern Idaho Rail Trail	Multi-use Path	Ammon & Bonneville County	0	Side path on the south side of 1st.
Hawks Landing Trail	1.10	\$ 464,700	\$ 551,800	Existing Trail	Crown Crescent Rd	Multi-use Path	Ammon	0	To be built with subdivision expansion.
21st S Path #1	0.37	\$ 156,300	\$ 185,600	45th E	Rimrock School Path	Multi-use Path	Ammon & Bonneville County	0	Makes connection from 45th to existing Rimrock School Path.
21st S Path #2	1.00	\$ 422,400	\$ 501,600	Rimrock School Path	60th E	Multi-use Path	Ammon	0	Connects Rimrock School Path to existing Subdivision Path.
Rimrock School Trail Connector	0.13	\$ 55,000	\$ 65,300	Subdivision Neighborhood Path	Brennan Bend	Multi-use Path	Ammon & Bonneville County	0	Will connect school to existing subdivision trail.
60th E Path	0.70	\$ 295,700	\$ 351,200	Sunnyside Rd	21st S	Multi-use Path	Ammon & Bonneville County	0	Connects Sunnyside Path to E 21st Street.
Canal Trail	1.13	\$ 566,900	\$ 656,400	Proposed Canal Trail - Hilt Dr	Proposed Eastern Idaho Rail Trail	Canal Trail	Ammon & Bonneville County	0	The northern extension of the Ammon City Path would create an alternative to 25th E and would connect to Iona Road on the north.
<b>Iona</b>									
Iona Road Trail	1.61	\$ 807,600	\$ 935,100	Proposed Eastern Idaho Rail Trail	Quaky Aspen Dr	Canal Trail	Iona & Bonneville County	0	Woud connect Ucon and Iona to Idaho Falls/Ammon.



Project Name	Length	Cost (low)	Cost (high)	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
<b>Ucon</b>									
Crowley Path to Ucon	4.76	\$ 2,009,600	\$ 2,386,400	Iona Rd	109th N	Multi-use Path	Ucon & Bonneville County	0	Feasibility study may be needed to determine which side of the road the path would be suited to.
Ucon to Idaho Falls Trail	6.39	\$ 2,699,200	\$ 3,205,300	E River Rd	105th N Park and Ride Lot	Multi-use Path	Ucon & Bonneville County	0	From E River Rd, east on Tower Rd, north on 15th E, east on 81st N, north on 25th E, east on 105th N/Moonbeam, east again on 105th N.
	<b>94.35</b>								

TABLE B.6 - SIDEWALKS

Project Name	Length	Limit 1	Limit 2	Classification	Agency	Score Total	Notes
Sidewalk along west side of Yellowstone Hwy	0.25	North of Haven Community Center	North of 23rd St	Sidewalks	Idaho Falls	26	Only isolated sections of sidewalk exist along the west side of Yellowstone from Sunnyside to Pancheri.
Sidewalk along west side of Yellowstone Hwy	0.31	Quallity Heating	Pancheri Dr	Sidewalks	Idaho Falls	25	Only isolated sections of sidewalk exist along the west side of Yellowstone from Sunnyside to Pancheri.
Sidewalk along west side of Yellowstone Hwy	0.29	North of Platt (store)	Haven Community Center	Sidewalks	Idaho Falls	25	Only isolated sections of sidewalk exist along the west side of Yellowstone from Sunnyside to Pancheri.
Sidewalk along west side of Yellowstone Hwy	0.17	Sunnyside Dr	South of Platt (store)	Sidewalks	Idaho Falls	25	Only isolated sections of sidewalk exist along the west side of Yellowstone from Sunnyside to Pancheri.
Sidewalk	0.09	Westhill Ave	Pancheri Sidepath	Sidewalks	Idaho Falls	21	In 2011 the City replaced sidewalks on N side of Pancheri, but there is still a gap between Westhill and the side path. This is important because it is where students need to walk.
Sidewalk extension to Greenbelt Trail	0.04	Greenbelt Trail	Latah Ave	Sidewalks	Idaho Falls	12	Extend sidewalk to existing path.
	<b>1.15</b>						