



**HORROCKS**  
ENGINEERS

**IONA AND UCON  
CAPITAL INVESTMENT PLAN  
BONNEVILLE METROPOLITAN  
PLANNING ORGANIZATION**

## Executive Summary

The primary objectives of the capital investment plan (CIP) are to identify and prioritize the potential projects for each of the respective cities of Iona and Ucon, Idaho. This prioritized list will be used by the Bonneville Metropolitan Planning Organization (BMPO) in scheduling new projects, making annual programming modifications based on project readiness, making cost adjustments and identifying the priorities for the funding available. The BMPO receives funding from various Federal, State and local sources. The majority of funds received by the BMPO are FHWA planning and FTA funds. Other Federal or State funds are available and can be accessed for transportation projects and activities.

Data from each community has been collected and analyzed. This data includes pavement and sign inventories, traffic data, discussions and interviews with other agencies and on-site field inspections. The results of the study are contained herein. The prioritized list of projects is as follows:

### Iona

#### Pathway Improvement Priorities

1. Main to Denning
2. Denning to Olsen
3. Olsen to Free
4. Free to Crook
5. Crook

#### Roadway Improvement Priorities

1. Extension of Denning between Olsen and Crook
2. Free Avenue Improvements between Crook and Dayton Ave.
3. Free Avenue Improvements between Dayton Ave. and 55<sup>th</sup> East
4. Drainage Swales at Various Locations
5. Maintenance as determined by the PASER ratings for the city.

### Ucon

#### Pathway Improvement Priorities

1. 109<sup>th</sup> Pedestrian Sidewalks
2. 41<sup>st</sup> Pedestrian Sidewalks
3. 105<sup>th</sup> (East of US 20) Multi-Use Path
4. Yellowstone Ave. Sidewalks
5. 45<sup>th</sup> Multi-Use Path
6. 105<sup>th</sup> (West of US 20) Multi-Use Path

#### Roadway Improvement Priorities

1. Crack Sealing in Woodland Park Subdivision and spot locations of 109<sup>th</sup> North
2. Maintenance as determined by the PASER ratings for the city.

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## Introduction

IONA - Iona was established in 1883. The first log cabin built belonged to Cadwallader Owens and the first Sunday school and church meetings were held in his home. Another log cabin was built on the southeast corner of Owens Avenue and Iona north road and was where the first school was held. Thomas Nixon built the first three room frame house in Iona. The center of the town's activities was the first church which was built in 1887. School was also held in this building and dances and parties of all kinds.

In the fall of 1886 a townsite which embraced 160 acres was platted. It was secured at a cost of \$200 which was paid by James E. Steele for the relinquishment of the land which was claimed by Hyrum Timothy. It was entered by Fred S. Stevens, Probate Judge of Bingham County, for and in behalf of the citizens of the townsite of Iona as the Iona Townsite. After the townsite had been surveyed by the county surveyor, Joseph A. Clark, it was divided into ten acre blocks and then each block was divided into eight lots. Streets six rods wide were established making adjustments to the townsite. The townsite was recorded at Blackfoot, Bingham County, Idaho on October 24, 1891.

UCON – The first settlers of the area of Ucon included John R. Heath and Jesse Cleverly. They came to the area as early as July of 1883. Other settlers followed them in June of 1885 and from there they began to grow. Most of the settlers residing in the area engaged in farming, gardening and raising cattle and other stock. One of the early names of the settlement was Willow Creek.

## Existing Conditions

### Socio-economic Information

#### Population and Demographics

##### *Iona*

The City of Iona has an approximate land size of 1.1 square miles and is home to approximately 1,860 residents (2012). According to the 2010 census, there were 578 households residing in the town 46% of which had children under the age of 18. The average household size was 3.12 with the average family size being 3.44. 14% of all households were made up of individuals and 5.9% had someone living with them over the age of 64.

##### *Ucon*

According to the 2010 census there is a population of 1,108 within the City of Ucon. There are 336 households of which over 50% have children under the age of 18 living with them. The median age in the city is under 30 years in age. Compared to the 2000 census, the population is younger and growing in the percentage of younger families.

#### Land Use

##### *Iona and Ucon*

Iona and Ucon have the following six land uses:

**Commercial**— areas where businesses that buy, sell, and distribute merchandise are desired.

**Residential**- areas where it is desired that people live and locate their homes.

**Mixed Use**-areas where a combination of medium/high density housing and commercial uses may be approved that support redevelopment of the city core as well as the smart growth principles outlined in this plan.

**Agricultural**- areas where land is used to cultivate soil, produce crops, and raise livestock.

**Light Manufacturing**- areas where processing, generating, and manufacturing businesses are desired.

**Public Facilities**- areas where parks, school, water and wastewater, pathways and other publicly owned and operated facilities are located.

## Transportation

### Traffic Volumes and Functional Class

Each of the roadways within the two cities is operating at acceptable levels. The comprehensive plans for the area outline several different roadway functional types and their corresponding characteristics. The roadway functional types outlined are as follows with examples from the area:

**Arterial Streets (Example: Adjacent to Iona -Crowley Road, 45<sup>th</sup> East)** – Major function is to move large numbers of vehicles. Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. They typically make up around 10% of the total transportation system mileage. Individual parcel access should be limited where possible. Arterials are designed to service between 8,000 and 15,000 vehicles per day. Principal Arterials such as the state highways will accommodate greater volumes.

**Collector Streets (Example: Ucon - Yellowstone Highway)** – The major function is to filter traffic from local streets to arterials or to local generators such as schools and shopping centers. Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them to arterials. Typically, collectors make up 20% of the roadway network mileage. Residential buildings should not have direct access to a collector street where possible. Commercial developments may have direct access to a collector street but closely spaced accesses should be avoided. Collectors can accommodate traffic volumes anywhere from 1,000 to 8,000 vehicles per day.

**Local Streets (Examples: Free Avenue, 2<sup>nd</sup> South)** – The primary purpose of a local street is to provide access to property abutting the right-of-way; the movement of traffic is a secondary function. Collector streets consist of all roads not defined as freeways, arterials, or collectors and primarily provide access to land with little or no through movement. Collectors, typically make up 65% of the roadway network mileage. Local roads should typically carry less than 1,000 vehicles per day.

### Pavement Quality

Both the City of Iona and the City of Ucon have teamed with LHTAC in developing a pavement inventory of their current roadway systems. Each roadway within the city's system has been put logged in the system with its name, length, width and PASER rating. In some instances the remaining service life (RSL), the last treatment date, and the last treatment type has also been put into the system. The major goal of any local municipality is to use the public funds to provide a safe, comfortable and economical roadway system. To accomplish this there must be a balance of priorities to make the decisions about where the public funds should be spent. Often times, decisions are based solely on informal assessments of the greatest need. This is important but often intermediate and less visible steps needed for maintaining the

existing pavements is neglected or delayed. The most effective methods of managing local roads similar to those found in Iona and Ucon usually contain the following three components:

- 1) Inventory the local roads (pavement condition, location, length and width)
- 2) Develop a routine of updating the inventory and condition of the roads in the system
- 3) Use the condition evaluations and trends to develop or modify the most effective treatment programs for the system.

The first step for each of these cities has primarily been completed. Future roads should be input into the system and each time a treatment is applied to any roadway it should be entered into the inventory. Each town has invested in the I-WorQ program to keep a working inventory the roadways. The inventory for each town is attached. The roadways have been ordered in the report based on the ranking given by the PASER evaluation. The rating scale ranges from 10-excellent condition to 1-failed. It is not always true but most pavements will age and deteriorate through the phases listed in the rating scale. Because it is so important to this section of the report a brief synopsis of the PASER ranking is as follows: (photos and a more in depth discussion can be found in the PASER Manual, Asphalt Roads published by the Transportation Information Center

SURFACE RATING	VISIBLE DISTRESS	GENERAL CONDITION/TREATMENT MEASURES
10 - Excellent	None	New Construction
9 - Excellent	None	Recent overlay. Like new.
8 – Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 – Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open ¼") due to reflection or paving joints. Transverse cracks (open ¼") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 – Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open ¼" – 1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 – Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open ½") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")

4 – Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 – Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 – Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep). Extensive patching in poor condition. Potholes.	Sever deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 – Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

*External Causes of Failure to Monitor:*

**Overweight Loads.** Pavement damage increases rapidly with higher axle loads, and actually increases faster than loads increase. One nine-ton axle load, for example, causes about ten times more damage than a five-ton axle load. Many studies have been performed that compare the average maintenance costs of a roadway compared to a passenger car in terms of its impact on the pavement. Some studies have indicated that one heavy truck is approximately equivalent to 90 light trucks or passenger cars. This is very significant where heavy truck loads are prevalent. Each of the cities should identify the trends of truck traffic and consider this in the roadway. The sources of truck traffic that should be monitored are:

- Iona – Grain harvest and storage facilities. Seasonal agricultural impacts.
- Ucon – Truck scales facility, seasonal agricultural facilities.

Studies have shown that heavy trucks take a larger toll on the life of the roadway and consistent overweight vehicles, especially during times when the base material under the pavement may be saturated should be closely monitored and restricted if necessary.

**Drainage for Iona and Ucon Roadways.** Drainage of the surface and base material of the roadway is one of the most significant improvements that can be made to a roadway to improve the life of the system. Water, whether from storms or from snow melt, on the roadway rapidly increases the failure modes for the system.

Failure Sources:

Cracks in the pavement – Cracks in the pavement allow water to remain near the surface of the roadway or to infiltrate into the base. Over time the cracks grow in size due to deterioration and through

freeze thaw cycles. Cracks in the roadway are one of the first signs of aging and with spot crack sealing the deterioration can be slowed considerably.

**Saturated Base** - When water is found in the base material under the pavement surface the pavement structure is weakened and the potential for the migration of fine material is prevalent. The result of a saturated base experiencing traffic loading is an increased rate of pavement failure. Rutting and edge cracking appear more rapidly. In some locations where the base is repeatedly loaded in a saturated condition a pothole will appear. Potholes should be patched immediately to stop the potential for greater damage to the roadway.

**Frost** – Iona and Ucon are in a colder weather climate and experience greater extremes in temperature and precipitation cycles. For new, reconstructed or overlaid roadways the pavement mix should be designed by a professional engineer that specializes in balancing the traffic loading, the temperature impacts and the available funds for construction. Oil mixes and aggregate blends will help to maximize the investment in the roadway. One factor that should be monitored for the eastern Idaho climate is the spring thaw. During the winter months the roadway surface and base become frozen with the frost depths often reaching three to four feet deep. During that time the fines in the base stay frozen in place. As the spring thaw comes, the top surface thaws and melts first. Often the lower frost levels stay frozen for a time. When this occurs, water that would normally infiltrate into the ground during the summer stays perched between the pavement surface and the frozen layer of ground. This period of time is very sensitive to heavy loads and should be monitored closely.

### Drainage Facilities

#### Drainage Improvements:

Where the pavement surface cracks are routinely maintained and the precipitation water is not allowed to infiltrate through the pavement to the base one of the best methods of controlling the water is with a storm sewer system. A storm sewer system collects the stormwater and conveys it to a location away from the roadway for disposal through infiltration, evaporation or regional drainage systems. A storm sewer system works most effectively with a curb and gutter system along the roadway. The curb and gutter function not only to define approaches, bike lanes, shoulders, on-street parking but are the most effective measures for routing stormwater to an inlet. The curb and gutter and storm drain systems have the least impact overall on right-of-way needs compared to roadside ditches. However, the curb and gutter system is a very expensive investment that requires constant upkeep of the roadway surface, regular cleaning of the storm drain system as well as water quality measures should be considered when deciding to install these systems.



Figure 1. Edge Cracking in Ucon

Roadside ditches are the most common treatment for Iona and Ucon. In many locations ditches are either non-existent or insufficient to drain the roadway base. Edge breakup reveals the most susceptible locations and indicates the locations that would best be served by drainage improvements. Improvements most appropriate should be selected on a case by case basis but could include roadside ditches, swales or curbing. Some locations may best be served by limiting roadway weight restriction during the most vulnerable seasons such as spring thaw. Irrigation ditches are often elevated to provide irrigation to the yards and fields adjacent to the roadway. Where needed, these ditches should be assessed to determine the potential impact to allowing water on the roadway and contributing to keeping the base saturated.

### Bicycle and Pedestrian Facilities

Most of the roadways in the two cities do not have pedestrian or bicycle facilities associated with them. There are exceptions in each city. For example in Iona, most of the newer developed subdivisions have been built with curb, gutter and sidewalk as standard. The traditional grid system streets such as Crook Road and Steele Avenue do not have sidewalks or curb and gutter. Parts of Scoresby Avenue, Iona Road and 55<sup>th</sup> East do have some type of trail or sidewalk but it is not continuous along the whole street. In Ucon the situation is similar with most of the roads being void of any sidewalk or other pedestrian facility. Some sidewalk does exist in the newer subdivisions and around Ucon elementary school and the park area on 41<sup>st</sup> East.

### Transit

The public transportation for the area that includes both Iona and Ucon is overseen by the Bonneville Metropolitan Planning Organization (BMPO). Because the Idaho Falls regional airport is relatively close to these two communities, the need for public air transportation that serves either of these two cities is not identified as a need at this time. With the projected growth of these two towns this need is not anticipated in the foreseeable future. However, public transportation is currently and will continue in the form of bus transportation. The Targhee Regional Public Transportation Authority (TRPTA) primarily serves the incorporated areas of Idaho Falls. TRPTA is financed through local government sources including the City of Ammon, Bonneville County, the City of Idaho Falls, the City of Iona, and the Federal Transit Administration (FTA).

TRPTA provides a checkpoint bus service to Idaho Falls and the surrounding communities. There are designated stops on the system however the routes do not always have fixed paths. This allows the buses to provide demand-response service. Reservations can be made where the bus can deviate from their routes for requested pick-up and drop-off service. The service operates five days a week, Monday through Friday, but normally does not operate on holidays.

TRPTA published a Demand Response Run Schedule between Idaho Falls and Iona which was released on February 5, 2014. There are published stop locations where riders connected to the fixed route system within Idaho Falls. Fares are currently \$6.00 each way. The schedule for Iona has been published and is available at the following internet address.

[http://www.cityofiona.org/permits/Demand\\_Runs\\_IF-Iona%202014.pdf](http://www.cityofiona.org/permits/Demand_Runs_IF-Iona%202014.pdf) Currently, TRPTA serves Ucon on an as-needed basis. It is anticipated that a fixed route stop will be implemented soon at the corner of Yellowstone Avenue and 105<sup>th</sup> North.

Participation in the public transportation program of TRPTA should be reviewed and considered by the City Councils and staff of each town. Because the use of private transportation such as cars is so prevalent in the culture of these two cities, the need for transit services are most likely due to specific and individual patron needs. Input from constituents and budgets should be evaluated and decisions should be based on this input. No outstanding needs beyond what is currently being served by TRPTA have been identified in this study.

***(Results to be inserted from the questionnaire)***

## Future Conditions

### Socio-economic Information

#### Population and Demographics

The population and economic growth in both cities over the past decade has not grown at a rate that would have significant impact on the transportation facilities for either city. It is not anticipated at this time that without significant development in these areas that the functional needs would change. Economic growth appears to be stable and would not have significant impact on the existing system.

### Transportation

#### Functional Classification Changes

Some of the roadways in both cities may need to be upgraded to collector status from local road status within the City jurisdiction. It is not recommended that these roadways be updated on the regional functional classification maps as they are not regionally significant roads but should be designated as collectors locally. These roads should serve the function of mobility as a priority over access due to the length of the facility and its location relative to the other roads in the network. Upgrading the roads becomes a guide for future planning as residential access should be restricted and commercial access and street spacing requirements should be in place. This will allow the roads to accommodate the future growth in travel demand and provide for safe and efficient mobility. The roads that should be considered for a change in functional class from local to Collector status and the justification are outlined below:

**109<sup>th</sup> North (Ucon)** – 109<sup>th</sup> North runs nearly the entire length of the City from 34<sup>th</sup> East (Yellowstone Highway) to 45<sup>th</sup> East. This road acts as a connection to the Arterial street on the east (45<sup>th</sup> East) and the Collector street on the West (Yellowstone Highway) and bisects the City almost exactly in half. This spacing at the mid-point between 113<sup>th</sup> North and 105<sup>th</sup> North makes for an ideal place for a Collector street. The roadway currently carries less than 700 vehicles per day but as development occurs this number is likely to increase to more than the 1,000 vehicle threshold acceptable for a local street. Although there are currently residential driveways on 109<sup>th</sup> North, some effort has been made to limit direct residential access at the subdivision at 40<sup>th</sup> and 41<sup>st</sup> East, which is in harmony with the Collector street model. New further residential driveways on 109<sup>th</sup> North should be avoided.

**105<sup>th</sup> North (Ucon)** – Like 109<sup>th</sup> North, 105<sup>th</sup> North runs the entire length of the City from east to west. The location of 105<sup>th</sup> North on the south end of the City makes for an ideal Collector street location, especially with the access to the US-20 interchange. The traffic volumes on 105<sup>th</sup> North are lower than would be expected for a Collector street at less than 500 vehicles per day. As the area immediately adjacent to the road develops, these volumes will increase to above the 1,000 vehicle threshold. Much of the land to the north and south of the road is undeveloped and therefore residential driveways are

already limited. Future development should adhere to the Collector street standards and residential driveways directly onto the roadways should be avoided.

**Olsen Avenue (Iona)** – Olsen Avenue is spaced nicely between Crowley Road and 4<sup>th</sup> Street and connects Rushton Road on the North with Freedom Avenue on the South. In essence it collects traffic from both the east and west sides of town and acts as a direct connection to the surrounding collector and arterial streets of 4<sup>th</sup> Street, Iona Rd/Owens Avenue and Crowley Road. Olsen Avenue is lined with residential homes currently but this practice should be avoided in the future as development occurs. Traffic volumes in the future are likely to increase to levels which are unacceptable for a local street as development occurs, especially to the West. Designating Olsen Avenue as a Collector Street will also encourage through traffic to avoid Main Street allowing Main Street and the area around the elementary school to be more walkable and pedestrian friendly and become the heart of the downtown area.

The standard process to make changes to the functional classifications system is as follows below:

All requests for adjustment (addition, removal and/or other system action) to the SHS shall be referred to the Board Subcommittee on State Highway System Adjustments for consideration before department staff undertakes any actions or studies. Upon review of the request for a State highway System Adjustment, the Board Subcommittee shall direct the Chief Engineer to conduct an analysis to determine the highway operating and network characteristics using a rating criterion that has been reviewed and approved by the Idaho Transportation Board. When a SHS action is warranted, the Board Subcommittee, with assistance from the appropriate District Engineer or a delegate shall negotiate with the local highway jurisdiction on the proposed adjustment.

In the event that the department establishes a new state highway such as, but not limited to, an alternate route, bypass, and or interchange, the Board Subcommittee and the District Engineer shall work closely to negotiate state highway adjustments with the local highway jurisdiction prior to the project moving from the Early Development Program into the Statewide Transportation Improvement Program (STIP). The Board Subcommittee and the District Engineer are to be creative and consider all feasible options in the negotiations, including financial assistance or maintenance assistance such as snowplowing or striping. The full Idaho Transportation Board shall have final approval of all transactions on the State Highway System. Adjustments shall be accomplished by an Official Minute of the Idaho Transportation Board. The department and the local highway jurisdiction shall sign a cooperative agreement whenever needed to clarify responsibilities and other specifications.

#### Future Road Needs

It is not anticipated that either community will need road capacity improvements in the foreseeable future or new roadways that will not be contingent upon major development projects. When major large scale developments do come along, they must be treated on a case by case basis and will need to work within the framework of the existing roadway network or will be required to add the capacity to accommodate their impact on the traffic network. It is possible that Collector streets such as Olsen Avenue will continue north and south as development in those areas occur but the developments themselves will drive that need and not general citywide growth.

#### Pavement Quality Management Plan

Each of the two cities should establish a routine schedule for evaluating the pavement conditions of each roadway. A yearly update of the roadway system evaluation as a whole would be beneficial to identify

trends or failure causes. Available funding for the roadways should be analyzed. The most appropriate measures should be taken by the mayors, councils and staff. The focus should be on preserving the existing facility, followed by improvements to the failed roadway components. Crack sealing, chip sealing and roadside drainage will keep the water out of the roadway base and preserve the roadway at a much lower cost than reconstruction. The list of roadways is included and should be prioritized based on funding. A suggested list is included in the capital investment portion of the plan.

#### Future Pedestrian and Bicycle Facilities

BMPO has published a comprehensive non-motorized transportation plan that includes plans for pedestrian and bicycle facilities in the BMPO area. These locations are identified in this plan and others are suggested that are more locally than regionally significant. The intent of the decision making on where to recommend pedestrian and bicycle facilities was to connect important pedestrian attractions within the cities and also to fill in gaps in the existing network. Particular attention was paid to schools, churches, retail centers, parks, and cemeteries. Connections to regional facilities were also considered. The following locations have been identified in the planning process as areas where pedestrian and bicycle improvements can be made:

#### *Ucon*

**109<sup>th</sup> North** – The subdivision north of 109<sup>th</sup> North between 40<sup>th</sup> and 41<sup>st</sup> Street has sidewalk in place but 109<sup>th</sup> North has no current sidewalk. Providing a connection between the two streets would enhance safety and complete the loop created by the subdivision. There are bicycle pedestrian lanes striped at what appears to be sporadic locations along the street but without sufficient consistency to promote safe use. Additionally, there are striped pedestrian crossings at both intersections with no sidewalk connections for pedestrian to cross into. Adding these connections would increase the walkability of that area. The elementary school is a high pedestrian generator in the vicinity of these intersections and connecting the sidewalk would create a safer walking environment for any students walking or cycling to and from school. There is good sidewalk connectivity in the other places surrounding the school. The existing bike route on 109<sup>th</sup> North will be extended to 45<sup>th</sup> East.

Score 30 : Based on Public Comment and the Bicycle/Pedestrian Facility Improvement/Construction Criteria, Scoring & Weight Matrix

**41<sup>st</sup> East and 105<sup>th</sup> North** – There is sidewalk associated with the elementary school between 109<sup>th</sup> North and 107<sup>th</sup> North on 41<sup>st</sup> East but it ends there. The school playing fields south of 107<sup>th</sup> North are surrounded by an asphalt running track/trail but no connection is provided. Adding sidewalk on 41<sup>st</sup> East from 107<sup>th</sup> North to 105<sup>th</sup> North would complete the connection whilst providing another safe walking route to the elementary school. This would also connect to the park and baseball diamond on the corner of 105<sup>th</sup> N and 45<sup>th</sup> E. 105<sup>th</sup> North will also become a bike route in the future and will connect to 45<sup>th</sup> East and the future Park-n-Ride. It would also be the most viable route for connectivity to population areas west of US-20. This bike route will include a section of 41<sup>st</sup> East up to 107<sup>th</sup> North.

Score 20 : Based on Public Comment and the Bicycle/Pedestrian Facility Improvement/Construction Criteria, Scoring & Weight Matrix

**Yellowstone Highway** – This area is commercial in nature and has sporadic sidewalk sections in front of some businesses. Completing the areas that are not furnished with sidewalk will provide a continuous connection through the commercial area and help provide some separation between vehicular and pedestrian traffic.

Score 20 : Based on Public Comment and the Bicycle/Pedestrian Facility Improvement/Construction Criteria, Scoring & Weight Matrix

**45<sup>th</sup> East** – 45<sup>th</sup> East borders the City on the east side. The future bike routes on 105<sup>th</sup> and 109<sup>th</sup> North will both connect to 45<sup>th</sup> East. A multi-use path on 45<sup>th</sup> East will run from 109<sup>th</sup> North out of the City on the south and connect with other regional facilities.

Score 14 : Based on Public Comment and the Bicycle/Pedestrian Facility Improvement/Construction Criteria, Scoring & Weight Matrix

#### *Iona*

BMPO has plans for regional connections throughout the City of Iona. These connections are designed to service the BMPO service area as a whole and are identified below along with other local connections where pedestrian attractions are recognized.

**Main Street/Denning Ave/Olse Ave/Free Ave/Crook Rd** – Main Street north of Owens Avenue has sidewalk in place on both sides of the street which is separated from traffic. This plan proposes that this facility be extended south to Denning Avenue. The population of Iona is anticipated to grow primarily in the areas south of the current Iona city limits. There the demographic would likely include be a pedestrian/bike population for school and recreation. This path will become the major north-south pedestrian facility in the City and will encourage pedestrian use in what is the downtown area. This plan was discussed extensively at the public meeting by all that attended and was the general concensus that this was the highest priority for construction.

Score 30 : Based on Public Comment and the Bicycle/Pedestrian Facility Improvement/Construction Criteria, Scoring & Weight Matrix

**Iona Road/Owens Avenue** – Iona Road/Owens Avenue is a regionally significant road with a partial asphalt path along the shoulder through the City. This road bisects the City and includes such attractions as Iona Elementary School, Pioneer Park, Rocky Mountain Middle School, Bonneville High School, and several churches. This road has the potential for high bicycle use both for commuting (professional and school) and recreation. Expanding the existing pedestrian facility to include a bicycle lane either adjacent

to or separated from traffic will enhance safety and mobility for bicycle and vehicular users and will provide connectivity to the planned mixed-use pathway west of the City.

Score 30 : Based on Public Comment and the Bicycle/Pedestrian Facility Improvement/Construction Criteria, Scoring & Weight Matrix

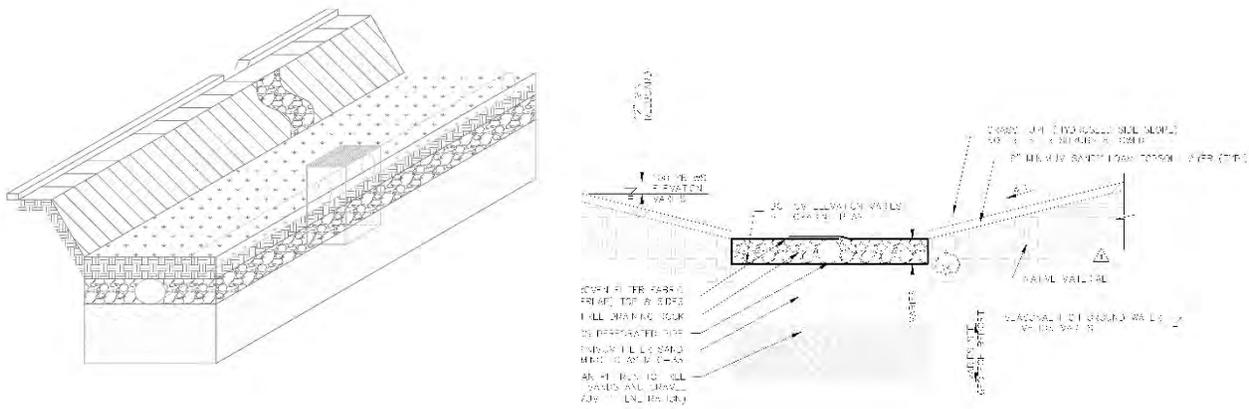
**Dayton Avenue, Denning Avenue and Scoresby Avenue** – Improving bike lanes on Dayton Avenue will connect Iona Elementary School south of Iona Road with Iona Park on the between Hansen Avenue and Rockwood Avenue. Improving a small section of trail through the school property next to the play area would also connect the Dayton Avenue trail to the east-west facilities on Denning Avenue and Scoresby Avenue. For Denning and Scoresby Avenues, each of these roads already have some sidewalk and it is proposed that this be extended to connect to the north-south facilities on Main Street and Dayton Avenue to complete the system in this area.

### Transit

At this time there are no plans to change the current service to the cities by TRPTA, with the exception of the potential fixed stop to be added at the Park-and-Ride projected for the City of Ucon. The service to these towns depends heavily on the on-demand bus service to residents. This service depends on the funding from Medicaid and that program. This program is likely to remain constant through 2015 but changes to the funding may impact this program. Based on the public comment there was no significant need to improve the already existing public transportation facilities with additional stops. The fixed stop at the intersection of 105<sup>th</sup> and Yellowstone was anticipated as a future stop.

### Future Drainage Facilities

Iona has the greatest need for roadside drainage in the community. Future construction of subdivisions should consider the use of infiltration seepage beds. Spring runoff and over-irrigation should be monitored for spot locations where improvements can be made. Specific improvements as identified in this study are included in the capital investment priority list.



### Roadside Drainage Infiltration Trench

Infiltration trenches such as the one shown here have proven effective when an impermeable layer of soil lies above a permeable layer of gravelly soil such as is found in Iona.



### Intersection Improvements

Each of the intersections in both cities is operating at acceptable levels with little or no congestion. General safety enhancements including pedestrian crosswalks and signing and striping can be addressed as money becomes available or as conditions at intersections change as part of new development in the cities. Pedestrian crossing should be added at each location where a pedestrian facility intersects a roadway and the appropriate striping and signage as outlined in the Manual on Uniform Traffic Control Devices (MUTCD) should be installed. The following intersections should be considered for new or improved pedestrian crossings as the pedestrian network is constructed.

#### *Ucon*

- 112<sup>th</sup> Street at Yellowstone Highway
- 110<sup>th</sup> Street at Yellowstone Highway
- 109<sup>th</sup> North Street at Yellowstone Highway
- 109<sup>th</sup> North and 40<sup>th</sup> East
- 109<sup>th</sup> North and 41<sup>st</sup> East
- 105<sup>th</sup> North and 41<sup>st</sup> East

#### *Iona*

- Iona Rd/Owens Avenue all crossings of north-south streets
- Hansen Avenue at Dayton Avenue
- Scoreby Avenue at Dayton Avenue
- Main Street all crossing of east-west streets

#### *Roundabouts*

Roundabouts can be an effective way to enhance safety and improve traffic flow in medium to low volume roads and are a consideration for this plan. There are no specific areas where roundabouts would be considered the best or most cost effective solution to an intersection improvement at this time but there

are locations where a roundabout may be considered in the future as conditions change. These locations include any intersection where pedestrian safety should be given high priority such as the intersection of pedestrian facilities on Main Street and Owens Avenue in Iona. The traffic volumes are unlikely to increase significantly enough to where anything other than a stop controlled intersection will be necessary in this location but a roundabout will improve pedestrian safety and can also serve to calm traffic and reduce speeds.

## Capital Improvements Plan

### Project Prioritization

Consideration has been given to the timing for each of the projects mentioned in the preceding chapter. Most of the projects identified are focused on safety/connectivity enhancements rather than capacity improvements, and therefore should be considered as soon as funding can be applied for and obtained rather than by any specific date due to growth. With that guideline in mind there are areas where safety improvements should be given a higher priority due to the nature of the intended user (school children) or the potential for greater benefit in terms of mobility (pedestrian/bicycle connections). The following is a list of each of the projects identified in priority order:

Project Number	Project Name	City	Improvement Type	Justification
1	109th North	Ucon	Functional Class Change	Mobility and access control
2	105th North	Ucon	Functional Class Change	Mobility and access control
3	Olsen Avenue	Iona	Functional Class Change	Mobility and access control
4	109th North	Ucon	Sidewalk	Elementary school walking route
5	109 North @ 40th East	Ucon	Pedestrian Crossing	School Crossing
6	109 North @ 41st East	Ucon	Pedestrian Crossing	School Crossing
7	41st East/105th North	Ucon	Sidewalk	Elementary school walking route
8	105th North @ 41st East	Ucon	Pedestrian Crossing	School Crossing
9	Dayton Avenue	Iona	Pedestrian Sidewalk	Connectivity/school route
10	Hansen Ave @ Dayton Ave	Iona	Pedestrian Crossing	Safety enhancement
11	Scoresby Ave @ Dayton Ave	Iona	Pedestrian Crossing	Safety enhancement
12	Iona Road/Owens Ave	Iona	Bike Lanes	Regional Connection/School route
13	Iona Road/Owens Ave Crossings	Iona	Pedestrian Crossing Sidewalk/Bike	Safety enhancement
14	Main Street	Iona	Lanes	Connectivity
15	Main Street Crossings	Iona	Pedestrian Crossing	Trail safety enhancement
16	Denning Avenue	Iona	Sidewalk	Connectivity
17	Scoresby Avenue	Iona	Sidewalk	Connectivity

Project Number	Project Name	City	Improvement Type	Justification
18	Yellowstone Highway	Ucon	Sidewalk	Commercial connectivity
19	112th @ Yellowstone	Ucon	Pedestrian Crossing	Commercial connectivity
20	110th @ Yellowstone	Ucon	Pedestrian Crossing	Commercial connectivity
21	109 North @ Yellowstone Main Street & Owens	Ucon	Pedestrian Crossing	Commercial connectivity
22	Avenue	Iona	Roundabout	Traffic Calming/Ped Safety

Project Cost Estimates

Project	LF	Width	Total SF	Improvement Item Cost	Grading and Misc Costs (20% of Imp)	Design and CE&I Costs (20% of All Costs)	Total Project Cost	Description
<b>Iona; Sidewalks, Bike Lanes and Pathways</b>								
Main: Owens to Denning	740	5 ft (each side)	7400	\$29,748.00	\$5,949.60	\$7,139.52	\$42,837.12	Extend SW both sides of the road
Denning to Olsen	760	5 ft (each side)	7600	\$30,552.00	\$6,110.40	\$7,332.48	\$43,994.88	Extend SW both sides of the road; anticipate separation by landscaping
Olsen to Free	740	5 ft (each side)	7400	\$29,748.00	\$5,949.60	\$7,139.52	\$42,837.12	Extend SW both sides of the road
Free to Crook	375	5 ft (each side)	3750	\$15,075.00	\$3,015.00	\$3,618.00	\$21,708.00	Extend SW both sides of the road
Crook to Railroad Tracks	990	5 ft (each side)	9900	\$39,798.00	\$7,959.60	\$9,551.52	\$57,309.12	South of the Railroad tracks is still under development. New sidewalks should be installed with the new development.
<b>Iona; Asphalt Roadway Construction</b>								
Denning Ave Ext.	400	30	12000	\$28,440.00	\$5,688.00	\$6,825.60	\$40,953.60	
Free Ave; Crook to Main	1460	30	43800	\$103,806.00	\$20,761.20	\$24,913.44	\$149,480.64	This is based on the assumption that a full reconstruction of the roadway would be required. Based on pavement condition and failure modes, it is anticipated full reconstruction will be required.

Project	LF	Width	Total SF	Improvement Item Cost	Grading and Misc Costs (20% of Imp)	Design and CE&I Costs (20% of All Costs)	Total Project Cost	Description
Free Ave; Dayton to 55th	1500	30	45000	\$106,650.00	\$21,330.00	\$25,596.00	\$153,576.00	This is based on the assumption that a full reconstruction of the roadway would be required. Based on pavement condition and failure modes, it is anticipated full reconstruction will be required.
Drainage Swales (Each)	1	---		\$1,530.00	\$306.00	\$367.20	\$2,203.20	A geotechnical review will be required for each location where a Drainage Swale/Trench should be installed.
<b>Ucon; Sidewalks, Bike Lanes and Pathways</b>								
109th (West Half)	2655	5 ft (each side)	26550	\$106,731.00	\$21,346.20	\$25,615.44	\$153,692.64	5 ft Concrete Sidewalk Both Sides
109th (East Half)	2655	5 ft (each side)	26550	\$106,731.00	\$21,346.20	\$25,615.44	\$153,692.64	5 ft Concrete Sidewalk Both Sides
41 st	650	5 ft (each side)	6500	\$26,130.00	\$5,226.00	\$6,271.20	\$37,627.20	5 ft Concrete Sidewalk Both Sides
105th (Park&Ride to 45th)	5760	6	34560	\$81,907.20	\$16,381.44	\$19,657.73	\$117,946.37	6 ft bike lane
Yellowstone Ave. (112th to 105)	2200	5	11000	\$44,220.00	\$8,844.00	\$10,612.80	\$63,676.80	East Side only 5ft Sidewalk

<b>Project</b>	<b>LF</b>	<b>Width</b>	<b>Total SF</b>	<b>Improvement Item Cost</b>	<b>Grading and Misc Costs (20% of Imp)</b>	<b>Design and CE&amp;I Costs (20% of All Costs)</b>	<b>Total Project Cost</b>	<b>Description</b>
45th, from 105th to 109th west side only	1258	10	12580	\$29,814.60	\$5,962.92	\$7,155.50	\$42,933.02	Shared use path 10' asphalt
105th (West of US 20)	3151	10	31510	\$74,678.70	\$14,935.74	\$17,922.89	\$107,537.33	Shared use path 10' asphalt
<b>Ucon; Asphalt Roadway Construction</b>								
Crack Sealing			\$2,500.00		N/A	N/A	\$2,500.00	For cleaning and sealing the cracks in the existing roadways of the subdivision and on 109th
Maintenance			Varies		N/A	N/A	Varies	Extent of reconstruction will vary.

## Funding Options

<b>Grant Name</b>	<b>Purpose</b>	<b>Eligibility as</b>	<b>Reimbursable Expenses</b>	<b>Funding Information</b>	<b>Selection Criteria</b>	<b>Viability</b>
Bikes Belong Grant Program	Support cycling facilities and improve health, strengthen bike business and enhance quality of life in communities	Local governments are encouraged to partner with local advocacy groups	Infrastructure such as bicycle facilities as paths/lanes, bike storage, bike parks, etc.	<ul style="list-style-type: none"> <li>* Grant is offered twice a year</li> <li>* Grant will not pay more than 50% of the total project cost</li> <li>* Maximum funding allowed per activity is \$10,000</li> <li>* Advocacy projects will only be funded where the applicants primary purpose is bicycle advocacy</li> </ul>	<ol style="list-style-type: none"> <li>1. Proposals must encourage ridership growth, promote bicycling, build political support, leverage funding</li> <li>2. Nationally competitive selection process cannot have received funding from the same grant in the past three years.</li> </ol>	Potential Source
CHC Foundation	A privately administered program provides funding for projects that serve the public interest and well-being and improve the quality of life for people in eastern Idaho.	Non-profit organizations in Bonneville, northern Bingham, Butte, Clark eastern Custer, Fremont, Jefferson, Madison, Lemhi, and Teton counties. It is not specifically for transportation but can be used for transportation projects.	Capital Expenses and Acquisition Expenses	<ul style="list-style-type: none"> <li>* Grant is offered twice a year</li> <li>* Contact program administrator</li> </ul>	Preference is granted to one-time projects. Longer-range projects must demonstrate a potential for ongoing matching fun	Potential Source
Community Choices	To advance ITD's strategic goals of mobility, safety and Economic Opportunity while maximizing the use of federal funds. It is an umbrella program under which multiple funding sources are administered.	Local government	Administration, Capital, Infrastructure, Education/Training	<ul style="list-style-type: none"> <li>* Minimum local match is 7.34% of eligible project costs.</li> <li>* Maximum funding per project is \$500,000</li> </ul>	Community Choices Advisory Committee evaluates and ranks projects based on project needs, benefits, and feasibility	Potential Source - Should be investigated

Grant Name	Purpose	Eligibility as	Reimbursable Expenses	Funding Information	Selection Criteria	Viability
Community Development Block Grant	US Dpt of Housing and Urban Development (HUD) program, administered by the state, used to construct projects that benefit low and moderate income persons, help prevent or eliminate slum and blight conditions, or solve catastrophic health and safety threats in local areas	Local government (non-entitlement cities and counties only)	Infrastructure such as transit, bicycle and pedestrian facilities	Varies	Statewide competitive selection process	One of the selection criteria is based on the benefit that can be realized by the immediate neighborhood. Water and sewer projects generally are the benefactors of this type of grant because the benefit can so easily be quantified. While transportation is not excluded, roadway and pathway projects are much less prevalent for these types of grants.

<b>Grant Name</b>	<b>Purpose</b>	<b>Eligibility as</b>	<b>Reimbursable Expenses</b>	<b>Funding Information</b>	<b>Selection Criteria</b>	<b>Viability</b>
Congestion Mitigation and Air Quality Improvement	The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a statewide program that provides federal transportation funds for transportation related projects that contribute to air quality improvements and reduce congestion	MPO's	Administration, Capital, Infrastructure, Education/Training	Program is currently suspended	Ranking criteria depend on project type, but match, need and preparedness are critical	Not at this time
Highway Safety Grant Program	The ITD Office of Highway Safety administers the Federal Highway Safety Grant Program for Idaho. The goal of the program is to eliminate deaths and serious injuries resulting from motor vehicle crashes by implementing programs designed to address driver behaviours.	local governments	Administration, Capital, Infrastructure, Education/ Training	* Annual application process starts in January	Applications must be linked with a date-driven highway safety problem	At this time neither Iona or Ucon have a date-driven safety problem that would make these communities candidates for this funding. Periodic review of this status should be addressed if safety issues do arise.
Idaho ADA Pedestrian Curb Ramp Improvement Program	The Idaho ADA program is administered by the state and provides funding for projects to address pedestrian curb ramps on the state highway system. ITD is allocating \$500,000 of state funds annually for this program.	Local governments	Infrastructure	* Individual applicants can qualify for up to \$60,000 in state-aid funding to construct new or alter existing ramps on the state highway system to meet ADA requirements.	Statewide competitive selection process. Project applications can include multiple pedestrian curb ramp locations. Projects will be evaluated on a project by project basis, the review panel will strive for equitable geographic distribution across the state.	For locations where the State Highway at this time not a viable source but should be monitored if the selection criteria changes.

<b>Grant Name</b>	<b>Purpose</b>	<b>Eligibility as</b>	<b>Reimbursable Expenses</b>	<b>Funding Information</b>	<b>Selection Criteria</b>	<b>Viability</b>
Idaho Community Foundation	This grant is a program to enhance communities throughout Idaho. It is not specific to transportation but it can be used for transportation and awareness programs	Non-profit organizations Public agencies State agencies Local governments	Education/Training	* Annual funding cycle, application process deadlines vary by region * Maximum funding per project is \$5,000	Project must be consistent with Idaho Community Foundation's Mission "To Enrich the Quality of Life Throughout Idaho" Favored activities are those that reach a broad segment of the community	Potential Source
Local Highway Safety Improvement Program	This is a data driven process for local entities to improve safety	Local Highway Jurisdictions including cities, counties, and highway districts. Open only to the top 12 jurisdictions with the highest number of Fatal and Serious Injury Crashes	Education/Training	* Local sponsors are responsible for at least 7.34% of the total project cost. * Work by local forces above the amount of the match is not reimbursable.	Severity of the crashes and the ability to identify a need that can be corrected will be favored. Statewide competitive program	Not eligible at this time.

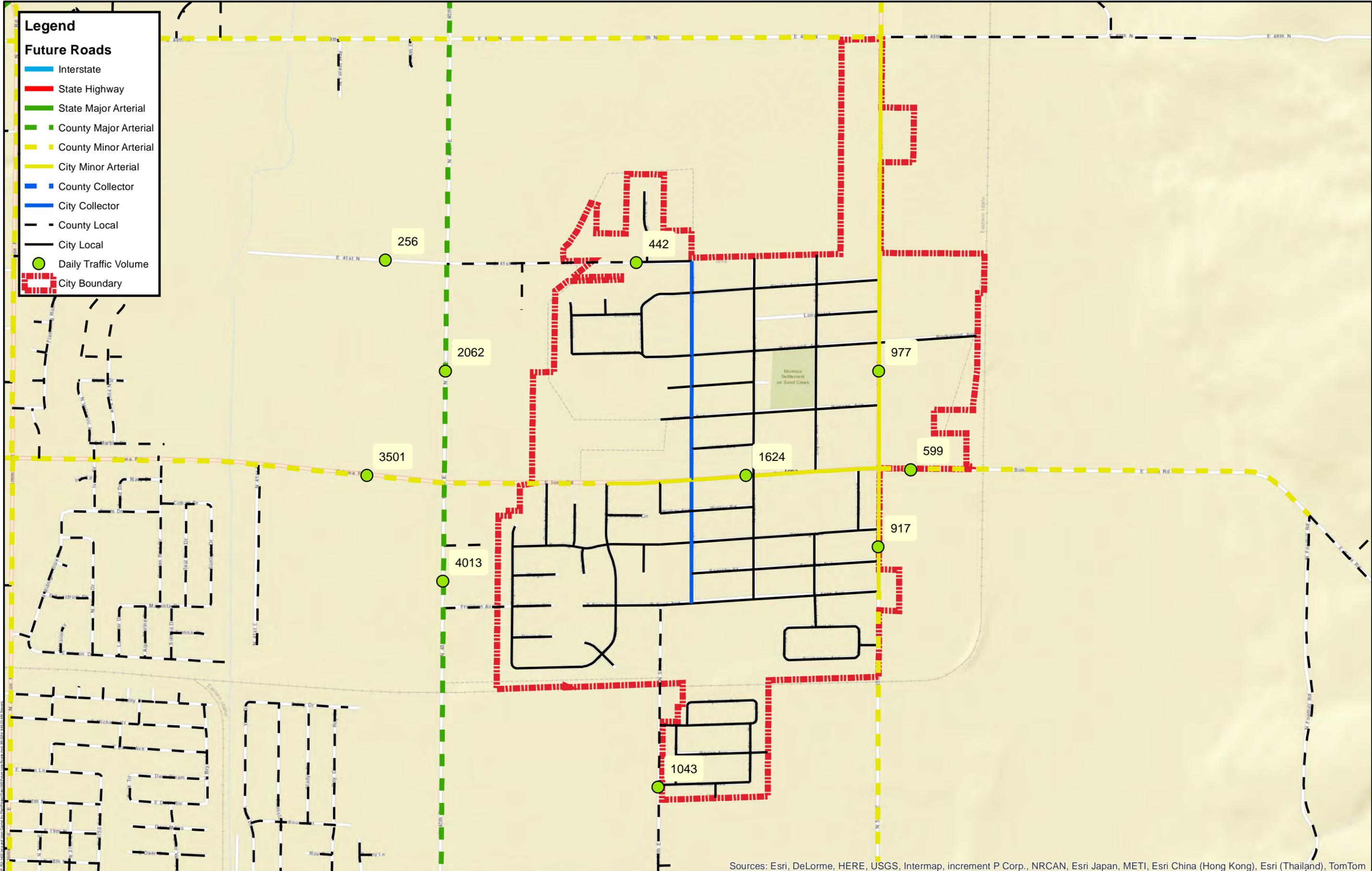
APPENDIX



**Legend**

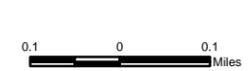
**Future Roads**

- Interstate
- State Highway
- State Major Arterial
- - - County Major Arterial
- - - County Minor Arterial
- City Minor Arterial
- - - County Collector
- City Collector
- - - County Local
- City Local
- Daily Traffic Volume
- - - City Boundary



Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom

Iona/Ucon Capital Improvement Plan  
Future Road Map



DATE: 8/8/2014  
DRAWN: JTS  
Level of Service

**Legend**

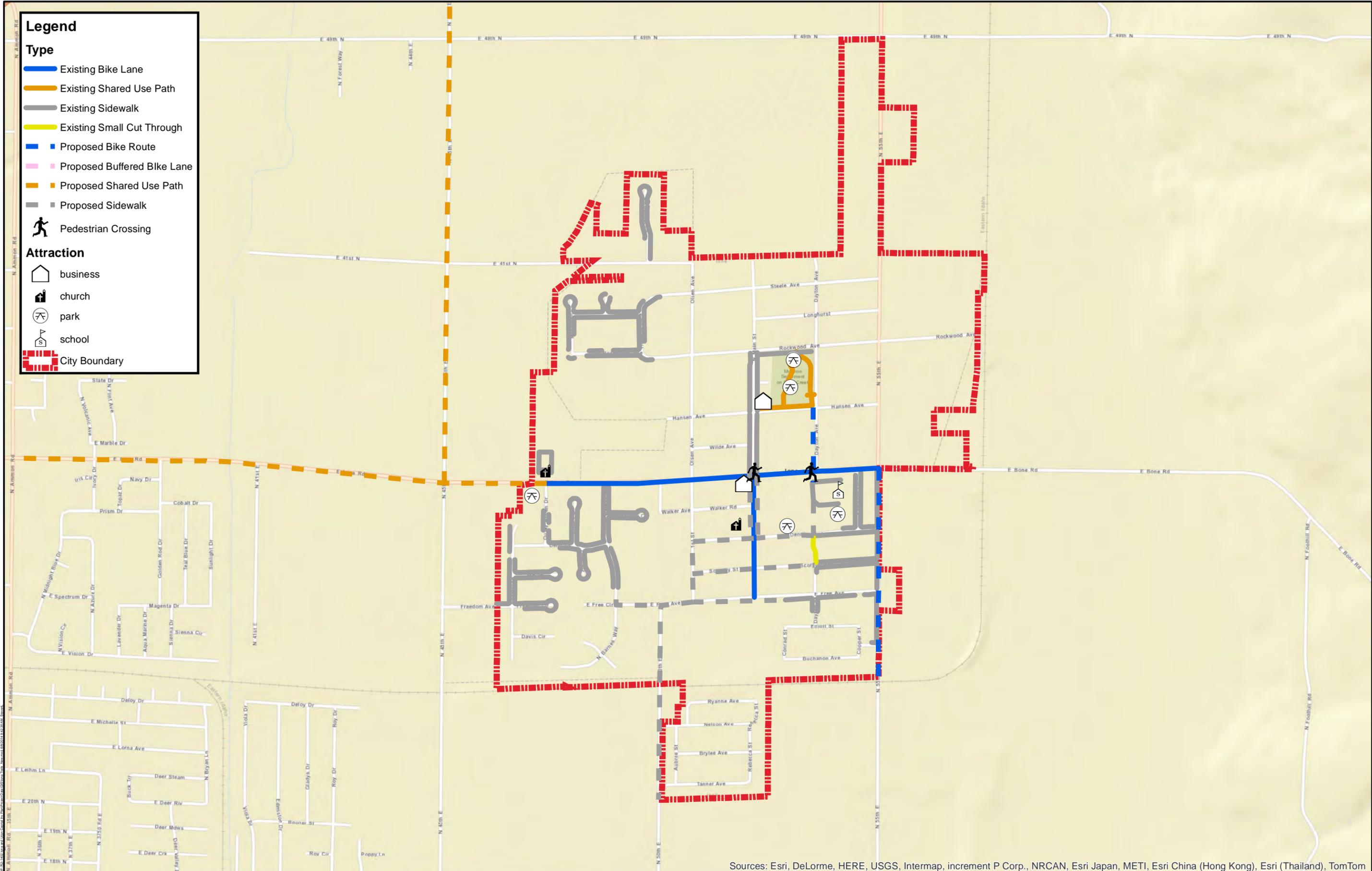
**Type**

- Existing Bike Lane
- Existing Shared Use Path
- Existing Sidewalk
- Existing Small Cut Through
- Proposed Bike Route
- Proposed Buffered Bike Lane
- Proposed Shared Use Path
- Proposed Sidewalk

**Attraction**

- business
- church
- park
- school

City Boundary



Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom

Iona/Ucon Capital Improvement Plan  
Trails Map



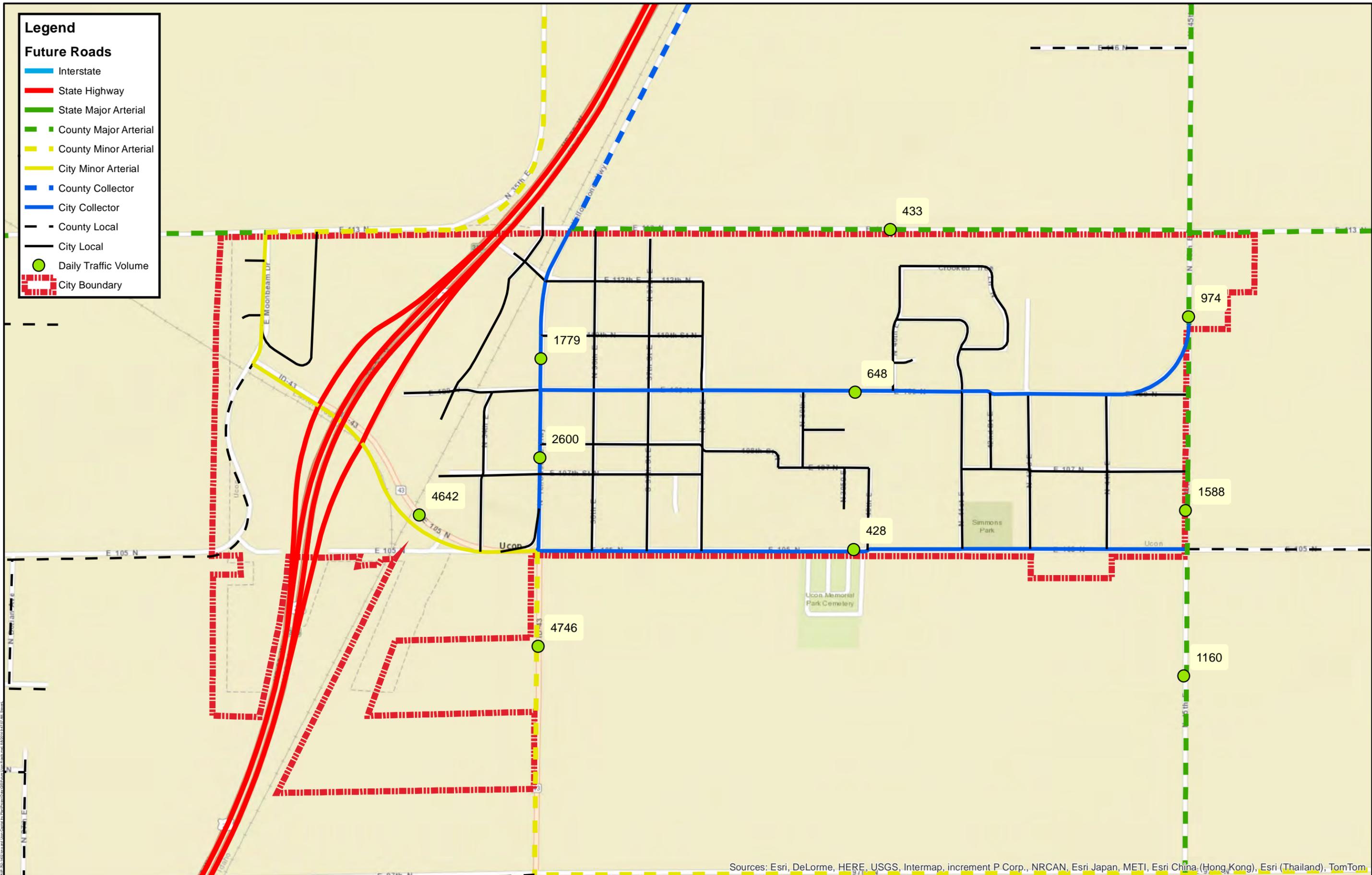
DATE	8/8/2014
DRAWN	JTS
Level of Service	



**Legend**

**Future Roads**

- Interstate
- State Highway
- State Major Arterial
- - County Major Arterial
- - County Minor Arterial
- City Minor Arterial
- - County Collector
- City Collector
- - County Local
- City Local
- Daily Traffic Volume
- - - - City Boundary



Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom

Iona/Ucon Capital Improvement Plan  
Future Road Map



DATE	8/8/2014
DRAWN	JTS
Level of Service	

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**Legend**

**Trail Type**

- Existing Bike Lane
- Existing Shared Use Path
- Existing Sidewalk
- Existing Small Cut Through
- Proposed Bike Route
- Proposed Buffered Bike Lane
- Proposed Shared Use Path
- Proposed Sidewalk

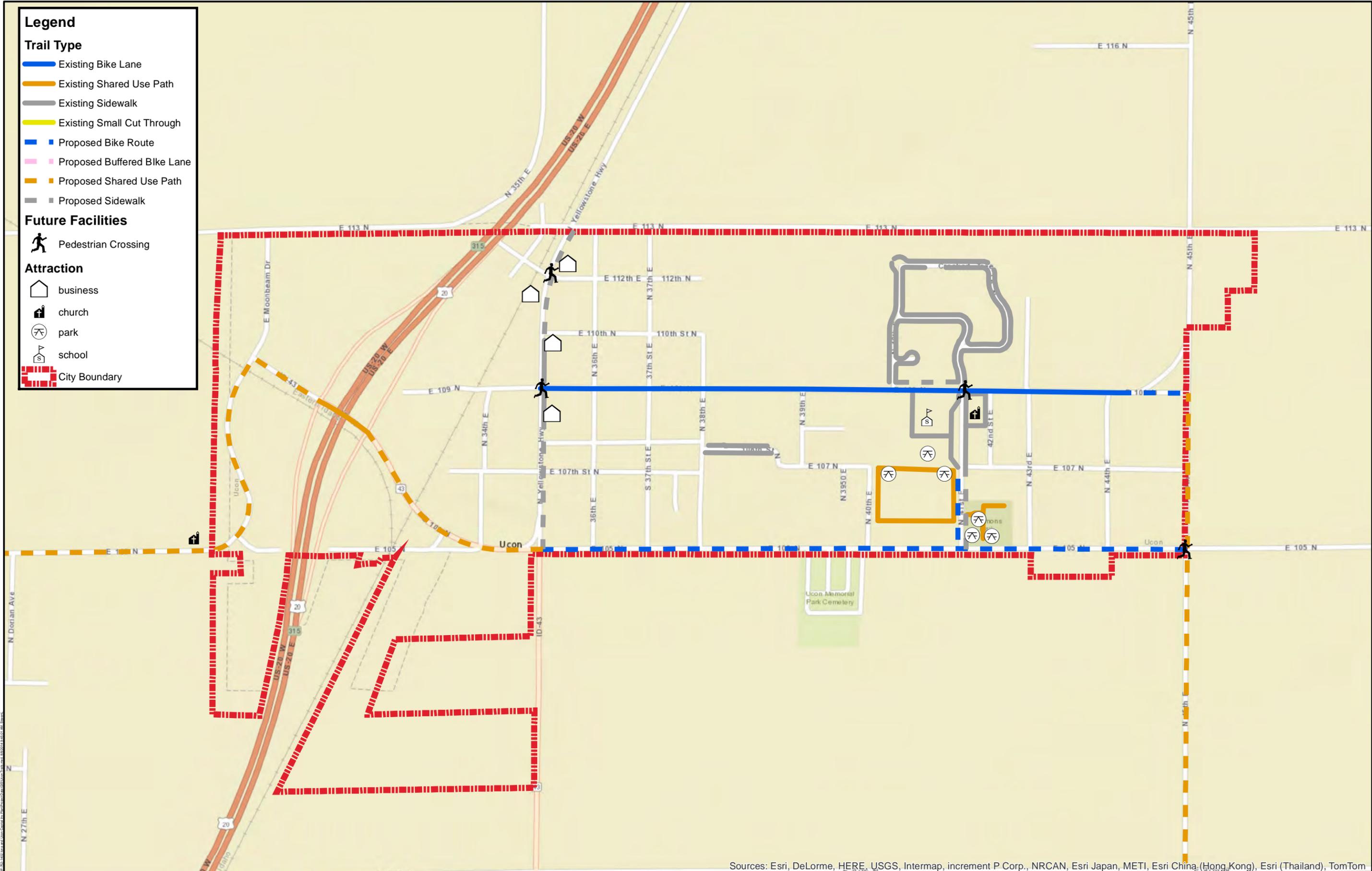
**Future Facilities**

- Pedestrian Crossing

**Attraction**

- business
- church
- park
- school

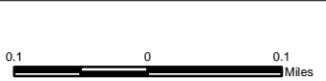
City Boundary



Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom

Iona/Ucon Capital Improvement Plan

Trails Map



DATE	8/8/2014
DRAWN	JTS
Level of Service	

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# Pavement General

Road Name	Current RSL	Last Treatment Date	Last Treatment	Length (ft)	Width (ft)	Paser
105th North	10			475	48	2
36th East	4			454	24	3
112th North	13	7/28/2013	Chip Seal	401	24	3
112th North	13	7/28/2013	Chip Seal	444	24	3
112th North	6	7/28/2013	Blading	396	24	3
107th North				190	24	3
108th North	8			444	24	3
42nd East	6			634	24	4
3950 East	12			280	24	4
38th East	10			58	22	4
38th East	6			612	24	4
37th East	8			343	24	4
37th East	6			444	24	4
37th East	6			444	24	4
36th East	9			444	24	4
36th East	15			238	24	4
36th East	13			618	26	4
110th North	8			449	22	4
110th North	8			438	24	4
107th North	10			348	24	4
108th North	8			444	22	4
107th North	8			438	24	4
113th North	10			4868	26	4
105th North	2			238	28	5
105th North				275	26	5
105th North	10			174	28	5
44th East	8			644	22	5
44th East	8			639	22	5
Crooked Tree Ln				1758	44	5
Bent Willow Ln				766	44	5
41st East	6			380	44	5
41st East	4			628	48	5

Road Name	Current RSL	Last Treatment Date	Last Treatment	Length (ft)	Width (ft)	Paser
41st East	4			665	22	5
39th East	6			322	26	5
39th East	4			306	26	5
38th East	8			433	22	5
38th East	8			444	22	5
38th East	8			195	22	5
37th East	6			449	24	5
37th East	13			248	22	5
37th East	11			612	24	5
36th East	11			433	26	5
36th East	11			444	24	5
110th North	8			428	22	5
107th North	10			660	22	5
107th North	10			634	22	5
107th North	10			327	22	5
107th North	10			232	24	5
108th North	8			375	24	5
40th East	6			655	26	5
107th North	10			211	24	5
34th East	13			686	28	5
34th East	8			623	24	5
108th North	8			444	22	5
107th North	8			438	22	5
107th North	8			444	22	5
107th North	2			465	28	5
107th North	10			243	28	5
45th East	15	7/25/2013	Chip Seal	444	26	5
45th East	10	7/25/2013	Chip Seal	628	26	5
45th East	10	7/25/2013	Chip Seal	644	26	5
45th East	15	7/25/2013	Chip Seal	919	26	5
113th North	10			211	26	5
112th North	8			348	40	5
unknown				169	42	5
105th North	12			565	24	5
105th North	12			766	24	5
105th North	12			1383	24	5
105th North	12			422	24	5

Road Name	Current RSL	Last Treatment Date	Last Treatment	Length (ft)	Width (ft)	Paser
105th North	10			449	24	5
105th North				444	24	5
105th North	8			428	20	6
109th North	6			396	28	6
43rd East	6			639	22	6
43rd East	6			649	22	6
40th East	4			422	44	6
109th North	8			222	24	6
109th North	8			634	32	6
109th North	6			312	32	6
109th North	8			232	42	6
109th North	8			570	36	6
109th North	8			729	36	6
109th North	8			829	36	6
109th North	8			449	36	6
109th North	8			444	36	6
109th North	8			438	36	6
Yellowstone Hwy	11	3/24/2014	Chip Seal	459	30	6
113th North	10			1579	24	6
113th North	10			385	22	6
Yellowstone Hwy	15	3/24/2014	Chip Seal	465	40	6
Yellowstone Hwy	15	3/24/2014	Chip Seal	454	40	6
Yellowstone Hwy	15	3/24/2014	Chip Seal	449	40	6
Yellowstone Hwy	11	3/24/2014	Chip Seal	232	40	6
Yellowstone Hwy	13	3/24/2014	Overlay	396	40	6
Yellowstone Hwy				238	30	6
105th North	12			649	24	6
105th North	12			634	24	6
Connector Yellowstone Hwy to 105th N				327	22	7
109th North	8			280	22	7

Road Name	Current RSL	Last Treatment Date	Last Treatment	Length (ft)	Width (ft)	Paser
40th East	6			375	44	7
40th East	4			232	44	7
109th North	10			465	20	7
Moonbeam Dr				1082	34	7
Moonbeam Dr				1558	34	7
Moonbeam Dr				180	34	7
Moonbeam Dr				48	34	7
Connector 109th North to 45th East				644	24	7
unknown				190	40	8
108th North	8			723	28	8
105th North				649	60	8

**Total Records: 110**

**3/31/2014**

# Pavement General

Road Name	Segment ID	Length (ft)	Width (ft)	Area yd <sup>2</sup>	Paser
Wilde Ave	144	766	9	766.00	
Rainbow Ln	141	248	14	385.78	
Longhurst Ave	139	760	12	1013.33	
Longhurst Ave	138	760	9	760.00	
Walker Ave	137	760	12	1013.33	
Walker Ave	136	380	12	506.67	
Walker Ave	127	375	18	750.00	
Free Ave	30	776	28	2414.22	3
Free Ave	29	734	28	2283.56	3
Dayton St	125	312	26	901.33	5
Dayton St	124	385	26	1112.22	5
Dayton St	123	380	26	1097.78	5
Dayton St	122	755	28	2348.89	5
Dayton St	121	385	40	1711.11	5
Dayton St	120	375	40	1666.67	5
Hansen Ave	116	343	28	1067.11	5
Olsen St	100	359	26	1037.11	5
Dayton St	77	391	28	1216.44	5
Cooper St	76	148	28	460.44	5
Buchanan Ave	75	898	28	2793.78	5
Conrad St	74	380	28	1182.22	5
Elliott St	73	380	28	1182.22	5
Elliott St	72	517	28	1608.44	5
Cooper St	71	227	28	706.22	5
Shurtliff Dr	70	232	28	721.78	5
41st North	31	1024	24	2730.67	5
Free Ave	27	380	28	1182.22	5
55th East	25	855	28	2660.00	5
55th East	24	660	28	2053.33	5
55th East	23	1104	28	3434.67	5
55th East	22	327	28	1017.33	5
55th East	21	385	28	1197.78	5
55th East	20	375	28	1166.67	5
55th East	19	766	28	2383.11	5
55th East	18	781	28	2429.78	5

Road Name	Segment ID	Length (ft)	Width (ft)	Area yd^2	Paser
55th East	17	729	32	2592.00	5
55th East	16	391	32	1390.22	5
55th East	15	127	32	451.56	5
55th East	14	238	32	846.22	5
55th East	13	232	32	824.89	5
55th East	12	428	32	1521.78	5
55th East	11	391	32	1390.22	5
49th North	1	480	28	1493.33	5
Wilde Ave	143	766	10	851.11	6
Scoresby Ave	134	776	28	2414.22	6
Scoresby Ave	133	739	28	2299.11	6
Scoresby Ave	132	766	28	2383.11	6
Denning Ave	131	248	28	771.56	6
Denning Ave	130	1272	28	3957.33	6
Ashwood Ln	128	739	28	2299.11	6
Hansen Ave	119	760	28	2364.44	6
Hansen Ave	118	766	28	2383.11	6
Hansen Ave	117	760	28	2364.44	6
Steele Ave	115	771	28	2398.67	6
Steele Ave	114	766	28	2383.11	6
Steele Ave	113	755	28	2348.89	6
Rockwood Ave	110	766	26	2212.89	6
Rockwood Ave	109	760	28	2364.44	6
Rockwood Ave	108	760	28	2364.44	6
Rockwood Ave	107	639	28	1988.00	6
Olsen St	99	380	26	1097.78	6
Olsen St	98	385	26	1112.22	6
Olsen St	97	385	26	1112.22	6
Olsen St	96	375	26	1083.33	6
Olsen St	95	375	26	1083.33	6
Olsen St	94	380	28	1182.22	6
Olsen St	91	380	28	1182.22	6
Olsen St	90	359	28	1116.89	6
Main St	89	343	26	990.89	6
Main St	79	348	40	1546.67	6
Dayton St	78	354	28	1101.33	6
Free Ave	69	549	28	1708.00	6
Rockwood Ave	33	649	22	1586.44	6
41st North	32	512	24	1365.33	6

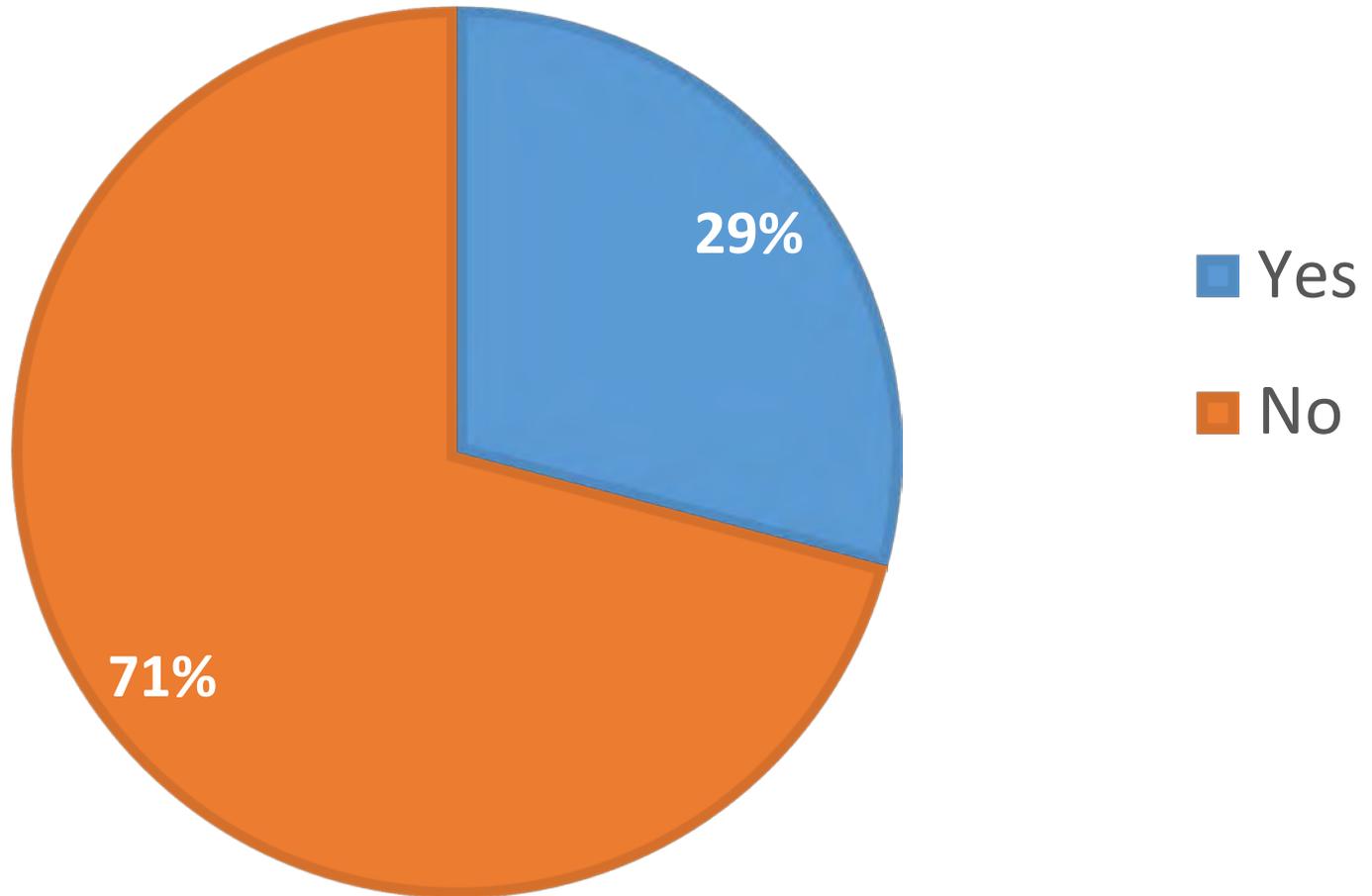
Road Name	Segment ID	Length (ft)	Width (ft)	Area yd^2	Paser
Free Ave	28	766	28	2383.11	6
50th East	26	1378	28	4287.11	6
Owens Ave	10	248	40	1102.22	6
Owens Ave	9	507	40	2253.33	6
Owens Ave	8	771	40	3426.67	6
Denning Ave	129	760	28	2364.44	7
Olsen St	93	375	28	1166.67	7
Olsen St	92	391	28	1216.44	7
Main St	88	380	26	1097.78	7
Main St	87	385	26	1112.22	7
Main St	82	364	40	1617.78	7
Main St	81	385	40	1711.11	7
Main St	80	380	40	1688.89	7
Owens Ave	7	771	40	3426.67	7
Iona Rd	6	380	40	1688.89	7
Iona Rd	5	649	40	2884.44	7
Iona Rd	4	100	40	444.44	7
Iona Rd	3	634	40	2817.78	7
Iona Rd	2	333	30	1110.00	7
Rainbow Ln	142	185	16	328.89	8
Longhurst Ave	140	766	12	1021.33	8
Quaky Aspen Dr	135	771	28	2398.67	8
Rushton Circle	126	913	28	2840.44	8
Steele Ave	112	755	28	2348.89	8
Haderlie Ln	111	475	28	1477.78	8
Rockwood Ave	106	845	28	2628.89	8
Unknown	105	227	28	706.22	8
Steele Ave	104	444	28	1381.33	8
Steele Ave	103	417	28	1297.33	8
McKibben	102	201	28	625.33	8
McKibben	101	454	28	1412.44	8
Main St	86	364	36	1456.00	8
Main St	85	391	36	1564.00	8
Main St	84	385	36	1540.00	8
Main St	83	385	36	1540.00	8
Free Circle	68	433	28	1347.11	8
Unknown	67	216	28	672.00	8
Unknown	66	280	28	871.11	8
Barnes Way	65	396	28	1232.00	8

Road Name	Segment ID	Length (ft)	Width (ft)	Area yd^2	Paser
Barnes Way	64	354	28	1101.33	8
Barnes Way	63	760	28	2364.44	8
Barnes Way	62	644	28	2003.56	8
Barnes Way	61	554	28	1723.56	8
Denning Ave	58	312	28	970.67	8
Denning Ave	57	106	28	329.78	8
Denning Ave	56	333	28	1036.00	8
Denning Ave	55	412	28	1281.78	8
Sagebrush Dr	54	285	28	886.67	8
Sagebrush Dr	53	348	28	1082.67	8
Sagebrush Dr	52	385	28	1197.78	8
Weigel Circle	49	565	28	1757.78	8
Alder Circle	48	560	28	1742.22	8
Lilac Circle	47	370	28	1151.11	8
Camas Creek Circle	46	480	28	1493.33	8
Ryanne Ave	45	401	28	1247.56	8
Aubree St	44	269	28	836.89	8
Nelson Dr	43	422	28	1312.89	8
Nelson Dr	42	137	28	426.22	8
Nelson Dr	41	206	28	640.89	8
Brylee Way	40	465	28	1446.67	8
Aubree Way	39	359	28	1116.89	8
Aubree Way	38	359	28	1116.89	8
Tanner Dr	37	480	28	1493.33	8
Tanner Dr	36	206	28	640.89	8
Freedom Circle	35	528	28	1642.67	8
Freedom Ave	34	169	28	525.78	8
Davis Circle	146	496	28	1543.11	10
Sawmill Circle	145	396	28	1232.00	10
Denning Ave	60	174	28	541.33	10
Denning Ave	59	428	28	1331.56	10
Sagebrush Dr	51	370	28	1151.11	10
Sagebrush Dr	50	343	28	1067.11	10

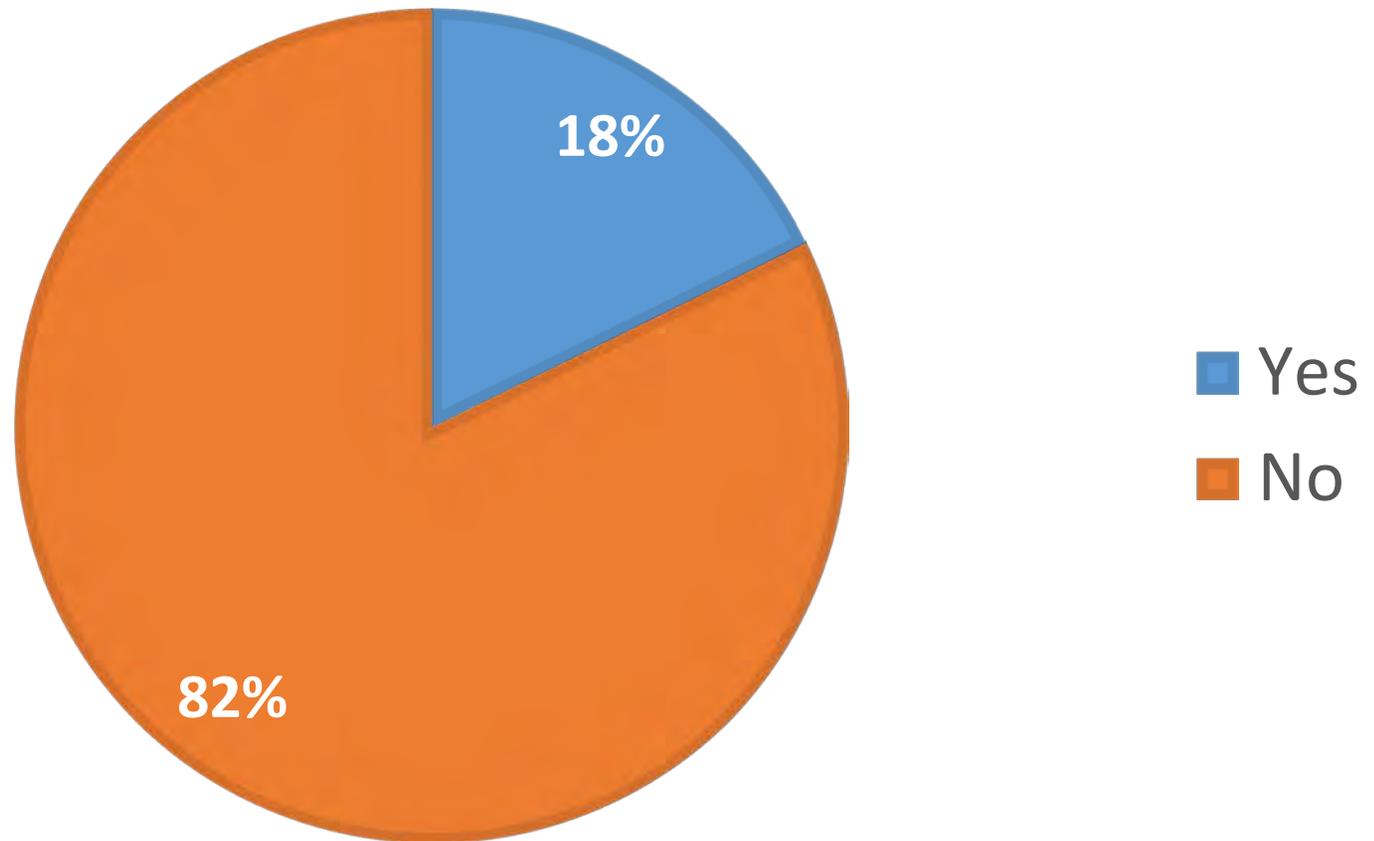
Total Records: 146

3/31/2014

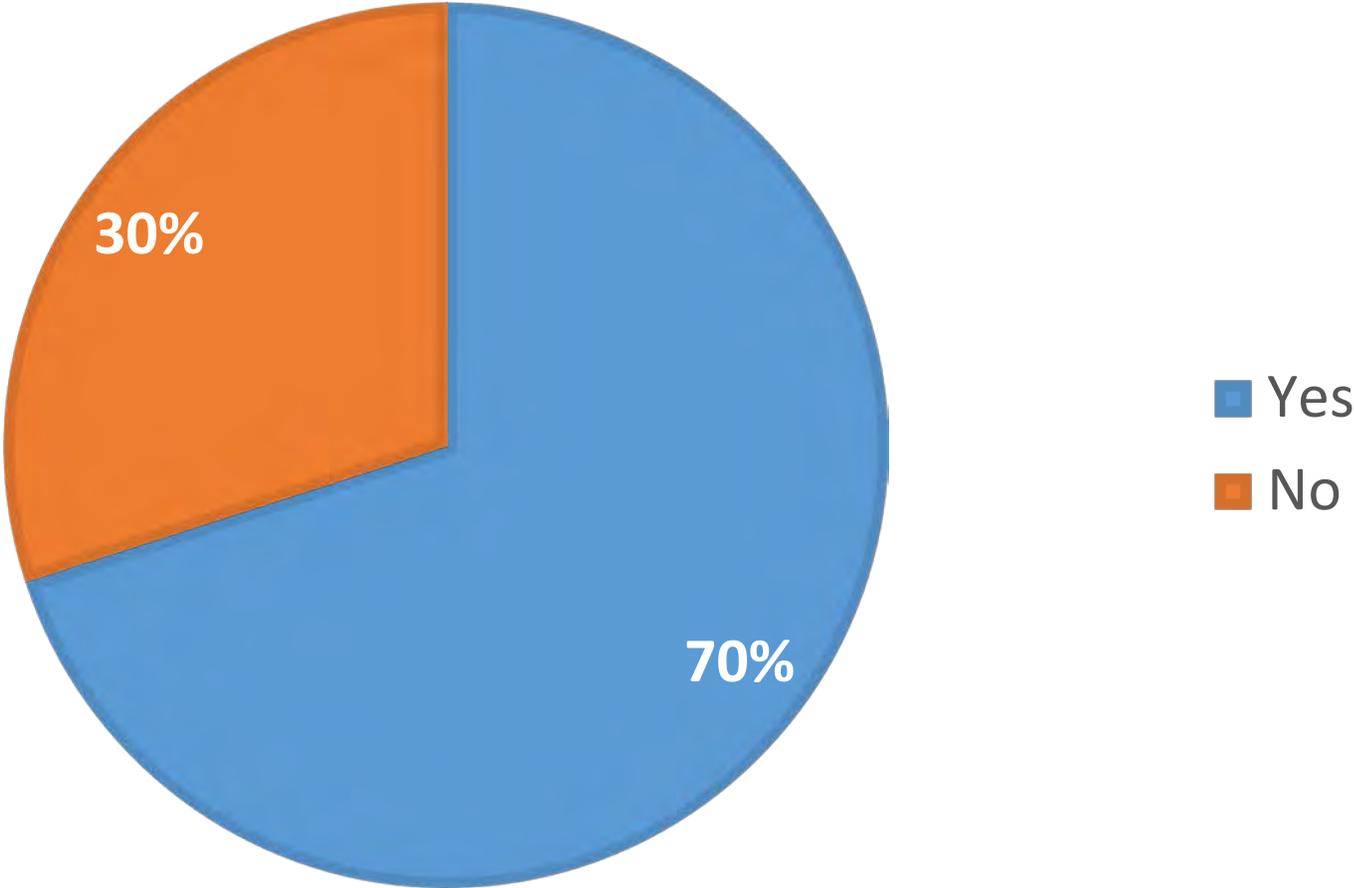
# #1 DOES UCON NEED PUBLIC TRANSPORTATION?



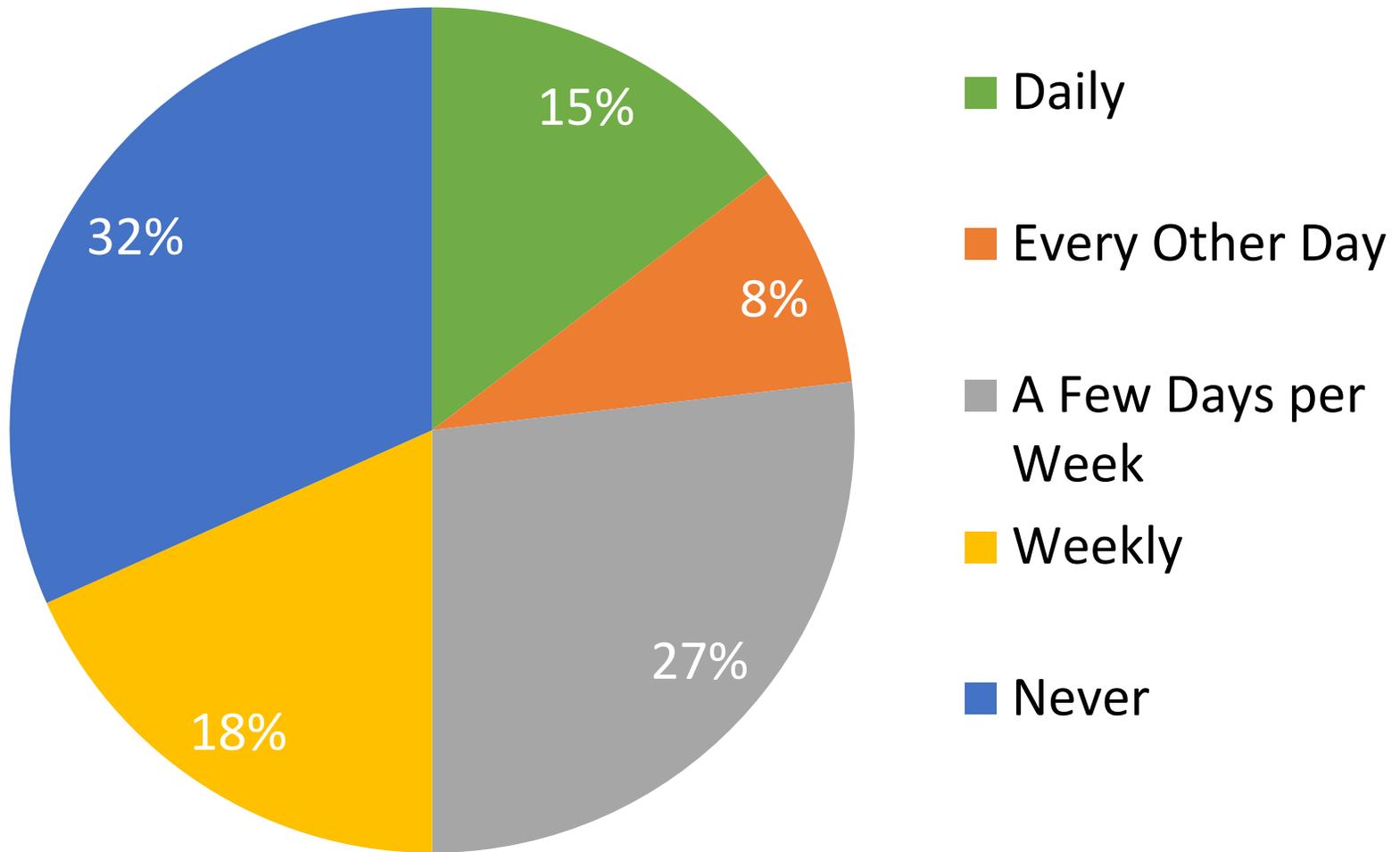
**#2 IF THERE WERE AND TRPTA STOP IN UCON  
WOULD YOU USE IT?**



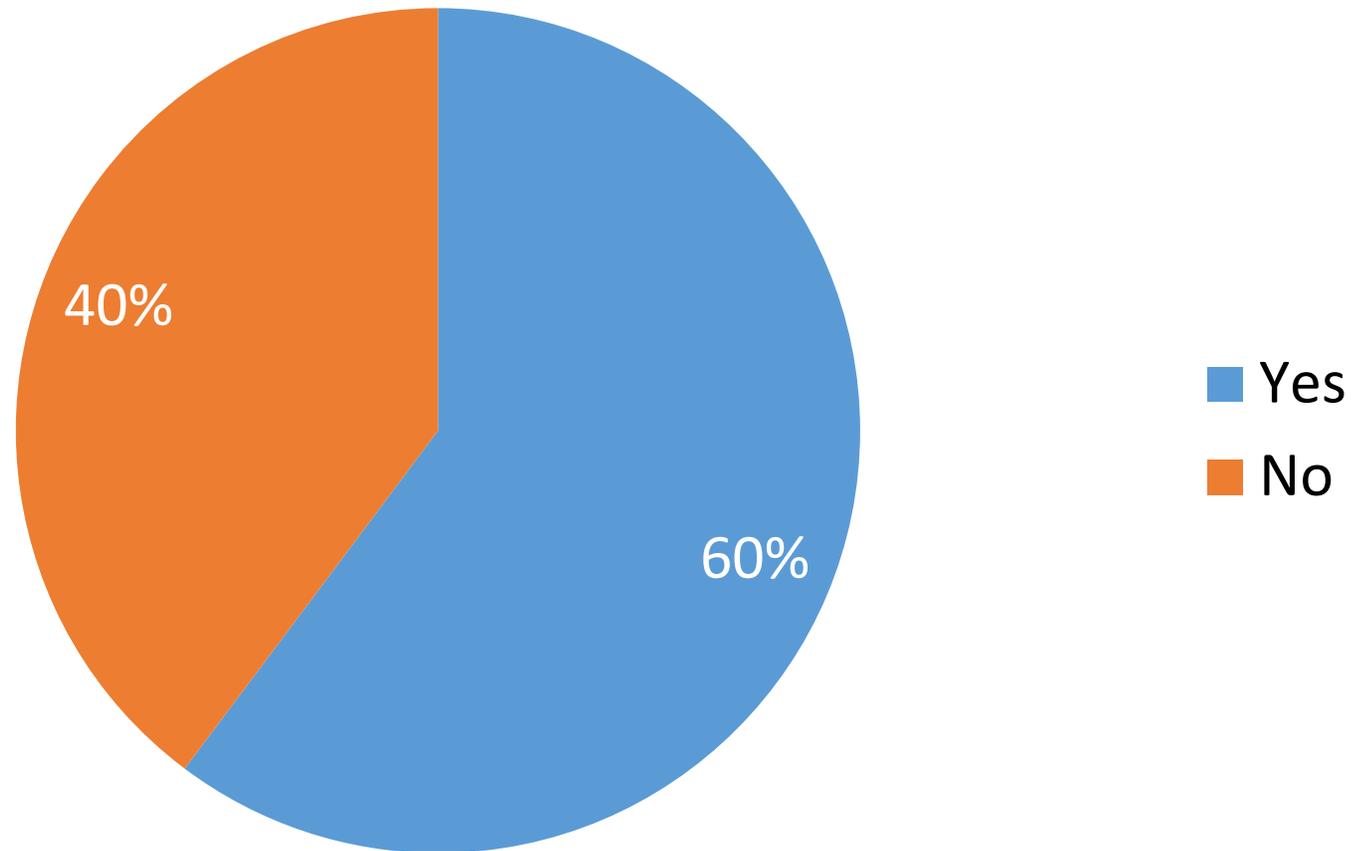
**#3 WOULD YOU LIKE TO SEE MORE  
BICYCLE/PEDESTRAIN FACILITIES IN UCON?**



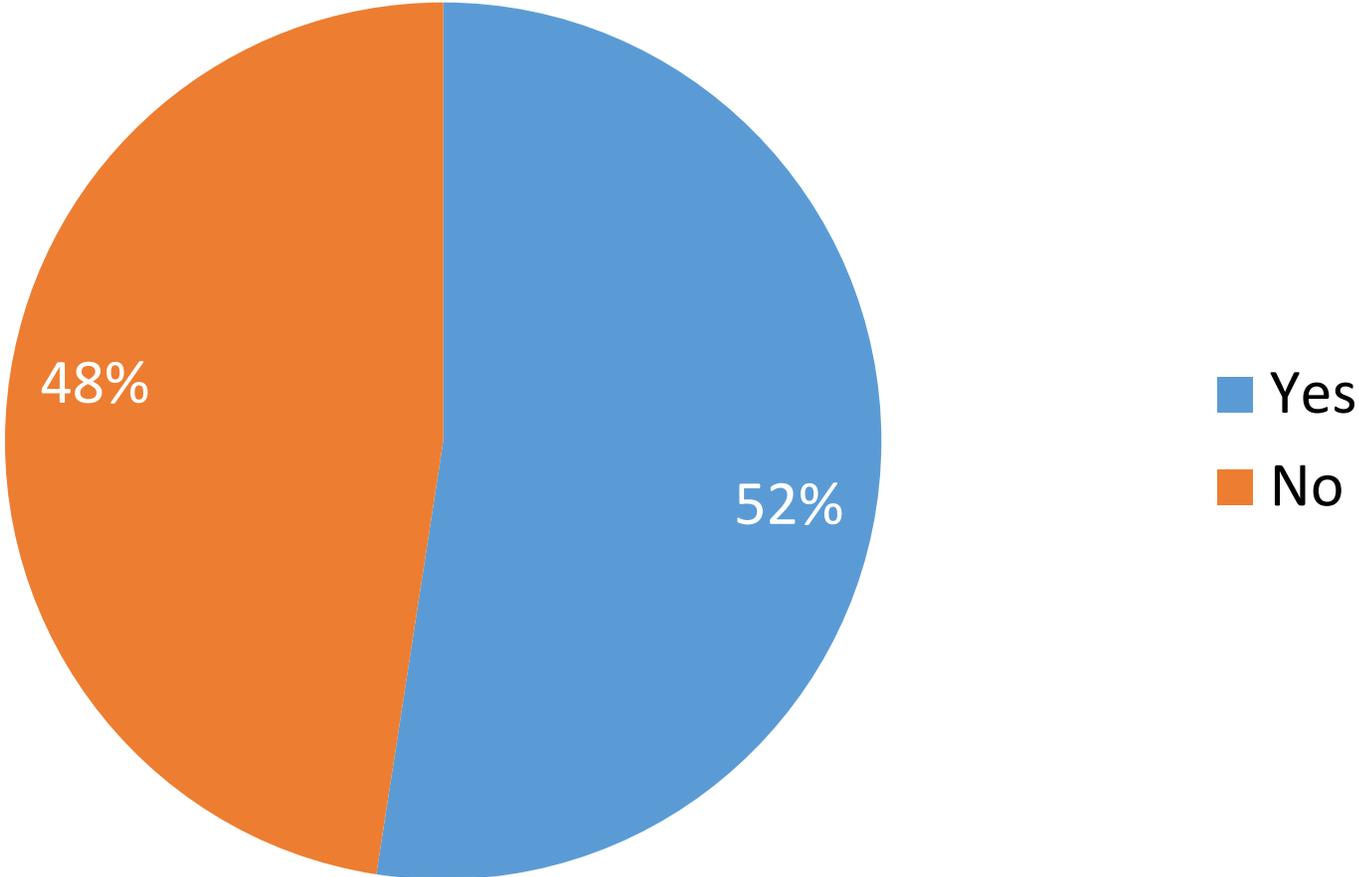
#### #4 How often do you walk/cycle to work or other places?



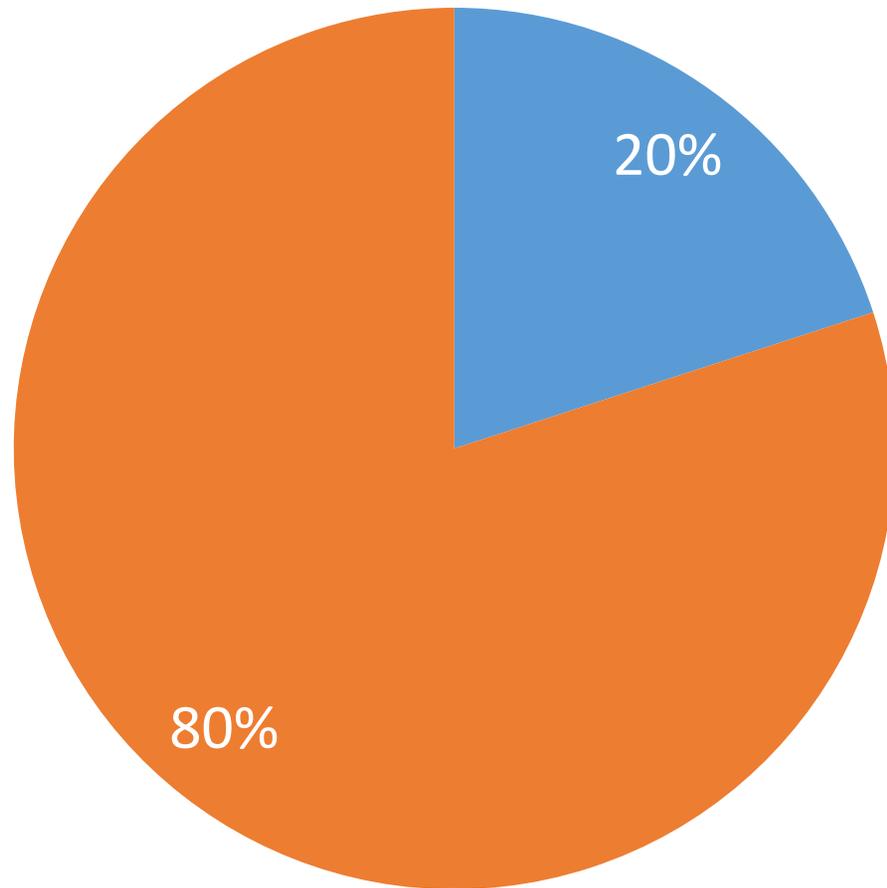
**#5 Would you walk/cycle more if there were better facilities?**



**#6 Do you think there are any traffic safety concerns in Ucon?**

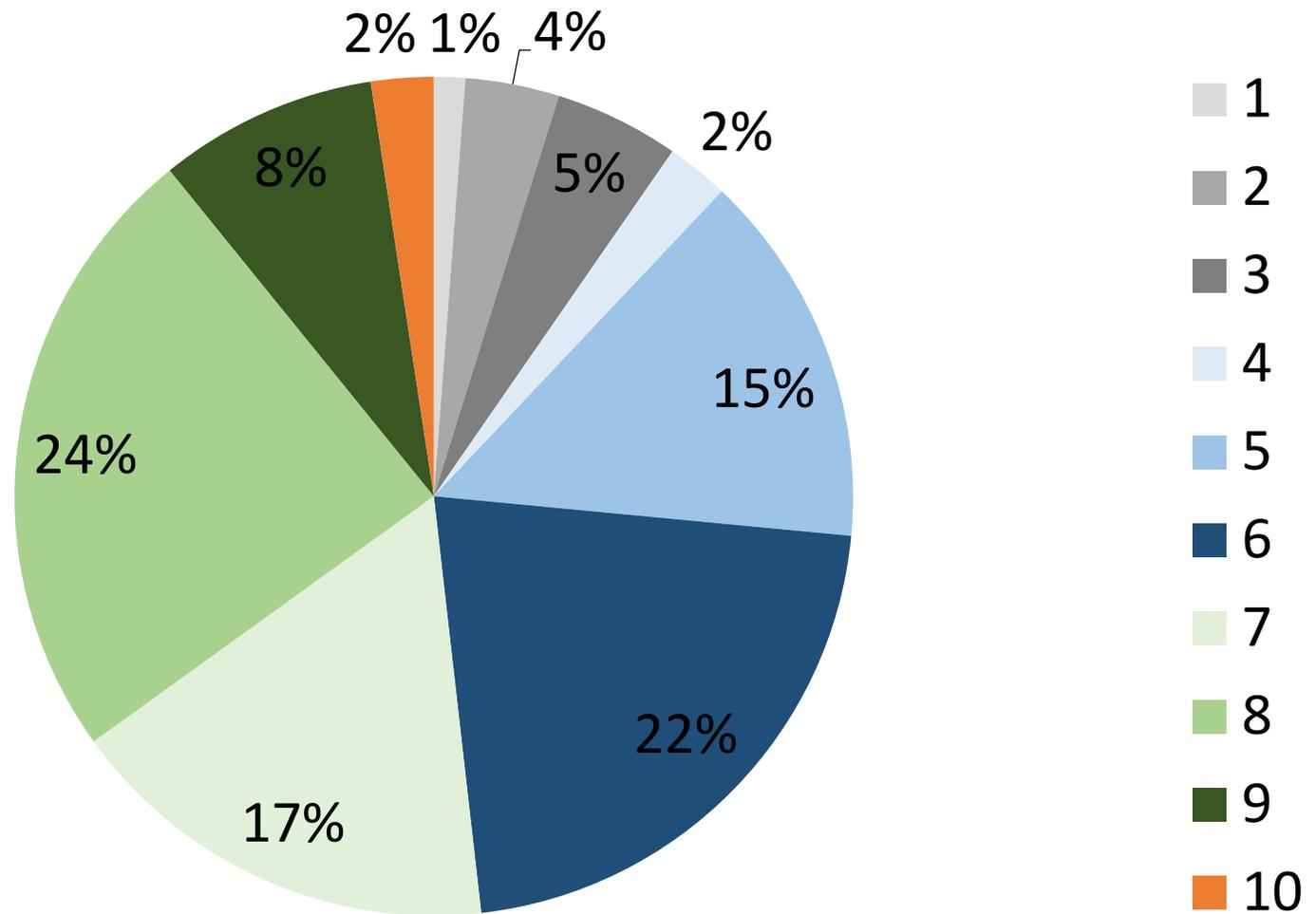


**#7 Do you think there are any traffic congestion concerns in Ucon?**

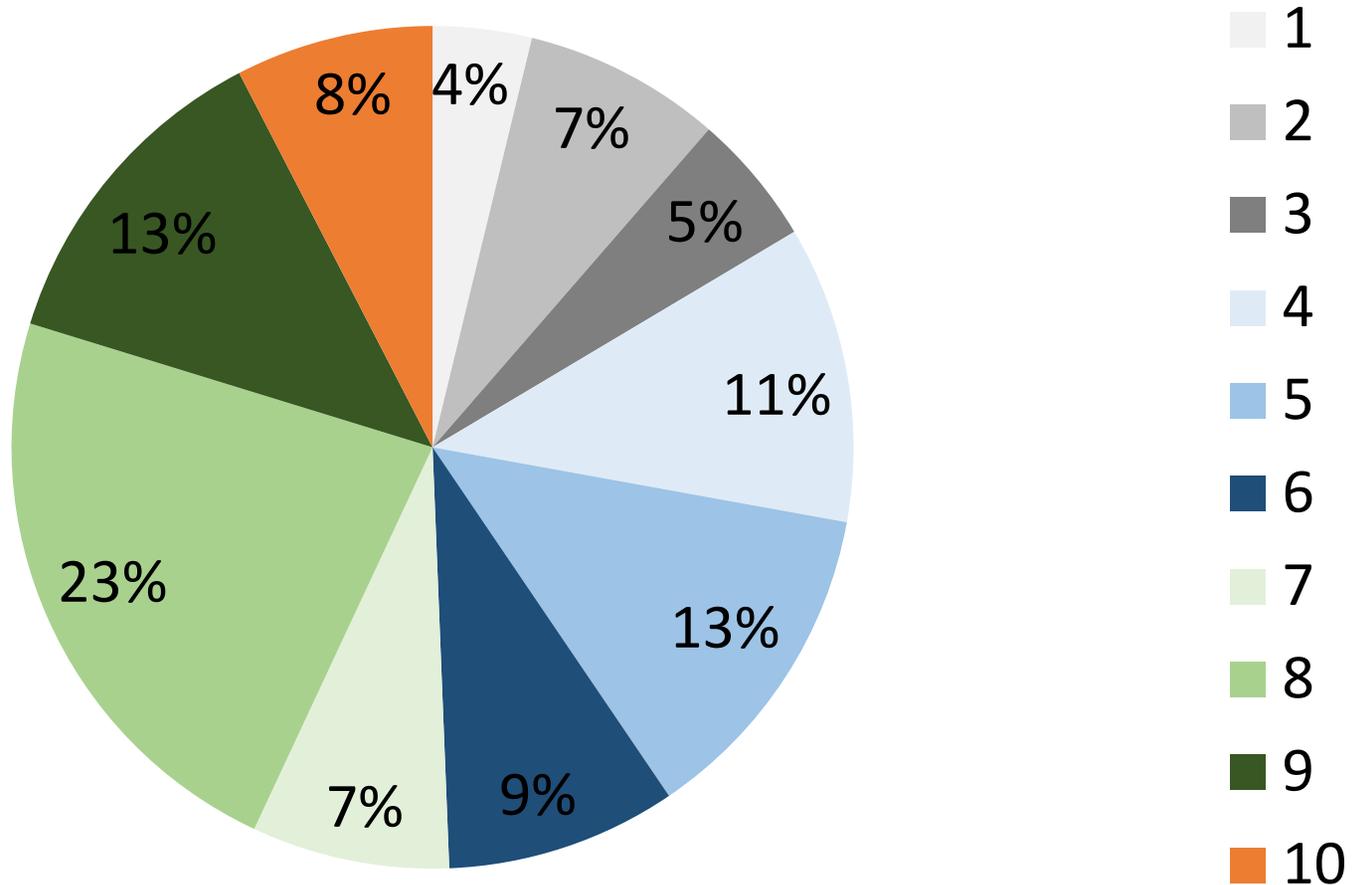


■ Yes  
■ No

**#8 On a scale of 1-10 (10 being the highest) how would you rate pavement quality in Ucon?**



**#9 On a scale of 1-10 (10 being the safest) how would you rate pedestrian safety in Ucon?**



# 84 Responses

## Question 6 Safety Concerns

- Speeding
- Major Intersections
- Lack of Sidewalks
- No bike paths
- 4 wheelers
- School Intersections
- Sight distance at stop signs
- 105 North
- 109 North
- 45<sup>th</sup>

## Question 7 Congestion Concerns

- Yellowstone and 105
- Yellowstone and Cemetery Rd
- Post Office
- At flashing light
- Elementary School

# Ucon Public Comment Matrix

Document Title			Ucon Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response			Notes
1	June 20 2014		Take down the stop signs and speed limit signs. Very few of the populace pay any attention anyway. No law enforcement. Throwing money away for nothing. What a disgusting lawless town to live in.				Comment received through mail in survey.
2	June 20 2014		Biggest area is at the flashing light coming into Ucon				Comment received through mail in survey.
3	June 20 2014		Traffic is increasing on 45 <sup>th</sup> East				Comment received through mail in survey.
4	June 20 2014		To many four way stops.				Comment received through mail in survey.
5	June 20 2014		We really would like to see more concrete sidewalks – we often go into town to walk, ride bikes, push strollers, etc.				Comment received through mail in survey.

Document Title		Ucon Transportation Element of the General Plan		Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response		Notes	
6	June 20 2014		Bikes. I think looking to the future our town of Ucon might need bus service.			Comment received through mail in survey.	
7	June 20 2014		There are too many stop signs In the Northwest area of town. Every other block or so.			Comment received through mail in survey.	
8	June 20 2014		Just want a safe place for my kids.			Comment received through mail in survey.	
9	June 20 2014		<ol style="list-style-type: none"> <li>1. The new stop sign on Yellowstone makes Ucon a laughingstock for passersby's, it's ridiculous.</li> <li>2. The speed zone on SH 43 stretches too far South. It's faster to take Crowley Rd now.</li> <li>3. The next grant request should be for sidewalk, curb and gutter on 109 N.</li> </ol>			Comment received through mail in survey.	
10	June 20 2014		Some tree and shrub trimming for better viewing of corners			Comment received through mail in survey.	

Document Title			Ucon Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response			Notes
11	June 20 2014		We need a speed bump right about where my house stands.				Comment received through mail in survey.
12	June 20 2014		It would really benefit those who are looking for work and have no means of transportation.				Comment received through mail in survey.
13	June 20 2014		How about a warning blinking light on Yellowstone South as well as a warning of the changing speed limit from 55 to 45 to 35.				Comment received through mail in survey.
14	June 20 2014		People need to slow down on side streets. Watching for kids – 109 North needs a slow sign. For all of the kids on this road – even down past the school – It's horrible.				Comment received through mail in survey.
15	June 20 2014		We need a sidewalk on Yellowstone Hwy.				Comment received through mail in survey.
16	June 20 2014		A little more sand at intersections during winter.				Comment received through mail in survey.

Document Title			Ucon Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response		Notes	
17	June 20 2014		Lacking sidewalks severely. The city's main street still needs to be cleaned up badly. Also where they tore out the lilac bushes, still needs cleaned up.			Comment received through mail in survey.	
18	June 20 2014		Sidewalks would be awesome.			Comment received through mail in survey.	
19	June 20 2014		We need sidewalks, Especially on Broadway.			Comment received through mail in survey.	
20	June 20 2014		We need more sidewalks, no areas are really safe.			Comment received through mail in survey.	
21	June 20 2014		Shoulders or sidewalks for pedestrians.			Comment received through mail in survey.	
22	June 20 2014		Parents should be teaching their children pedestrian safety. Suggestion: Parking area, small shelters, and fire pits on the south end of the "pit" recreation area. This would get cars and people off the road.			Comment received through mail in survey.	
23	June 20 2014		Since bicycle lanes have been created			Comment received	

Document Title			Ucon Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response		Notes	
			on 109 N there are dangers on 3829 E.			through mail in survey.	
24	June 20 2014		More use of the area for recreation. Should be a joint venture with county as it will be used by both city and county patrons.			Comment received through mail in survey.	
25	June 20 2014		The tree city USA farm on 109 <sup>th</sup> across from the school. It is an "eye-sore"! Needs to be cleaned up, not just by moving once in a while, but cleaned up! Perhaps the city should consider selling it as a lot since it is obviously not being used as a "Tree City Farm USA" venturing/project.			Comment received through mail in survey.	
26	June 20 2014		The speed bump/crosswalk on 41 <sup>st</sup> . Hardly used by anyone as a crosswalk. Big annoyance and ridiculous in our community.			Comment received through mail in survey.	
27	June 20 2014		The fork on the west end of 109 <sup>th</sup> . Needs water and maintenance to make more attractive. It's part of the city too. In fact, that for could use improvement. Another eyesore with all of the weeds.			Comment received through mail in survey.	

Document Title			Ucon Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response		Notes	
28	June 20 2014		Better weed control on community streets, particularly 40 <sup>th</sup> .			Comment received through mail in survey.	
29	June 20 2014		Communication and possible joint effort with Bonneville School District to keep weeds and garbage cleaned up surrounding perimeter of field and parking areas of school. As the school and field are used by both local and county patrons, these areas need to be improved, maintained, and cleaned up. Another big eye-sore.			Comment received through mail in survey.	
30	June 20 2014		Fence on the southwest corner of Simmons needs repair!			Comment received through mail in survey.	
31	June 20 2014		Many citizens want chicken in Ucon.			Comment received through mail in survey.	

# Iona Public Comment Matrix

Document Title			Iona Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response		Notes	
1	June 20 2014		I would like to see more sidewalks and defined bike lanes.				Comment received through mail in survey
2	June 20 2014		It would be nice to have a bus stop and transit to Idaho Falls.				Comment received through mail in survey
3	June 20 2014		Work on the school! Stop the city cop from sitting in the same three areas, patrol the side streets where children play!				Comment received through mail in survey
4	June 20 2014		Can never seem to see our officer or know how to contact him.				Comment received through mail in survey

Document Title			Iona Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response			Notes
5	June 20 2014		Some streets don't have sidewalks. Clean up the gravel on the bike paths more often.				Comment received through mail in survey
6	June 20 2014		It's just hard to get onto the grass/dirt because it's so uneven and bumpy, I'm always worried I'll wreck my bike while getting off the road when cars go by.				Comment received through mail in survey
7	June 20 2014		It would be nice if the snow plows did not take out two feet of my lawn every winter.				Comment received through mail in survey
8	June 20 2014		Speeding down Olsen and Free Ave is common. Perhaps a more watchful eye in these areas would be more beneficial than across the school and by railroad tracks.				Comment received through mail in survey
9	June 20 2014		Only cost neutral annexation. That means no drain on the city resources no new roads at city expense.				Comment received through mail in survey

Document Title			Iona Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response			Notes
10	June 20 2014		More sidewalks				Comment received through mail in survey
11	June 20 2014		We need to be out stopping speeders on a daily basis especially now that school is out.				Comment received through mail in survey
12	June 20 2014		Write more tickets for running stop signs.				Comment received through mail in survey
13	June 20 2014		Taxes are too high. How much did taxes go up because of bike paths...				Comment received through mail in survey
14	June 20 2014		The speed limit needs to be enforced! Lots more kids walking and on bikes than ever before. I would like to see no parking at all on the side of the road! Also, people are parking cars they do not use so you cannot see kids walking out from behind the cars! Such as the red SUV in the 3000 block of north Olsen.				Comment received through mail in survey

Document Title			Iona Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response		Notes	
15	June 20 2014		Upgrades at city park have been much appreciated!			Comment received through mail in survey	
16	June 20 2014		45 <sup>th</sup> , 50 <sup>th</sup> , 55 <sup>th</sup> , Lincoln Rd and Iona Rd should have sidewalks and bike lanes.			Comment received through mail in survey	
17	June 20 2014		The intense traffic throughout the summer has changed the residential nature of the city center. It has become commercialized without zoning changes. The city has not been a good neighbor.  Allowing ATV's on the road is irresponsible and illegal without licenses, helmets and courtesy.			Comment received through mail in survey	
18	June 20 2014		We are glad to be able to use 4 wheelers.			Comment received through mail in survey	
19	June 20 2014		Iona is good. The times are hard now and to add more to its budget is bad planning until there is a solid county. Thank you.			Comment received through mail in survey	

Document Title			Iona Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response			Notes
20	June 20 2014		Dayton Street during softball season. The vehicles park out into the lane of traffic and with all of the small children I think there is a very high risk of a child getting hit by a car. More lighting is also needed around the city.				Comment received through mail in survey
21	June 20 2014		My street is a mess. I see people and there little children go by often on bicycles or walking.				Comment received through mail in survey
22	June 20 2014		Not many sidewalks and bike paths.				Comment received through mail in survey
23	June 20 2014		Iona needs to take care of what we have first. Clear off weeds south of elementary school on Denning. Spray Cliff Long Park for dandelions!				Comment received through mail in survey
24	June 20 2014		The walking paths are rough to church.				Comment received through mail in survey
25	June 20 2014		Love path at the city park; wish there were more sidewalks, especially to the school om Owens/Iona Rd.				Comment received through mail in survey
26	June 20 2014		It would be fun to have more playground equipment at the city park.				Comment received through mail in survey

Document Title			Iona Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response		Notes	
	June 20 2014		Keep the paths swept.				Comment received through mail in survey
	June 20 2014		Repair the walking track at the square/ especially where tree roots have made it uneven.				Comment received through mail in survey
	June 20 2014		I'd like to see more walking areas – not sidewalks – asphalt paths like there are in some areas, but have them on all the streets.				Comment received through mail in survey
	June 20 2014		I'd like to see future money spent on making more asphalt walking and biking paths.				Comment received through mail in survey
	June 20 2014		Make more biking and walking routes.				Comment received through mail in survey
	June 20 2014		Happy to live here.				Comment received through mail in survey

Document Title			Iona Transportation Element of the General Plan	Preparer	S. Lord	Date	June 30 2014
#	Date	Name	Comment	Response			Notes
	June 20 2014		Would like to see more curb and gutter.				Comment received through mail in survey