2040 Long Range Transportation Plan

The Long Range Transportation Plan identifies existing and future multi-modal deficiencies and needs and establishes or recommends strategies and investments to address the needs. Investment costs are projected against possible revenues.

BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

1810 W. Broadway, Suite 15

208-612-8530

www.bmpo.org

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PURPOSE AND DEVELOPMENT OF THE LONG RANGE TRANSPORTATION PLAN

Purpose

The purpose of this document is to:

- Identify existing and future multi-modal transportation deficiencies, problems and needs of the planning area,
- Prioritize projects and programs that best address the deficiencies, problems and needs taking into account available and potential funding resources,
- Develop multi-modal transportation policies, principles and strategies to protect, preserve and maintain the transportation network,
- Develop goals and related performance measures to track the success of policies, principles and strategies, and
- Identify positive and negative impacts and remedial strategies that will maintain the environmental integrity of the planning area.

Planning Area and Timeframe

The Bonneville Metropolitan Planning Area (BMPA) identifies the boundaries of the transportation network that will be evaluated from now through 2040. The planning area boundary is a representation of what is expected to be urbanized in approximately 25 years.

Figure 1 identifies the boundaries of the BMPA.

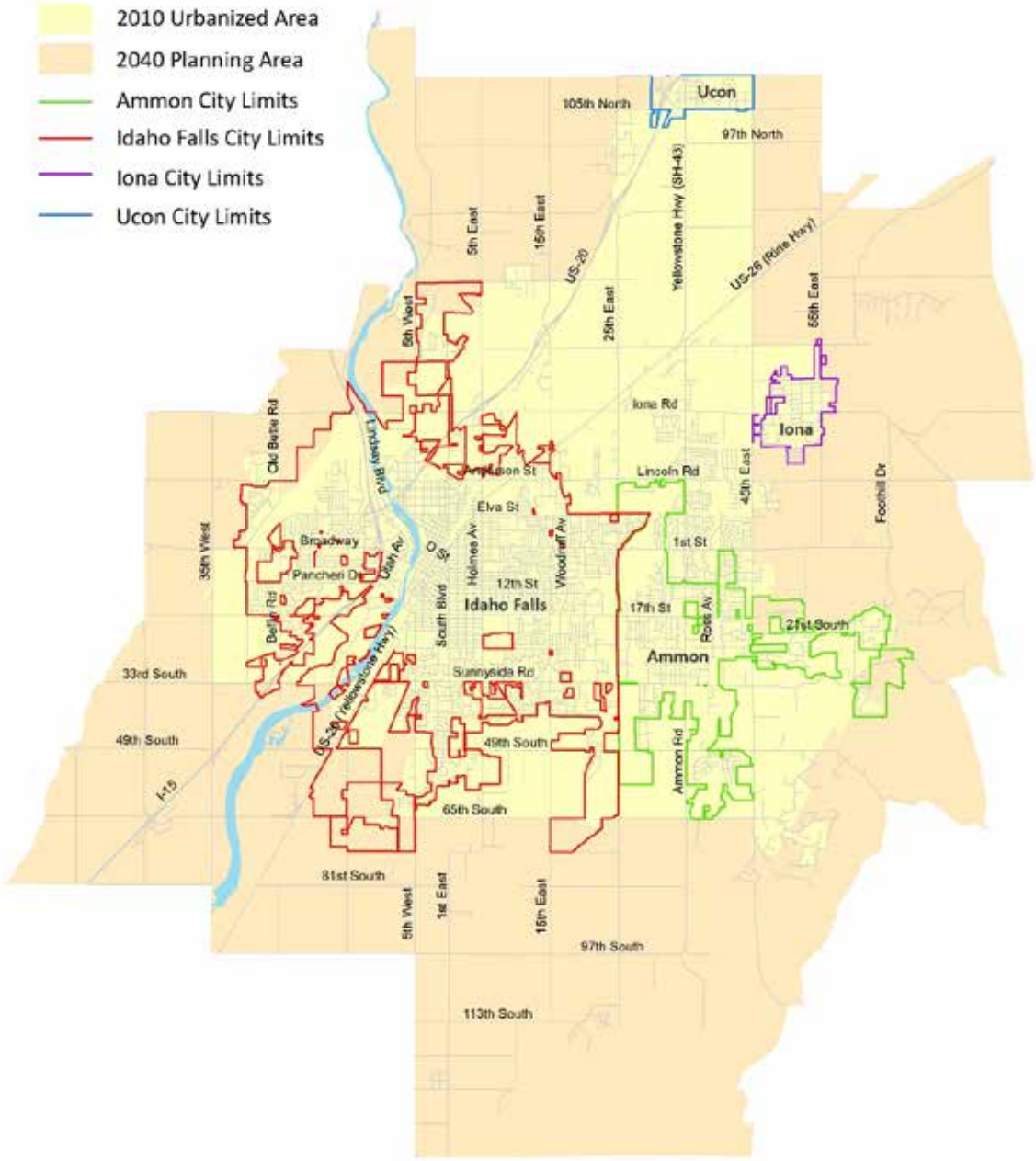
Long Range Transportation Plan Steering Committee

The Long Range Transportation Plan Steering Committee (the Committee) is composed of individuals who represent organizations or citizens having an interest in the transportation network of the area. They are charged with the responsibility to:

- Guide the outcome of the Long Range Transportation Plan (the Plan) by providing input during Plan development regarding transportation deficiencies, problems and needs,
- Make recommendations regarding policies, programs, projects and priorities, and
- Assist as needed in the public involvement process and review the Plan for applicability and content.

The Committee has recommended a "Final" Plan be approved by the BMPO Technical Advisory Committee and BMPO Policy Board.

Figure 1
Bonneville Metropolitan Planning Organization (BMPO) Boundaries



Appendix A provides a list of those who served on the Committee.

Public Involvement

An extensive public involvement process was implemented to inform the public about the transportation issues of the BMPA, to identify transportation needs as perceived by the public and to encourage participation in the decision making process.

Methods used to gather public input were drawn from the BMPO Public Involvement Plan and from Committee input. Opportunities for public input were staged around key components of the Plan such as during the development of the needs, conditions, projects and priorities.

Committee and public comments are identified in Appendix B.

EXISTING / FUTURE CONDITIONS AND NEEDS ASSESSMENT

Demographics

Population and employment demographics are based on current and projected land use characteristics and used to determine traffic volumes, travel patterns and the efficiency of the public transportation services. Population and employment is identified under existing conditions and was projected for 2025 and 2040 within the BMPA.

A. POPULATION AND EMPLOYMENT

I. Existing Data

The 2014 BMPA population was estimated to be approximately 102,800, which is an increase of 3,500 from the 2010 population of 99,300.

2014 BMPA employment was estimated to be approximately 62,500 while 2010 employment was estimated at roughly 60,000, an increase of more than 2,500 jobs.

Population and employment growth has slowed down from the large and rapid increases experienced 10 years ago. Although growth has slowed, it has also remained fairly constant.

II. Future Projections

Population and employment projections were identified if growth remained slow but steady or around one percent per year and if growth experienced some fluctuations of very high growth similar to what was experienced ten years ago for an average of two percent per year.

Under the steady growth scenario, the 2025 and 2040 population is projected to be 116,500 and 137,900 respectively. With higher growth projections, the numbers increase for 2025 and 2040 to 130,500 and 167,000 respectively.

For 2025 employment projections, the steady and higher growth numbers are 66,900 and 79,200 respectively. For 2040 the numbers are 75,000 for steady growth and 96,200 for higher growth.

III. Growth Rate

Table 1 summarizes the current and projected population and employment numbers under the higher growth scenario. The table also identifies average annual rates of growth.

Table 1

BMPA Population and Employment Growth

	2010	2014	2010-2014 Growth Rate	2025	2014-2025 Growth Rate	2040	2014-2040 Growth Rate
Population	99,300	102,800	0.87%	130,500	2.19%	167,000	1.88%
Employment	60,000	62,500	1.03%	75,000	1.67%	96,200	1.67%

Transportation System

The Transportation System in the BMPA includes roadways, bicycle and pedestrian facilities, public transportation routes, railroad corridors, airports, truck terminals and operational components such as traffic signals and signs that help in the movement of all modes of transportation.

A. ROADWAYS

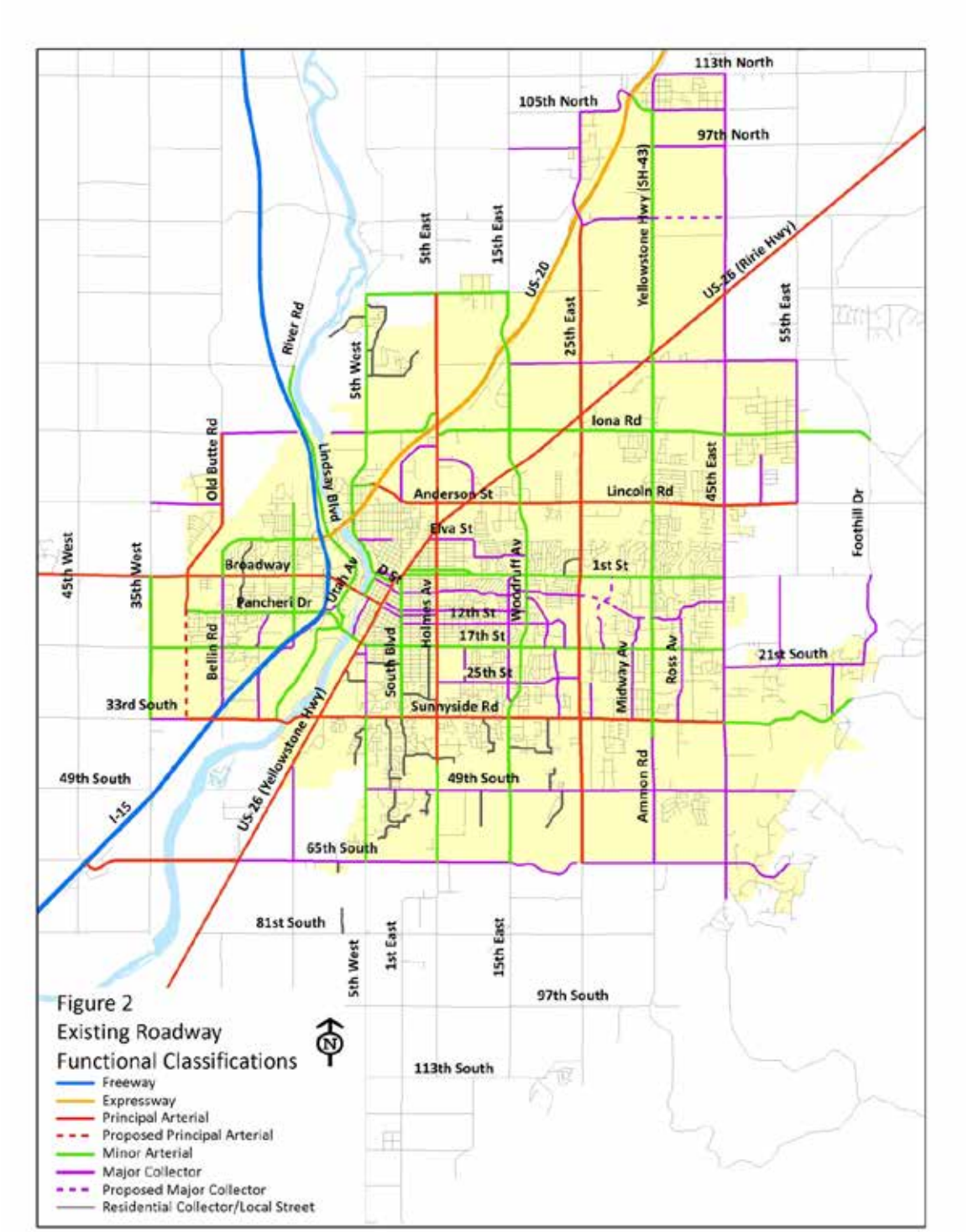
Roadways are the primary facilities of the transportation network and, when designed properly, can serve all modes of transportation. Automobiles and trucks use the roadway system. Public transportation buses use roadways for their routes. Bicyclists often travel directly on roadways and pedestrians walk on sidewalks that are often in the roadway right-of-way.

I. Existing Functional Classifications

The primary purpose of the roadway network is to distribute traffic efficiently. Therefore, the network is made of several types of roadways that vary based on their function. These types of roadways include freeways and expressways which provide high speed intra-regional trips, arterials which provide access to major destinations within the region, collectors which collect and distribute traffic to the arterial roadways, and local streets which provide direct access to homes. Appendix C provides a more detailed list of the characteristics of the roadway functional classifications. Figure 2 identifies the current functional classifications of the roadways in the urbanized area.

II. Proposed Functional Classifications

Figure 3 identifies the proposed functional classifications for roadways within the BMPA. By identifying a roadway's proposed function, the roadway can be preserved accordingly. This is accomplished through the application of access management guidelines. Because a roadway does not end at the BMPA boundary, Figure 3 illustrates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Pancheri Dr
Holmes Av
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Midway Av
Ross Av
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33rd South
Sunnyside Rd
49th South
I-15
US-26 (Yellowstone Hwy)
Ammon Rd
65th South
81st South
1st East
97th South
113th South
Figure 2
Existing Roadway
Functional Classifications
Freeway
Expressway
Principal Arterial
Proposed Principal Arterial
Minor Arterial
Major Collector
Proposed Major Collector
Residential Collector/Local Street

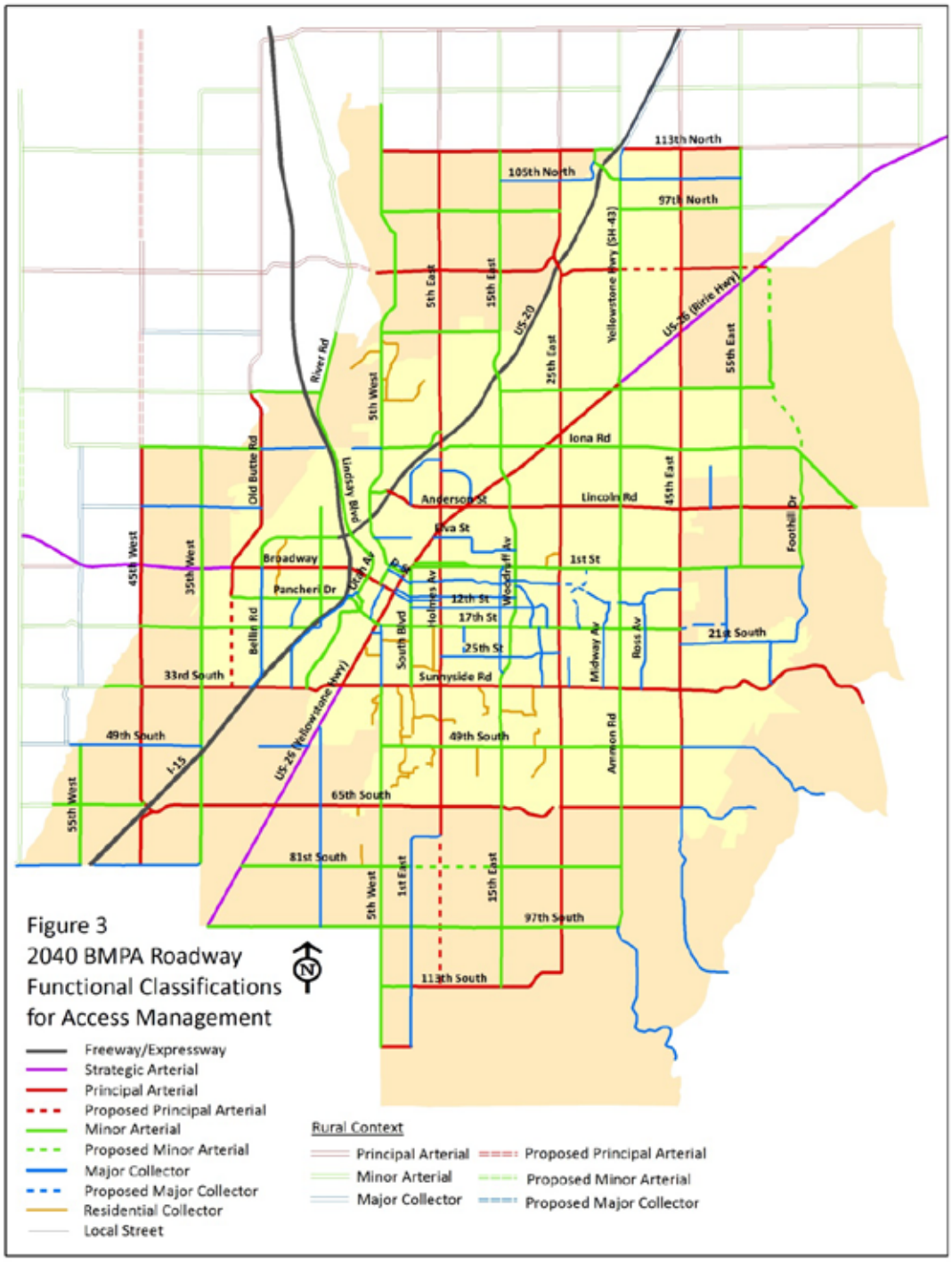
Figure 3
2040 BMPA Roadway
Functional Classifications
for Access Management
Freeway/Expressway
Strategic Arterial
Principal Arterial
Proposed Principal Arterial
Minor Arterial
Proposed Minor Arterial
Major Collector
Proposed Major Collector
Residential Collector
Local Street
Rural Context
Principal Arterial
Minor Arterial
Major Collector
Proposed Principal Arterial
Proposed Minor Arterial
Proposed Major Collector
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1st East
97th South
113th South

the proposed function of a roadway will continue into the adjacent rural area. The application of access guidelines for these routes is identified in the 2012 BMPO Access Management Plan under a rural context classification.

III. Traffic Volumes and Congestion

EXISTING DATA

BMPO, ITD and the local jurisdictions gather traffic volumes in the BMPA. The traffic volumes reflect an average 24 hour period known as average daily traffic (ADT).

Figure 4 provides a summary of the traffic volumes on the primary roadways in the BMPA. As expected, traffic volumes are highest where most people live and where most jobs exist. As one moves away from the center of the urbanized area toward the rural areas, roadway traffic is reduced except on the freeway/highway system that carries traffic from other regions to the area.

Once the traffic volumes are known, it should be determined whether the roadway network can handle the traffic demand placed on it. To achieve this, a measurement called level of service (LOS) is used to compare the daily traffic volumes to the roadway capacity, based on roadway type and number of lanes.

Similar to grades in school, LOS is scored using letters A through F, where A represents the best conditions and F represents failure. For purposes of this document LOS A, B, C and D are considered to be operating at an acceptable level of service while LOS E and F are considered to be congested and operating at an unacceptable level of service.

Appendix D provides a more detailed description of roadway congestion associated with the categories of LOS and the method used to compute the LOS. It is important to note that even though daily traffic volumes are used in the assessment, a peak-hour factor is incorporated. Thus, the congested segments are more representative of peak hour conditions usually occurring at the intersections within the roadway segments.

Based on the LOS method described in Appendix D, Figure 5 graphically identifies the roadway segments currently congested or projected to be congested in the next few years.

RECENT IMPROVEMENTS TO ADDRESS CONGESTION

A handful of studies and projects have been completed that address roadway and intersection congestion throughout the region. Most of the projects have been minor such as new traffic signals or turn lanes. There have also been two roadway widening projects. Pancheri Drive was widened from two lanes to five lanes between Bellin and Skyline. This area was experiencing major congestion, in particular due to the schools located on opposite sides of the roadway.

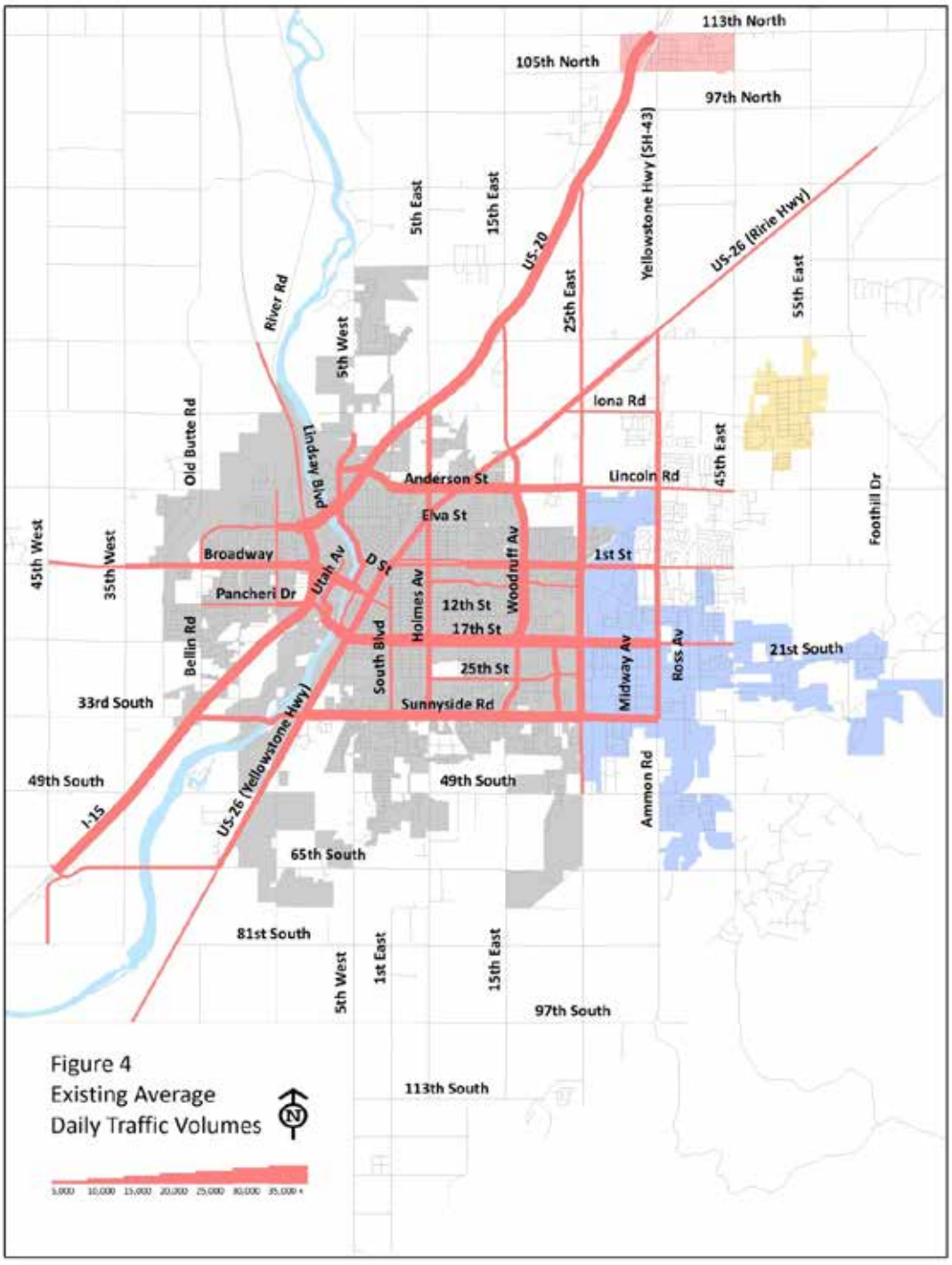
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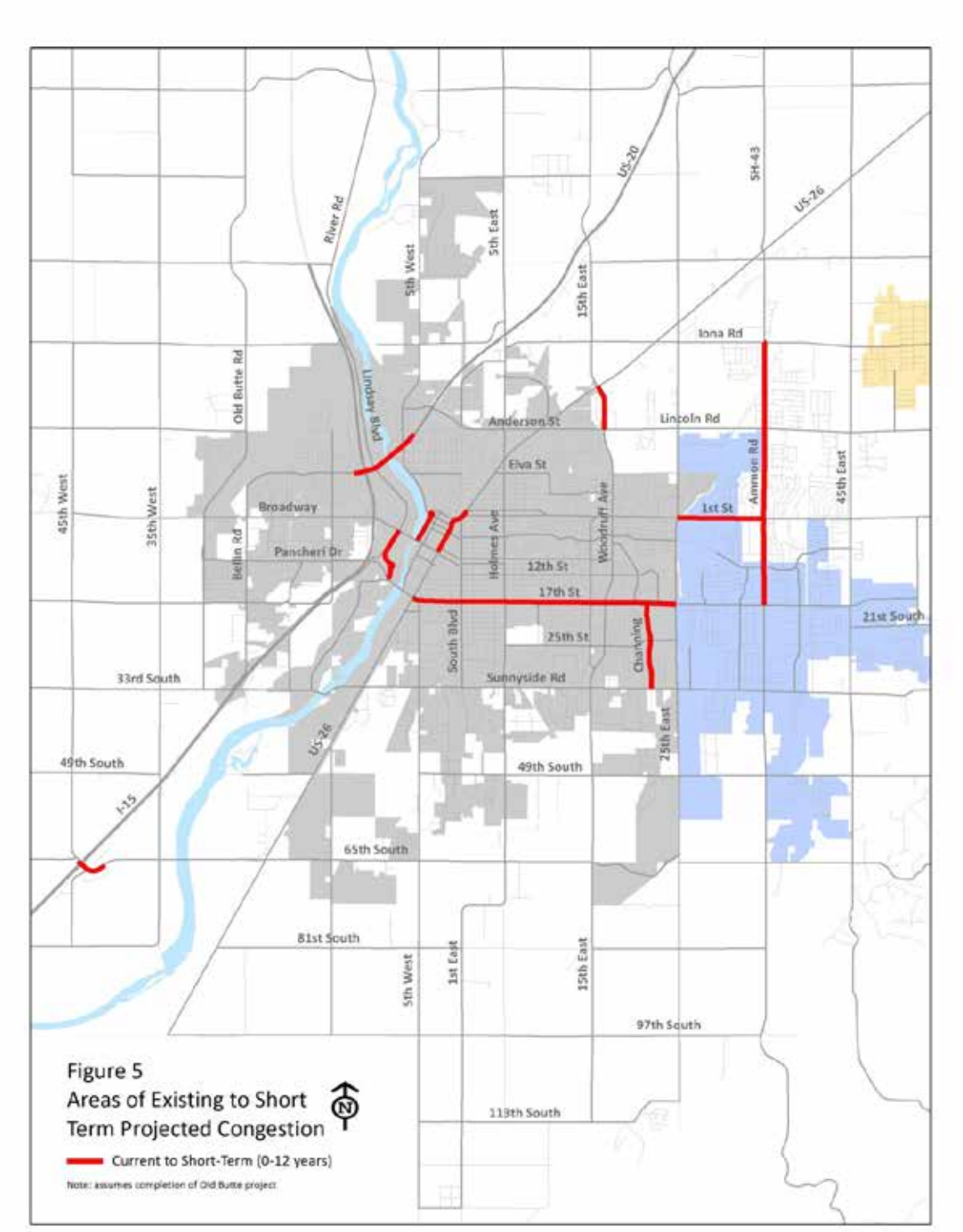
Figure 4
Existing Average
Daily Traffic Volumes
N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65th South
81st South
1st East
97th South
113th South
Figure 5
Areas of Existing to Short Term Projected Congestion
Current to Short-Term (0-12 years)
Note: assumes completion of Old Butte project

25th East was widened south of Sunnyside to accommodate current and planned growth which includes a number of major retail outlets. Table 2 identifies recent projects that addressed areas of congestion.

Table 2

Recently Completed Capacity Projects (2011 - 2015)

Location A	Location B	Project
Pancheri Dr	Bellin to Utah	Widen (five lanes), Pedestrian
25th E	Sunnyside 1/2 mile south	Widen (five lanes)
Idaho Falls	City-wide	Traffic Signal Coordination Study
1st St	Ammon Rd	Traffic Signal
Skyline	Broadway to Pancheri	Center Turn Lane
Woodruff	Kearney to Caribou	Center Turn Lane
E St	Shoup to US-26	Left Turn Lane
Sunnyside Rd	Eagle Dr	Traffic Signal

FUTURE PROJECTIONS

Household (which is the basis for population) and employment growth were added to a trip generation model to forecast 2025 and 2040 traffic volumes. 2040 traffic volumes are plotted in Figure 6 which provides a summary of projected traffic on the primary roadway network. Comparing Figure 4 with Figure 6 identifies the same pattern of projected roadway traffic as found in existing conditions. However, a noticeable difference between the two figures is that traffic volumes are substantially higher in the future and traffic spreads further out from the urbanized area.

The forecasted traffic volumes are also used to determine the effects of the additional traffic demand. The same level of service method used to identify existing roadway congestion was applied to 2025 and 2040 traffic forecasts. Expanding upon Figure 5, Figure 7 graphically shows the roadway segments projected to be congested in the mid to long-term (13-25 years) as well as segments that will potentially be reaching congestion approximately 25 years from now.

Table 3, BMPA Congested Roadway Segments, lists the congested roadway segments identified in Figure 7.

An evaluation of Table 3 identifies the roadway network has 10 segments which are currently or will shortly be operating at highly congested conditions. This number is projected to increase to 35 roadway segments by 2040.

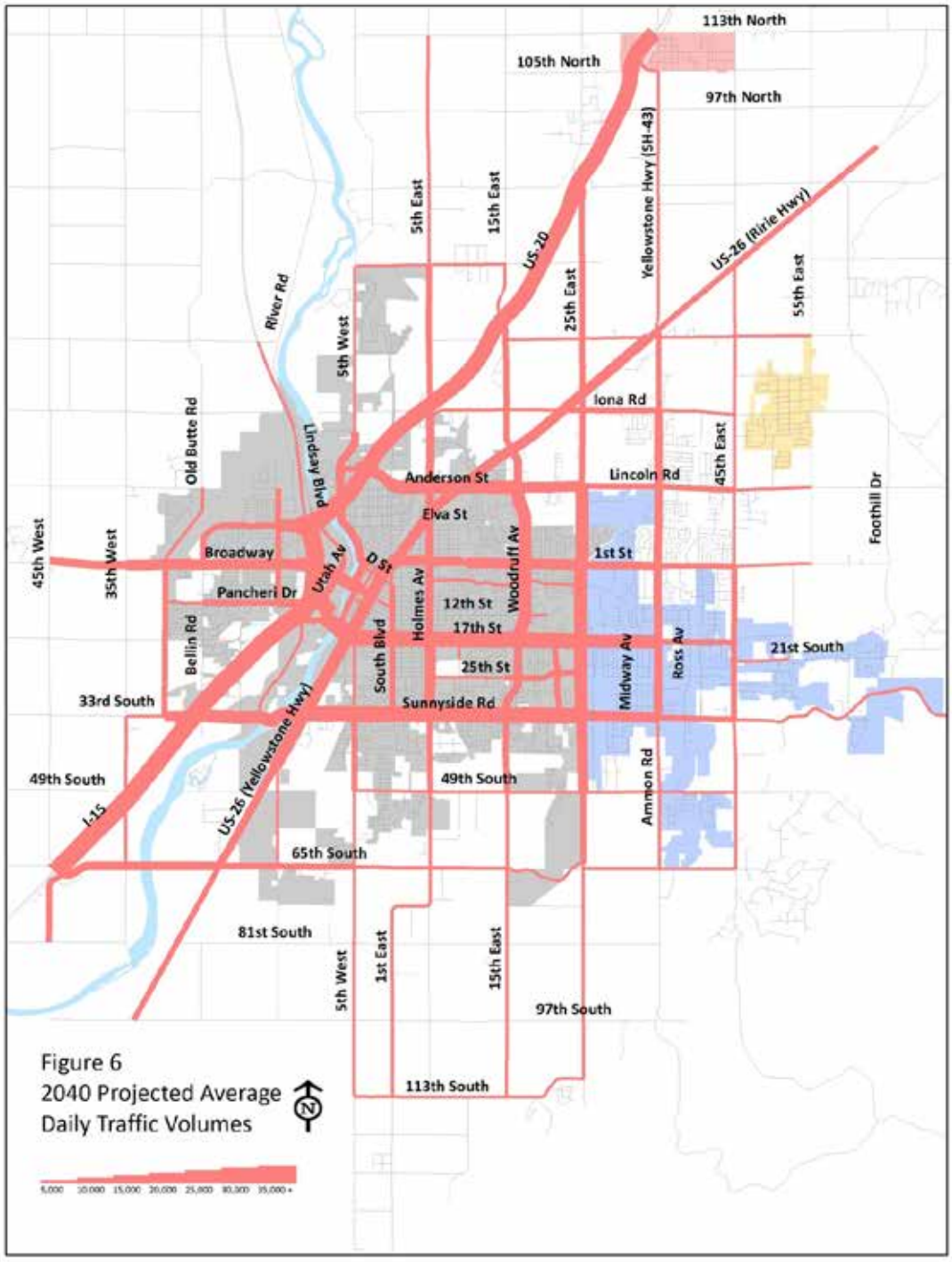
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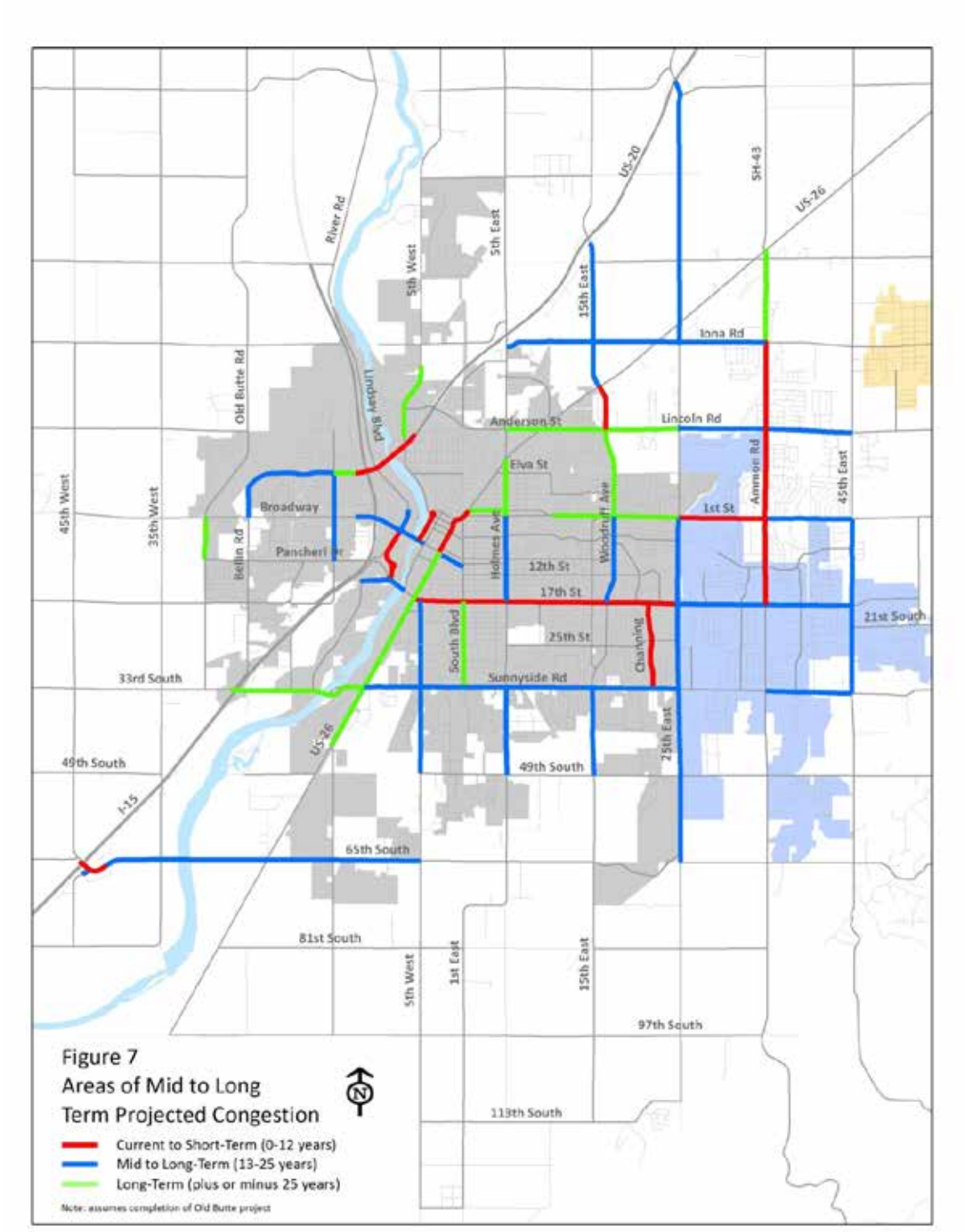
Figure 6
2040 Projected Average
Daily Traffic Volumes
N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25th St
South Blvd
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33rd South
Sunnyside Rd
25th East
49th South
I-15
65th South
81st South
1st East
97th South
113th South
Figure 7
Areas of Mid to Long
Term Projected Congestion
Current to Short-Term (0-12 years)
Mid to Long-Term (13-25 years)
Long-Term (plus or minus 25 years)
Note: assumes completion of Old Butte project

Table 3
BMPA Congested Roadway Segments

	Roadway	Segment
Current/Short	17th S	US-26 to 25th E
	1st St	Hitt to Ammon
	65th S	I-15 to Overland
	Ammon	Iona to 17th S
	Channing	17th S to Sunnyside
	Memorial	E to Broadway
	US-20	I-15 to Fremont Int.
	US-26	Lomax to Broadway
	Utah	Broadway to Pancheri
	Woodruff	US-26 to Lincoln
Mid/Long	15th E	Sunnyside to 49th S
	15th E	US-20 to US-26
	17th S	25th E to 45th E
	1st St	Ammon to 45th E
	25th E	1st St to 65th S
	25th E	US-20 to Iona
	45th E	1st St to Sunnyside
	45th W	65th S to Overland
	5th W	Sunnyside to 49th S
	65th S	Overland to 5th W
	Bellin	Grandview to Broadway
	Broadway	Saturn to Capital
	Crane	Pancheri to Porter Canal
	Elm	Eastern to South Blvd
	Grandview	Bellin to Skyline
	Holmes	1st St to 17th S
	Holmes	Sunnyside to 49th S
	Iona	US-26 to Ammon
	Lincoln	Hitt to 45th E
	Pancheri	Utah to Capital
	Rollandet	17th S to Sunnyside
	Skyline	Grandview to Pancheri
	Sunnyside	Ammon to 45th E
	Sunnyside	US-26 to 25th E
	Utah	Lindsay to Broadway
	Woodruff	1st St to 17th S

Table 3 (continued)
BMPA Congested Roadway Segments

	Roadway	Segment
Long	145th N*	US-20 to US-26
	Holmes	US-26 to 1st St
	1st St	Lomax to 25th E
	Ammon	US-26 to Iona
	Anderson/Lincoln	5th E to Woodruff
	Fremont	University Blvd to US-20
	Grandview**	Skyline to Saturn
	Lomax	US-26 to Holmes
	Old Butte Road***	Broadway to 33rd South
	South Blvd	17th S to Sunnyside
	Sunnyside	I-15 to US-26
	US-26	Broadway to Jameston
	Woodruff	Lincoln to 1st St

Note: 33rd South between Old Butte Road and Bellin is projected to operate at an unacceptable level of service after the completion of Old Butte Road if not expanded to four or more lanes.

*145th North is not in the BMPA and therefore is not shown on Figure 7.

**Grandview Drive after current TIP project completion.

***Old Butte Road after current TIP project completion.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS CONGESTION

Table 4 identifies roadway segments and intersections where capacity increasing improvements, regardless of funding sources, are programmed or planned to be completed prior to 2025. As appropriate these improvements were included in the 2025 model run. Most of the improvements address roadway segments projected to be congested as found in Table 3.

It should be noted the Grandview Drive widening project addresses a congested roadway segment identified in the previous LRTP. Therefore, this segment is not projected to be congested until 25 years or more. Also, the Old Butte extension is a project need that was identified in the previous LRTP and is part of an inner belt projected to relieve high congested roadway segments throughout the region. The Pancheri widening project from Old Butte to Bellin is a capacity increasing project primarily meant to provide consistency and connectivity as part of the Old Butte project.

Table 4
Nearly Completed, Planned and Programmed Projects (2016 - PD)

Location A	Location B	Project
Old Butte	Pancheri to 33rd S	Two-lane Extension
25th E	49th S (1/2 mile north)	Widen (five lanes)/Pedestrian
Grandview Dr	Skyline to Saturn	Widen (five lanes)/Pedestrian
Pancheri	Old Butte to Bellin	Widen (five lanes)/Pedestrian
South Blvd	17th S to 21st S	Center Turn Lane/Width (traffic flow)
17th S	Woodruff	Dual Left and Right Turns
17th S	25th E	Dual Left and Right Turns
Holmes	1st St	EB Left Turn/Traffic Signal
South Blvd	Elm	Roundabout
5th W	University Blvd	Traffic Signal and Additional Lanes

NEEDS SUMMARY

Due to projected steady population and employment growth, the level of service analyses indicates a continued increase in traffic on roadways not capable of handling traffic demand. This will require that further investments be made to maintain an efficient roadway network.

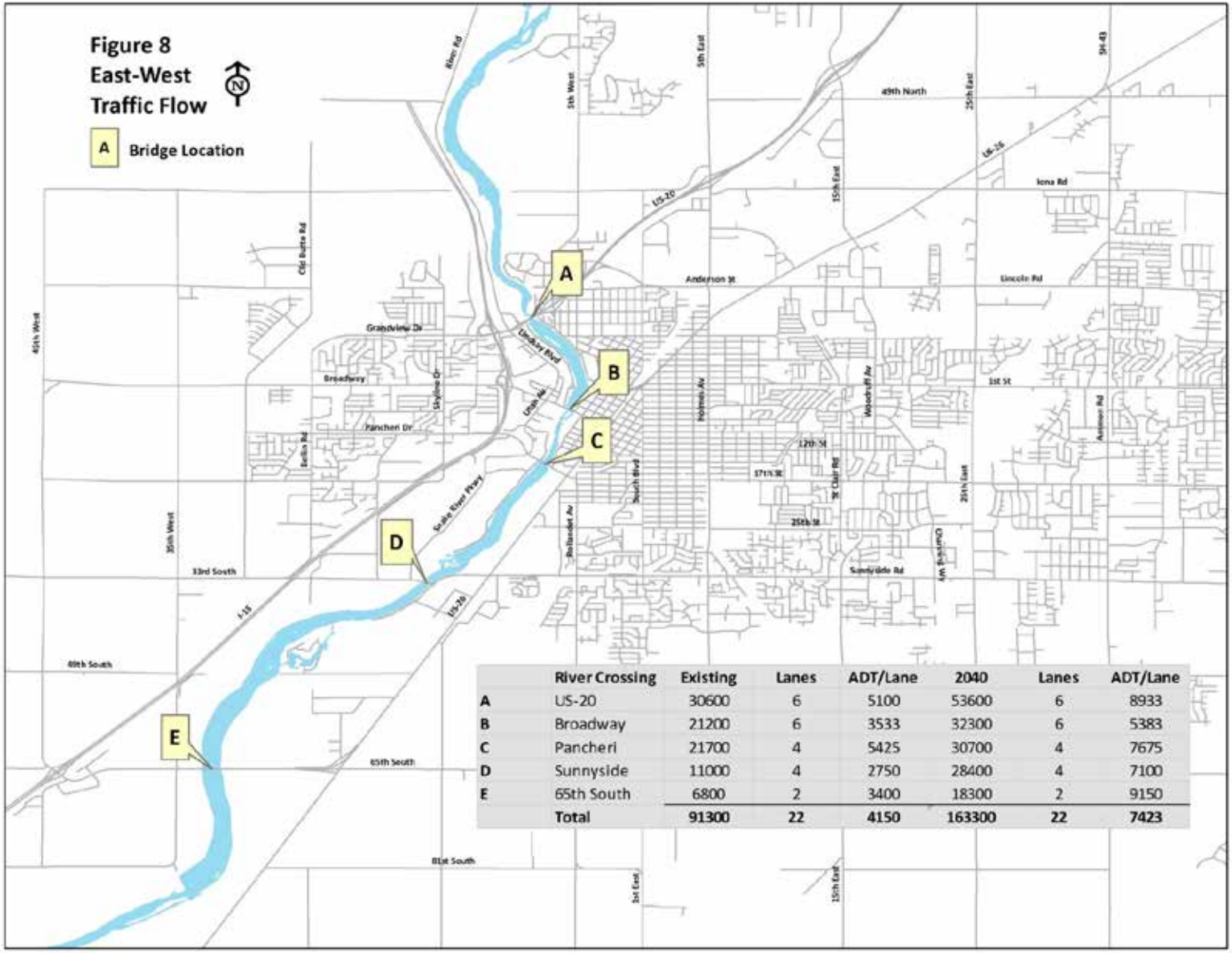
IV. Constrained Access and Traffic Flow

EAST-WEST TRAFFIC FLOW SCREENLINE ANALYSIS

A screenline analysis is a method used to analyze traffic flow between areas constrained by natural or man-made barriers. The purpose of the analysis is to identify if there is sufficient roadway capacity to address the projected flow of traffic.

The Snake River and I-15 parallel each other and constrain east-west traffic flow. A screenline analysis was performed along the Snake River to determine if there is sufficient capacity to accommodate projected traffic volumes. LOS guidelines found in Appendix D were used and it was determined the capacity for the roadways crossing the Snake River was in a range of between 7,000 to 7,800 vehicles per day per lane (vpdpl).

Figure 8 identifies sufficient capacity currently exists to accommodate east-west traffic movements, in particular with the lower traffic volumes at 33rd South (Sunnyside) and 65th South. However, it's projected the existing traffic demand of 4,150 vpdpl crossing the Snake River will increase to over 7,400 vpdpl by 2040. This is in a range where traffic will be near or exceed available capacity.



	River Crossing	Existing	Lanes	ADT/Lane	2040	Lanes	ADT/Lane
A	US-20	30600	6	5100	53600	6	8933
B	Broadway	21200	6	3533	32300	6	5383
C	Pancheri	21700	4	5425	30700	4	7675
D	Sunnyside	11000	4	2750	28400	4	7100
E	65th South	6800	2	3400	18300	2	9150
	Total	**91300**	**22**	**4150**	**163300**	**22**	**7423**

SUNNYSIDE INTERCHANGE AREA

Access to the Sunnyside interchange on the west side is constrained due to a lack of north-south streets in the vicinity. The closest north-south street is 35th West located about a mile to the west. Access can be achieved by heading east and taking a north-south street on the east side of I-15, but this requires crossing I-15 on Pancheri Drive then backtracking to the interchange.

US-20/I-15/LINDSAY AVENUE/FREMONT AVENUE/SCIENCE CENTER DRIVE INTERCHANGES

With three interchanges located only a ½ mile apart and four within a mile of one another, traffic flow along this stretch of US-20 is constrained by the merging and weaving of traffic. This creates an unsafe and congested environment for traffic which cannot easily be resolved.

OTHER AREAS

The foothills pose a challenge to accommodate north-south traffic flow as development continues to push further east.

Unfinished roadway segments create a situation where a short trip must sometimes be redirected onto an arterial. These situations still exist in the area but are usually addressed as development occurs.

RECENT IMPROVEMENTS TO ADDRESS CONSTRAINED ACCESS AND TRAFFIC FLOW

The completion of the Pancheri Drive/I-15 Bridge provided two additional lanes to move east-west traffic across I-15. The D Street project improves a deficient bridge facility and provides improved east-west access under the railroad tracks.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS CONSTRAINED ACCESS AND TRAFFIC FLOW

The extension of Old Butte Road, which is about a third of a mile west of the Sunnyside Interchange, would dramatically improve access to I-15. However, the development of this project is contingent upon available STP-Urban funds and area priorities. Currently, the project is projected to be completed prior to 2025.

NEEDS SUMMARY

The screenline analysis indicates that prior to 2040 there will likely be a need for an additional Snake River and I-15 crossing. Also, as traffic increases, it will become essential to improve access to the Sunnyside Interchange, address the closely spaced interchanges in the vicinity of US-20 and I-15, and fill in other gaps in the network.

V. Safety

ITD collects accident history for the entire state. Using this data, BMPA high accident locations occurring between 2010 and 2014 were identified and ranked. The overall ranking of high accident locations included assigning 1) the number of total accidents, 2) the frequency of accidents, and 3) the average event cost for each intersection that had

September 16, 2009 Pancheri/I-15 Bridge from Saturn eastbound

April 19, 2016 Pancheri/I-15 Bridge from Saturn eastbound

September 16, 2009 'D' Street RR Underpass deterioration

April 19, 2016 'D' Street RR Underpass reconstruction

ten or more reported accidents. The rank for each of the three categories were then summed and divided to obtain an overall rank for each intersection. The three categories are described in more detail below:

1) Number of accidents occurring at an intersection. This provides a quick view of where the most accidents are occurring.

2) Frequency of accidents occurring at an intersection based on the number of vehicles (1 million) entering that intersection. This provides a quick summary of where the most accidents are occurring given the volume of traffic.

3) Accident cost when damage and fatalities are considered. This provides a summary of where accidents tend to be more severe, probably because of higher speeds where the chance of increased damage and fatalities exist.

Table 5 identifies the top 50 overall ranked high accident intersections as well as the number of accidents, frequency of accidents and rank of the accidents by event cost. Figure 9 graphically identifies the intersections listed in the table.

Table 5

2010 - 2014 Accident Report (10 or more reported accidents)

N-S STREET	E-W STREET	Overall Rank	# of Accidents	Frequency	Avg. Event Cost Rank
US-26 (YELLOWSTONE)	IONA (33RD N)	1	45	1.89	1
25TH E (HITT)	17TH S	2	141	1.83	18
US-26 (YELLOWSTONE)	SUNNYSIDE	3	84	1.49	16
WOODRUFF	17TH S	4	111	1.55	23
AMMON (35TH E)	1ST ST	5	51	1.19	2
HOLMES	17TH S	6	94	1.32	15
CURLEW	17TH S	7	51	1.43	13
25TH E (HITT)	LINCOLN	8	73	1.55	35
HOLMES (5TH E)	1ST ST	9	49	1.28	25
WOODRUFF	1ST ST	9	77	1.23	30

Table 5 (continued)

2010 - 2014 Accident Report (10 or more reported accidents)

15TH E (ST LEON)	IONA (33RD N)	11	26	1.35	3
CHANNING	17TH S	12	70	1.38	40
ASHMENT	17TH S	13	65	1.43	43
25TH E (HITT)	SUNNYSIDE	14	56	0.98	29
AMMON (35TH E)	17TH S	14	58	1.26	37
I-15 NB RAMPS	BROADWAY	14	35	0.82	4
35TH E (AMMON)	LINCOLN	17	31	0.85	9
25TH E (HITT)	US26 (YELLOWSTONE)	18	28	0.83	5
25TH E (HITT)	DERRALD	19	42	1.09	32
I-15 NB RAMPS	US-20	19	37	0.69	7
US-26 (YELLOWSTONE)	65TH S (YORK)	21	25	0.99	8
25TH E (HITT)	1ST ST	22	45	1.07	39
ST CLAIR	17TH S	23	43	0.73	24
35TH E (AMMON)	49TH S (TOWNSHIP)	24	17	1.91	17
15TH E (ST CLAIR)	SUNNYSIDE	25	48	0.90	41
WOODRUFF	JOHN ADAMS	26	36	0.69	27
EAGLE	DERRALD	27	21	1.97	55
SKYLINE	BROADWAY (US20)	28	36	0.75	49
CHANNING	SUNNYSIDE	29	28	0.69	38
25TH E (HITT)	25TH S	30	47	0.97	76
WOODRUFF	LINCOLN	31	33	0.57	34

Table 5 (continued)

2010 - 2014 Accident Report (10 or more reported accidents)

45TH E (CROWLEY)	17TH S	32	12	1.09	12
CURTIS	17TH S	32	29	0.73	53
45TH E (CROWLEY)	RIRIE HWY (US26)	34	13	0.80	10
US-26 (YELLOWSTONE)	49TH N (TELFORD)	34	13	0.73	6
HOLMES	SUNNYSIDE	36	39	0.66	57
HOLMES	JOHN ADAMS	37	24	0.73	56
25TH E (HITT)	IONA (33RD N)	38	28	1.58	99
HIGBEE	17TH S	38	27	0.65	51
BELLIN	BROADWAY (US20)	40	18	0.66	36
SOUTH BLVD	17TH S	40	29	0.53	46
UTAH	BROADWAY	42	37	0.66	74
SATURN	BROADWAY (US20)	43	24	0.56	45
AMMON	SUNNYSIDE	44	20	0.73	64
US-26 (YELLOWSTONE)	17TH S / PANCHERI	44	44	0.59	84
25TH E (HITT)	49TH N (TELFORD)	46	16	1.02	67
US-26 (YELLOWSTONE)	ANDERSON/LINCOLN	47	32	0.52	66
JUNE	17TH S	48	20	0.40	19
15TH E (ST LEON)	US-26 (YELLOWSTONE)	48	15	0.49	22
HOLMES	LOMAX	50	29	0.80	96

The Local Highway Safety Improvement Program (LHSIP) is a major source of funding to address safety issues. The program has specific eligibility requirements including that a project must address a location with one or more fatal and/or type "A" accidents. Figure 10 identifies 106 intersections meeting the LHSIP criteria. (Also see Appendix E.)

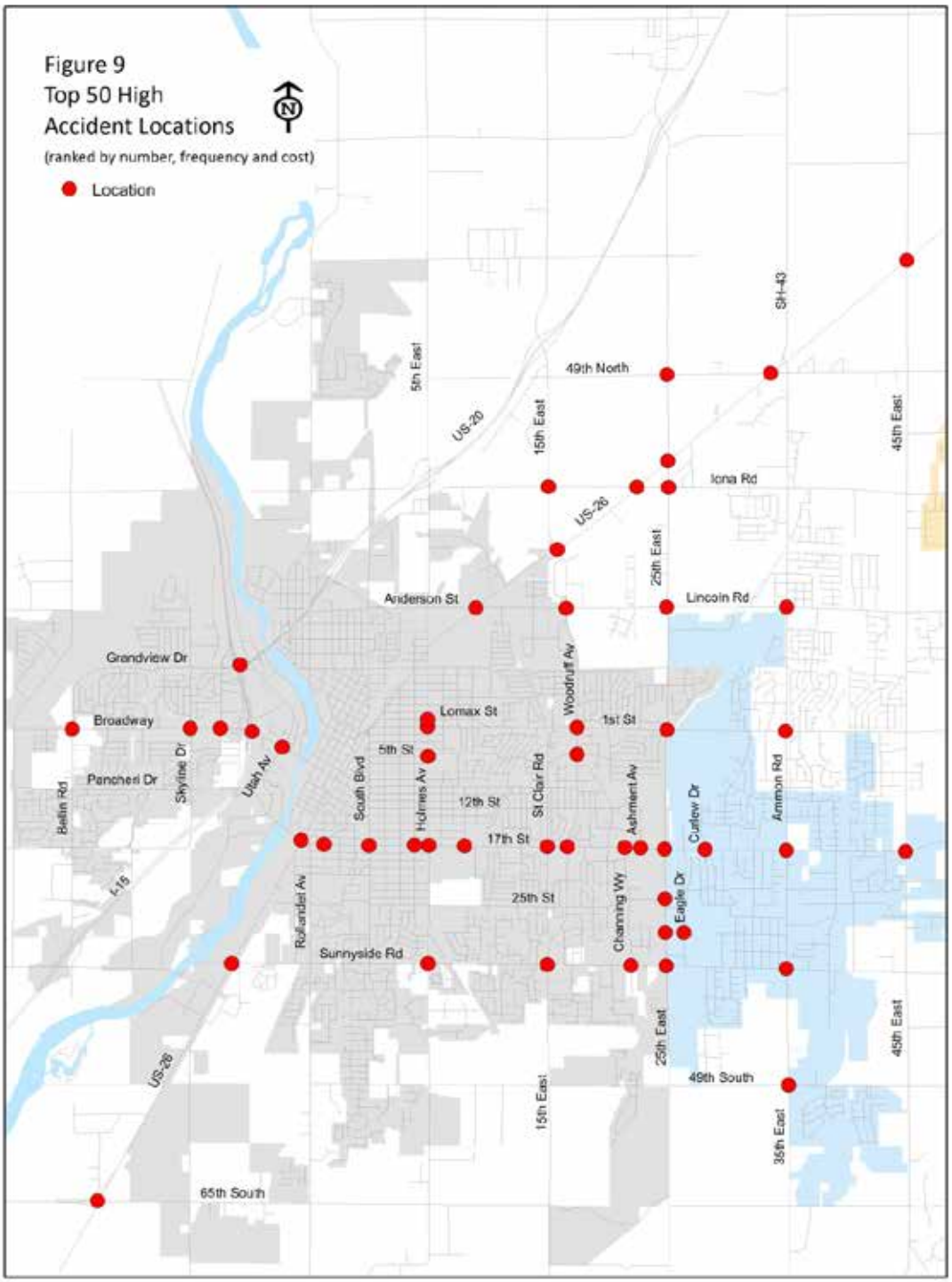


Figure 9
Top 50 High
Accident Locations
(ranked by number, frequency and cost)
Location
N
5th East
US-20
15th East
49th North
SH-43
45th East
Iona Rd
US-26
25th East
Anderson St
Lincoln Rd
Grandview Dr
Woodruff Av
Broadway
Lomax St
1st St
5th St
Panchert Dr
Skyline Dr
Utah Av
South Blvd
Holmes Av
St Clair Rd
12th St
Ashment Av
Curlew Dr
Ammon Rd
Bellin Rd
17th St
I-15
Rollandet Av
25th St
Channing Wy
Eagle Dr
Sunnyside Rd
US-26
49th South
15th East
25th East
45th East
35th East
65th South

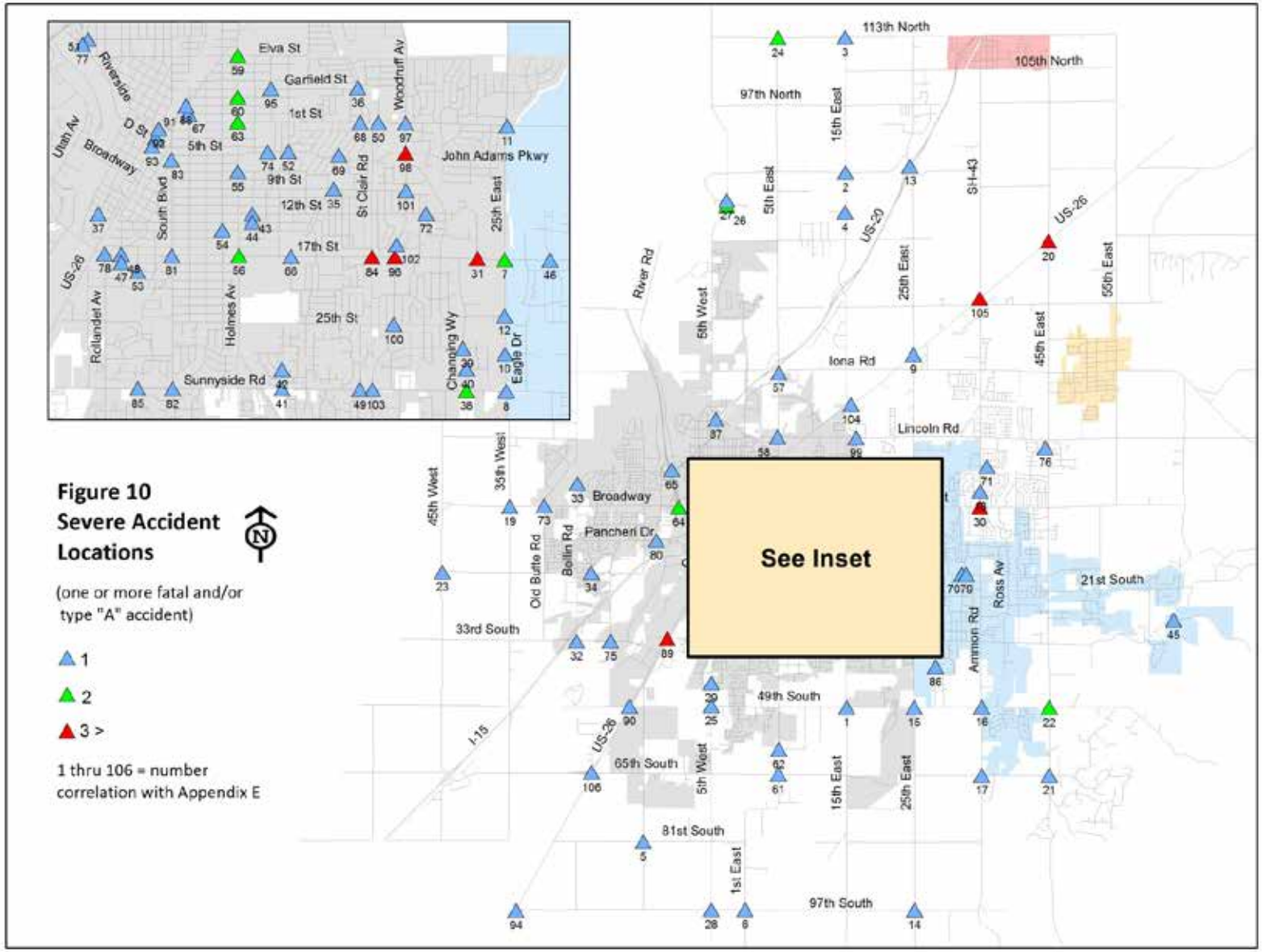


Figure 10
Severe Accident Locations
(one or more fatal and/or type "A" accident)
1
2
3 >
1 thru 106 = number correlation with Appendix E
See Inset
Elva St
Garfield St
1st St
5th St
9th St
12th St
17th St
25th St
Sunnyside Rd
Riverside
Utah Av
Broadway
D St
South Blvd
Rollandet Av
US-26
Holmes Av
Woodruff Av
St Clair Rd
John Adams Pkwy
25th East
Changing Wy
Eagle Dr
113th North
105th North
97th North
15th East
5th East
SH-43
US-20
River Rd
5th West
Iona Rd
45th East
55th East
Lincoln Rd
45th West
35th West
Broadway
Pancheri Dr
Bellin Rd
Old Butte Rd
33rd South
I-15
49th South
65th South
81st South
97th South
1st East
25th East
15th East
5th West
Ross Av
Ammon Rd
21st South

RECENT PROJECTS TO ADDRESS SAFETY PROBLEMS

Traffic Safety Committees established by the City of Idaho Falls and Bonneville County address transportation safety problems on an 'as needed' basis.

Table 6 provides a list of completed projects that directly or indirectly address safety concerns at high accident intersections as well as at rail crossings and near schools.

Table 6
Recently Completed Safety Projects (2011 - 2015)

Location A	Location B	Project
Pancheri Dr	Bellin to Utah	Widen (five lanes), Pedestrian
1st St	Ammon Road	Traffic Signal
17th St	US-26 to 25th East	Safety Audit[1]
Ucon Elementary		School Signage
SR2S	Area-wide	Education, Training, Coordination
Shoup Ave	RR Xing	Railroad Signal
Cliff St	RR Xing	Railroad Signal

[1]17th Street has 11 of the top 50 high intersection accident locations

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS SAFETY PROBLEMS

Table 7 provides a list of project improvements planned at high accident locations and other strategic locations throughout the area. Also included are projects and plans that address the safety of all modes of travel.

Table 7
Nearly Completed, Planned and Programmed Projects (2016 - PD)

Location A	Location B	Project	Rank
17th S	Woodruff	Dual Left and Right Turns	4
17th S	25th E	Dual Left and Right Turns	2
Holmes	1st St	EB Left Turn/Traffic Signal	9
South Blvd	US-26 to Sunnyside	Flashing Beacons	-
F St	Capital; Park; Shoup	LED Stop Signs	57
Lomax	Freeman; Wabash; Fanning	LED Stop Signs	-
Bellin	Grandview	Radius Improvement	-
Iona Rd	RR Xing	Railroad Signal	-
Capital	G to Broadway	Safety Audit	93
Elm	Eastern to South Blvd	Safety Audit	-

NEEDS SUMMARY

There is a continual need to address high and severe accident locations. It should be noted high accident intersections are almost exclusively located along major arterial corridors. This provides opportunities to address the issues in correlation with other roadway improvements.

VI. Bridges

Bridges on the local and state highway system with a span of 20 feet or greater are rated to determine their sufficiency. Sufficiency ratings are intended to indicate a measure of the ability of a bridge to remain in service. Various factors are calculated to obtain a numeric value. Ratings are determined on a scale of 1 to 100, with 100 considered as an entirely sufficient bridge and a rating of 0 an entirely deficient bridge. A bridge with a rating of 50 or below is eligible to apply for federal-aid.

Figure 11 identifies 13 bridges in the metropolitan area with a sufficiency rating of 50 and below. Most of the bridges are located in unincorporated areas of the county.

RECENT IMPROVEMENTS TO ADDRESS INSUFFICIENT BRIDGES

The East Lateral Canal Bridge was replaced in correlation with the Pancheri Drive widening project. ITD has been completing various bridge preservation projects on the state highway system throughout the metropolitan area.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS INSUFFICIENT BRIDGES

Two bridges with low sufficiency ratings--12th Street/Idaho Canal and 33rd N/Great Western Canal--are programmed to receive federal funds.

NEEDS SUMMARY

The local entities and ITD have monitored the need to preserve and replace deficient bridges by applying for and programming funds. Along with the two currently programmed local bridges, two other deficient bridges were programmed and completed during the past five years.

September 16, 2009 Pancheri Roadway from Bellin eastbound

April 19, 2016 Pancheri 5-lane Roadway from Bellin eastbound

November 22, 2004 East Lateral Canal south side

April 19, 2016 East Lateral Canal south side

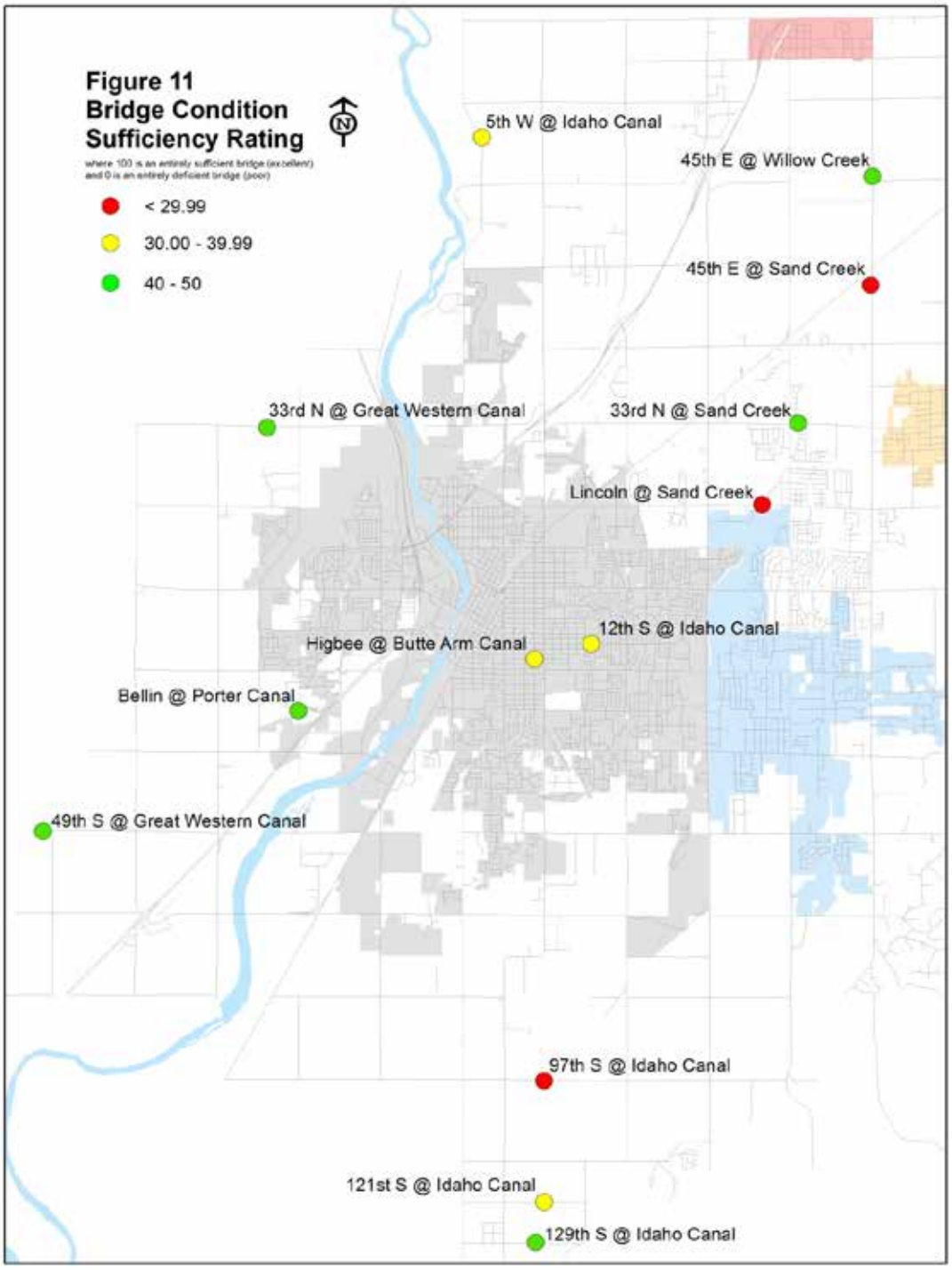


Figure 11
Bridge Condition
Sufficiency Rating
where 100 is an entirely sufficient bridge (excellent) and 0 is an entirely deficient bridge (poor)
< 29.99
30.00 - 39.99
40 - 50
5th W @ Idaho Canal
45th E @ Willow Creek
45th E @ Sand Creek
33rd N @ Great Western Canal
33rd N @ Sand Creek
Lincoln @ Sand Creek
12th S @ Idaho Canal
Higbee @ Butte Arm Canal
Bellin @ Porter Canal
49th S @ Great Western Canal
97th S @ Idaho Canal
121st S @ Idaho Canal
129th S @ Idaho Canal

VII. Pavement Conditions

Pavement conditions are monitored and needs determined by each entity. No uniform standards are in place for determining pavement conditions; however, the methods used have similarities. Pavement needs and projects can be found in the local entities Capital Investment Plans.

RECENT IMPROVEMENTS TO ADDRESS POOR PAVEMENT CONDITIONS

An emphasis has been placed on maintaining and preserving the current transportation infrastructure. Therefore, several projects have been completed to address poor pavement conditions as seen in Table 8.

Table 8
Recently Completed Pavement Projects (2011 - 2015)

Location A	Location B	Project
Broadway	Bellin to US-26	Pavement Preservation
25th East	US-20 to US-26	Pavement Rehabilitation
US-26 (I-15B)	Lomax to Sunnyside	Pavement Rehabilitation
17th St	Pancheri Bridge to Holmes	Overlay
Denning Ave	Olsen (west of)	Overlay

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS POOR PAVEMENT CONDITIONS

As mentioned previously, an emphasis has been placed on preserving the current roadway network. Several projects have already been completed and several more are planned and programmed to be completed over the next 5+ years. Table 9 provides a list of the upcoming work to be accomplished in pavement management.

Table 9
Nearly Completed, Planned and Programmed Projects (2016 - PD)

Location A	Location B	Project
17th S	Holmes to Woodruff	Overlay
US-20	Arco to Idaho Falls	Pavement Preservation
US-26	SH-31 to Holmes Ave	Pavement Preservation
25th S	Bengal to Caspian	Pavement Reconstruction
Free Ave	Crook to 55th E	Pavement Reconstruction[2]
I-15	District 5 to Sage Junction	Seal Coat
US-20	Science Center to So. Fork Bridge	Seal Coat
Idaho Falls	City-wide	Seal Coats

NEEDS SUMMARY

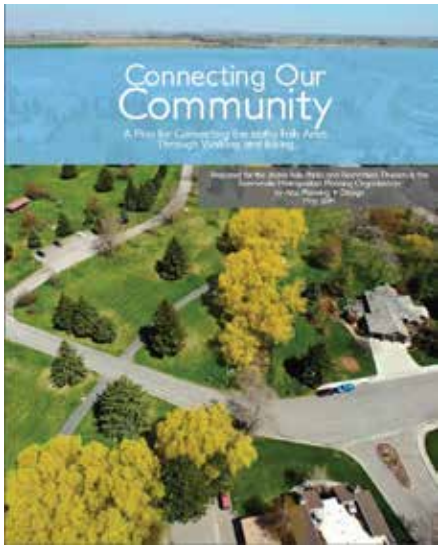
A trend to use federal-aid funds to preserve the current local transportation infrastructure has recently been established and this focus should continue. However, there is a need to better gauge and prioritize projects as federal-aid funds are limited.

B. BICYCLE AND PEDESTRIAN NETWORK AND FACILITIES

The bicycle and pedestrian network is an important part of the transportation system. Use of the facilities can provide health benefits and have a positive effect on air quality when used extensively to reduce traffic congestion. Figure 12 identifies the existing bicycle and pedestrian facilities.

In 2015 a bicycle and pedestrian plan titled "Connecting our Community" was finished and approved. The document was developed with extensive public input which included community meetings with over 300 attendees, a survey with over 1,100 responses and online website participation. Survey results indicate a large percentage of residents walk and bicycle on a regular basis. Also, they desire that local funds be used to augment federal and state funds to improve and expand bicycle and pedestrian facilities.

Below are highlights from the "Connecting Our Community" plan. The plan in its entirety can be found by clicking on the link above.



- An extensive needs analysis of existing site conditions was conducted to determine constraints such as connectivity and gap issues as well as potential opportunities including a network better serving key destinations. The location of the needs and desired improvements were plotted and are shown in Figure 13.
    - For more information about each location and improvement go to Connecting Our Community, Chapter 3 - Mapping "What We See & Hear" pages 9-13.
- A concept plan was developed identifying recommended on-street bikeways, pathways and crossing improvements. Figure 12 identifies the existing facilities and recommended improvements.
    - For information regarding recommended design guidelines for the various types of facilities go to Connecting Our Community - Appendix A.
- A project prioritization process was used to determine the most highly rated projects. The highest priority projects are identified below in Table 10.
    - For information about the criteria, scoring and weight used to assess the bicycle and pedestrian projects go to Connecting Our Community - Appendix B.
    - For detailed information about the highest ranked City of Idaho Falls projects go to Connecting Our Community - Appendix C.

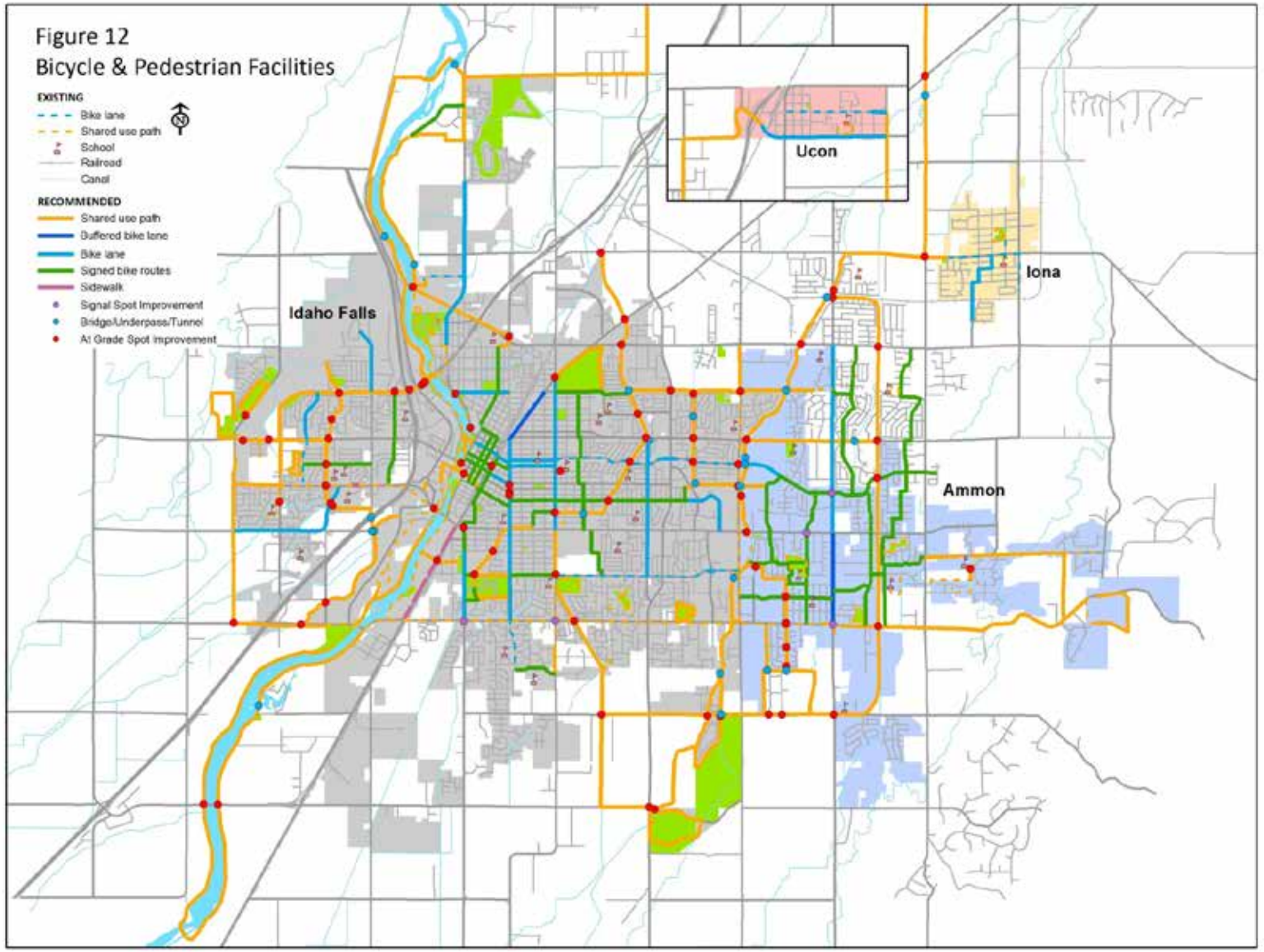


Figure 12
Bicycle & Pedestrian Facilities
EXISTING
Bike lane
Shared use path
School
Railroad
Canal
RECOMMENDED
Shared use path
Buffered bike lane
Bike lane
Signed bike routes
Sidewalk
Signal Spot Improvement
Bridge/Underpass/Tunnel
At Grade Spot Improvement
Idaho Falls
Ucon
Iona
Ammon

Figure 13
Bicycle and Pedestrian Needs and Improvements

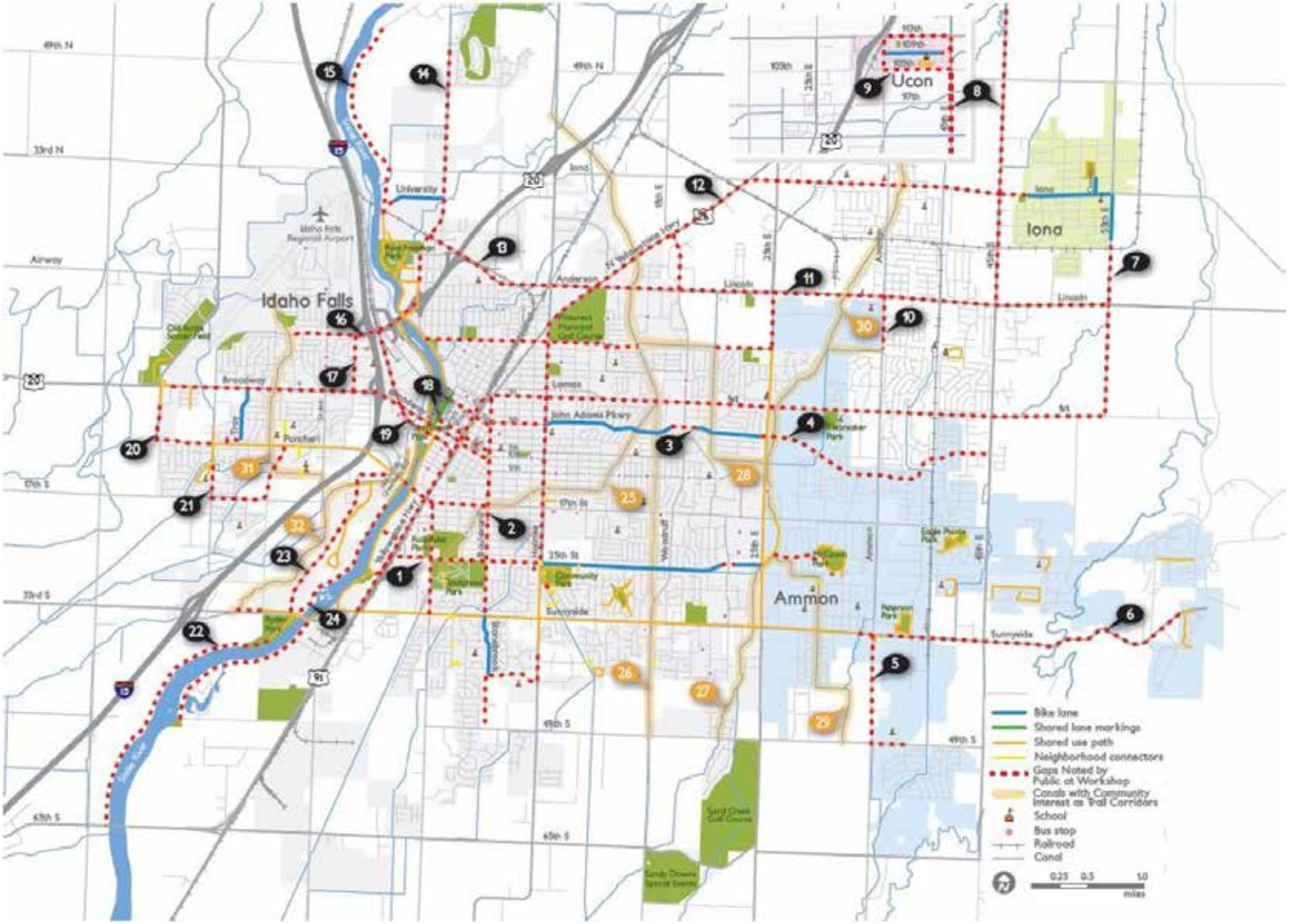


Table 10
High Priority Bicycle and Pedestrian Projects

City of Ammon

- Midway Bicycle Boulevard (John Adams to Sunnyside Rd)
- Derrald Ave/Owen St Bicycle Boulevard (25th E to Ammon Rd)
- East-West Ammon Bicycle Boulevard (Ammon City Bridge to McCowin Park)
- John Adams Bike Lanes (as development occurs)
- 21st Street Multi-use Path (45th E to Rimrock School Path)

City of Idaho Falls

- River Parkway Greenbelt Widening and Redesign (Broadway St to US-20)
- Greenbelt East and Riverside Drive (Broadway St to US-20)
- Idaho Canal Trail
- Greenbelt Southwest (Snake River Landing to Sunnyside Rd)
- Greenbelt Northeast (Existing terminus at railroad crossing to East River Rd)
- 5th & 6th Streets On-Street Bikeways (Boulevard St to Holmes Ave)
- A & B Streets On-Street Bikeways (Memorial Drive to Yellowstone Hwy)
- Loop Connector Trail (Over railroad trestle into Downtown)
- Signage & Wayfinding along Bike Routes
- Saturn Avenue Bike Route (Grandview Drive to Pancheri Drive)

City of Iona

- Main Street Sidewalks - Owens to Denning
- Denning Avenue Sidewalks - Main to Olsen
- Olsen Avenue Sidewalks - Denning to Free
- Free Avenue Sidewalks - Olsen to Crook
- Crook Road Sidewalks - Free to Railroad Tracks

City of Ucon

- 109th North Sidewalks - Yellowstone Hwy to 45th E includes pedestrian crossings at 40th E and 41st E (possibly program in two phases)
- 41st East Sidewalks - 107th N to 105th N includes pedestrian crossing at 105th N
- 105th North Multi-Use Path - Ucon Park and Ride Lot to 45th E
- Yellowstone Hwy Sidewalks - 113th N to 105th N
- 45th East Multi-Use Path - 109th N to 105th N
- 105th North Multi-Use Path – 105th N (west of US-20) to Ucon Park and Ride Lot

RECENT IMPROVEMENTS TO ADDRESS BICYCLE AND PEDESTRIAN NEEDS

It has been an emphasis of the area to make bicycle and pedestrian improvements in coordination with roadway projects and to improve ADA accessibility. The projects identified in Table 11 reflect that emphasis.

Table 11
Recently Completed Bike/Ped Projects (2011 - 2015)

Location A	Location B	Project
Pancheri Dr	Bellin to Utah	Widen (five lanes), Pedestrian
Idaho Falls	City-wide	ADA/Concrete Sidewalk
Idaho Falls	City-wide	ADA Ramps
25th E	Sunnyside 1/2 mile south	Widen (five lanes)

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS BICYCLE AND PEDESTRIAN NEEDS

As mentioned previously, there is an emphasis to make bicycle and pedestrian improvements in coordination with roadway projects and to improve ADA accessibility. As with the recent projects, future planned and programmed projects in Table 12 continue to have the same focus.

Table 12
Nearly Completed, Planned and Programmed Projects (2016 - PD)

Location A	Location B	Project
Idaho Falls	City-wide	ADA/Concrete Sidewalk
State Highways	Area-wide	ADA Ramps
9th St	Bonneville to St. Clair	Pedestrian Crossings
Hitt Road Town Center	17th S to 25th E	Pathway Improvements
Snake River Greenbelt	US-20 to Broadway	Pathway Reconstruction (westside)
Holmes Ave	Elva	Signal Treatment and Lighting
25th E	49th S (1/2 mile north)	Widen (five lanes)/Pedestrian
Grandview Dr	Skyline to Saturn	Widen (five lanes)/Pedestrian
Pancheri	Old Butte to Bellin	Widen (five lanes)/Pedestrian

NEEDS SUMMARY

The Connecting Our Communities Plan provides an in depth assessment of the bicycle and pedestrian and conditions and needs for the area and it should be adhered to and implemented. Part of this implementation includes local entities presenting bicycle and pedestrian priority projects to the Bicycle and Pedestrian Committee for review and consideration of potential funding.

C. Public Transportation

Public Transportation is an integral part of the transportation system as it provides an alternative form of travel for those who choose to do so and those that, for various reasons, can't drive or don't have access to a personal vehicle.

I. Services

Public transportation services are provided in the BMPA by the Targhee Regional Public Transportation Authority (TRPTA). TRPTA buses run every thirty minutes each way on four fixed routes from 7:00 am to 5:30 pm Monday through Friday as shown in Figure 14.

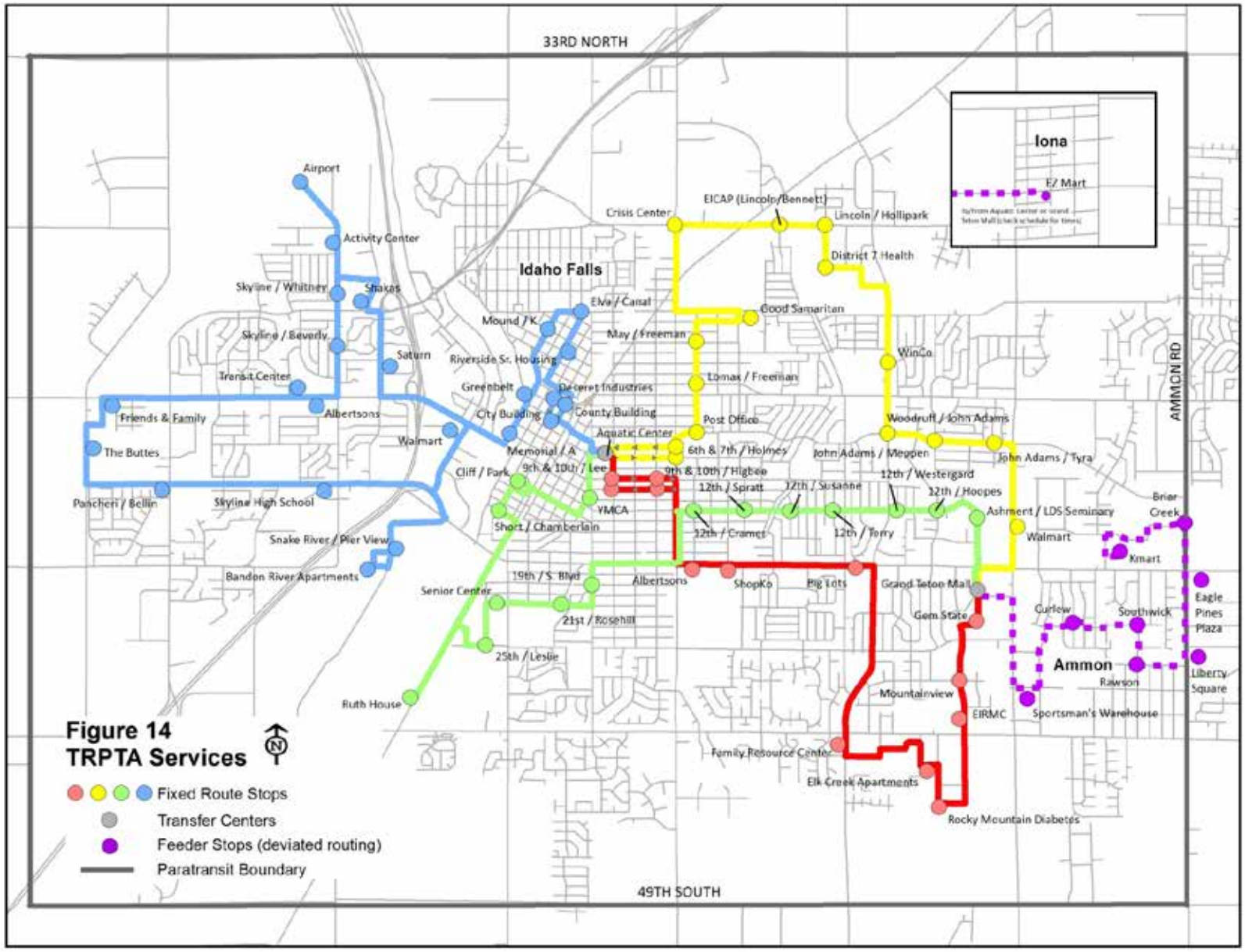
The four routes - Blue, Yellow, Green and Red - cover different areas of the region. The Blue route covers the west side of town and includes stops at business centers such as the Idaho Falls Airport and Snake River Landing. The Yellow route services the northeast area with stops at various government facilities such as the Department of Labor, EICAP and District 7 Health. The Green route covers the central area and includes stops at various schools, the Senior Center and YMCA while the Red route includes the southeast area with stops at 17th Street shopping centers and numerous medical facilities including EIRMC and Mountain View Hospital. All four routes stop at the Idaho Falls Aquatic Center and three routes stop at the Grand Teton Mall where schedules are coordinated to accommodate transfers.

The fixed route system uses four production buses with two backup buses and one spare bus. Eight full and part-time employees manage and operate the system. The fixed route system was initiated in February 2013 and has continued to grow to a ridership of over 36,800 in 2015. Paratransit and demand response services had a ridership of 57,200 in 2015 which is substantially more than the 42,300 ridership numbers for TRPTA's deviated/demand services in 2008. This increase, in part, can be attributed to a grant for free senior rides given by the Area Aging Commission and Eastern Idaho Community Action Partnership (EICAP).

The regular passenger fare is $1.75 for a one-way trip and includes one transfer. Fares are discounted to $.75 depending on eligibility for disabled, students and elderly (currently free under EICAP grant). Riders can purchase a 10-ride pass from a bus driver or at the TRPTA main office.

II. Constraints and Deficiencies

The 2012 Modifying TRPTA Checkpoint Service document provided results and analysis that identified constraints and deficiencies of the then TRTPA services. The document laid the foundation for the implementation of fixed route services while the constraints and deficiencies were primarily related to increased service days, hours and areas. The document provides more detail about the public transportation needs of the area.


33RD NORTH
49TH SOUTH
AMMON RD
Idaho Falls
Iona
E-Z Mart
Airport
Activity Center
Skyline / Whitney
Skyline / Beverly
Shakos
Saturn
Transit Center
Friends & Family
Albertsons
The Buttes
Pancheri / Bellin
Skyline High School
Snake River / Pier View
Bandon River Apartments
Walmart
Riverside Sr. Housing
Greenbelt
Mound / K
Elva / Canal
Decenet Industries
City Building
County Building
Memorial / A
Cliff / Park
9th & 10th / Lee
YMCA
Short / Chamberlain
Senior Center
19th / S. Blvd
21st / Rosehill
25th / Leslie
Ruth House
Aquatic Center
Post Office
6th & 7th / Holmes
9th & 10th / Higbee
12th / Spratt
12th / Cramer
Albertsons
ShopKo
Big Lots
Crisis Center
EICAP (Lincoln/Bennett)
Lincoln / Hollipark
District 7 Health
Good Samaritan
May / Freeman
Lomax / Freeman
WinCo
Woodruff / John Adams
John Adams / Meppen
John Adams / Tyra
12th / Westergard
12th / Hoopes
12th / Susanne
12th / Terry
Ashment / LDS Seminary
Walmart
Kmart
Briar Creek
Grand Teton Mall
Gem State
Curlew
Southwick
Eagle Pines Plaza
Ammon
Rawson
Liberty Square
Sportsman's Warehouse
Mountainview
EIRMC
Family Resource Center
Elk Creek Apartments
Rocky Mountain Diabetes
Figure 14
TRPTA Services
Fixed Route Stops
Transfer Centers
Feeder Stops (deviated routing)
Paratransit Boundary

Recent Improvements to Address Constraints and Deficiencies

Since the initiation of fixed route services, TRPTA has improved services to the Idaho Falls Airport, Snake River Landing, low to moderate income (LMI) communities and enhanced intercity connectivity with Salt Lake Express. TRPTA has also implemented feeder stops with deviated routing in Ammon and Iona.

April 19, 2016 TRPTA Bus

Planned and Programmed Projects to Address Constraints and Deficiencies

For the past few years TRTPA has been in the process of evaluating their mission and vision, status of responsibilities as a regional transit authority and their organizational and operational structures. This process will continue. Various changes have been made consistent with their findings. Operating, capital, paratransit, maintenance, mobility management and planning funds are programmed through 2020.

Needs Summary

A lack of local funds to match available federal dollars to replace outdated buses continues to be a concern. Seven years ago TRPTA was able to meet their vehicle needs as nine buses were purchased through the STP-Urban Program and American Recovery and Reinvestment Act (ARRA). However, as these buses have met or exceeded their service life, the burden to maintain and replace them has become a critical issue.

Also, with limited resources it is important TRPTA focus on the most important needs in an efficient and safe manner. This will require that service needs are continually evaluated and modified as appropriate.

D. REGIONAL TRANSPORT

REGIONAL AIRPORT

The Idaho Falls Regional Airport is an air transportation center for Eastern Idaho, Southern Montana and Western Wyoming. Services are available for personal or business travel. The airport provides connectivity to larger commercial airports including Denver, Las Vegas, Phoenix and Salt Lake City and on a seasonal basis to Los Angeles, Minneapolis and Oakland. In 2010, the State of Idaho completed the Idaho Airport System Plan (IASP). The Plan provides guidance and recommendations of specific Plan elements such as activity forecasts, role analysis, economic impacts and airport land use guidelines.

REGIONAL PASSENGER BUS SERVICE

Regional passenger bus service is provided by Salt Lake Express to communities north of Idaho Falls into Montana, south into Utah, west into Wyoming and east to Boise. TRPTA provides services between Idaho Falls and several outlying Idaho communities. Both Salt Lake Express and TRPTA receive FTA funding.

FREIGHT

Highways and arterial roadways provide for the primary movement of freight. Truck routes have been identified in the BMPA Access Management Plan. However, application by the local jurisdictions is limited.

Some freight is moved by rail. The Union Pacific's main line between Montana and Pocatello passes through Idaho Falls serving several customers. Eastern Idaho Railroad also serves freight shippers in the Idaho Falls to Ashton corridor, acting as a feeder line by bringing long-haul freight from branch lines and feeding into the Union Pacific at Idaho Falls.

NEEDS SUMMARY

ITD has developed or is in the process of developing state plans for airports, inter-city bus services and freight. These plans outline policies and procedures related to these other modes.

STRATEGIES AND INVESTMENTS

Transportation System

The following identifies strategies and actions as well as investments that potentially aid in the improvement of the regional multi-modal transportation system.

A. ROADWAY SYSTEM

I. Access Management

Access management is the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding roadway system in terms of safety, capacity and speed. This process has been documented in the 2012 BMPO Access Management Plan (AMP).

ROADWAY FUNCTIONAL CLASSIFICATIONS

The 2040 BMPA Roadway Functional Classifications for Access Management Plan (Figure 3) is the tool used to classify roadways for the application of access management guidelines. These guidelines when accurately applied can better preserve a roadway for its intended function. There are situations where land uses adjacent to a roadway are completely or nearly developed and a roadway does not function effectively because, for various reasons, appropriate access management guidelines were not applied. For these types of situations, opportunities to make corrections such as when roadway improvements are being made should be evaluated.

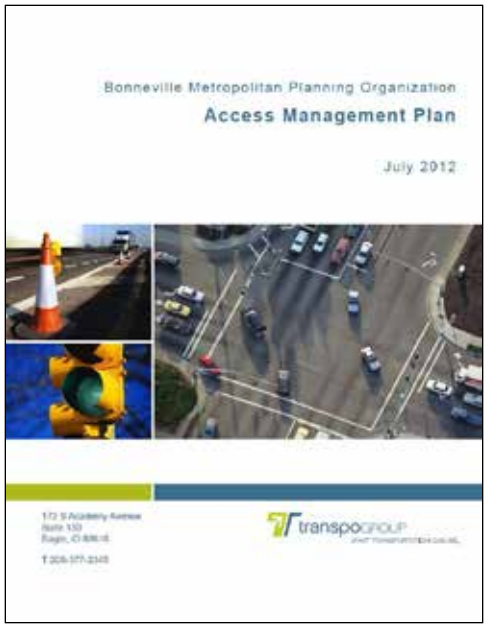
MODE PRIORITIES

Another component of access management is travel context classifications which is a supplement to the roadway functional classifications. Travel context classifications (AMP – Figure 3) establish mode priorities for bicycle and pedestrians, public transportation and truck traffic on specific roadways. The classifications then establish roadway designs tailored to facilitate those modes or vehicles. The BMPO AMP identifies the travel context classifications for bicycle/pedestrian and truck routes. Further evaluation is required to determine public transportation priority routes.

BELTWAYS

The AMP identifies expressways or strategic arterials and considered a truck/auto priority as potential beltways. Figure 3 of the AMP identifies proposed beltways as an overlay. Exact alignments and classifications have not been determined.

For in-depth detail regarding the guidelines to be applied for preservation of a functionally classified and travel context classified roadways, click the following link: 2012 Access Management Plan



RECOMMENDED STRATEGIES AND INVESTMENTS

- Continue to update elements of the plan as needed including the roadway functional classifications
- Encourage the use and compliance of Access Management Plan standards relative to roadway and land use development plans
- Re-evaluate travel context classifications and fix any inconsistencies

II. Traffic Flow and Congestion

The level of service analysis from needs assessment indicated 10 roadway segments are currently or projected to soon be operating under highly congested conditions. Another 25 roadway segments will be become highly congested prior to the horizon year of this Plan. However, due to land use and other constraints not all of these roadway segments are viable candidates for expansion.

RECOMMENDED STRATEGIES AND INVESTMENTS - EXPANSION

Based on the results of the capacity analysis the following arterial roadway segments are potential candidates for roadway widening projects.

- 1st Street – 25th East to 45th East
- 15th East (St Leon) – US-20 to US-26
- 17th South – Ammon Rd to 45th East
- 25th East (Hitt) – ½ mile north to 49th South
- 45th East (Crowley) – 1st Street to Sunnyside Rd
- Ammon Rd – Iona Rd to 17th South
- Ammon Rd – Sunnyside Rd to 49th South

- Lincoln Rd – 25th East to 45th East
- Sunnyside Rd – Ammon Rd to 45th East
- Woodruff Ave – US-26 to Lincoln Rd

It should be noted other conditions besides increasing capacity may require a roadway segment to be widened such as creating a safe and consistent transition between the number of lanes, etc. (e.g. East River Road, 49th South)

RECOMMENDED STRATEGIES AND INVESTMENTS - MINOR TREATMENTS

The following roadway segments per the capacity analysis are projected to experience highly congested conditions prior to the end of the horizon year of the LRTP. However, due to various conditions it may not be feasible to widen a roadway. Other minor capacity increasing treatments may be useful and more cost effective. These treatments include, but aren't limited to, traffic signals, roundabouts, additional turning lanes, medians and turning restrictions. These treatments should be studied and considered on a case by case basis.

- 17th South – US-26 to Ammon Rd (segments may be widened)
- 45th West – 65th South to Overland Dr
- 65th South (York) – I-15 to Overland Dr (including I-15 ramps)
- Channing Way – 17th South to Sunnyside Rd
- Elm St – Eastern Ave to South Blvd
- Grandview Dr – Bellin Rd to Skyline Dr
- Holmes Ave – 1st St to 17th South
- Memorial Dr – E St to Broadway St
- Pancheri Dr – Utah Ave to Capital Ave
- Skyline Dr – Grandview Dr to Pancheri Dr
- Sunnyside Rd – US-26 to 25th East
- Utah Ave – Lindsay Blvd to Pancheri Dr
- US-20 – I-15 to Fremont Int
- US-26 – Lomax St to Broadway St
- Woodruff Ave – 1st St to 17th South

Some of these roadway segments may benefit from roadway expansion projects elsewhere. Also, minor treatments may only provide temporary congestion relief. Alternative measures may need to be employed in the future.

Selection of capacity increasing projects will be prioritized for federal-aid funds during the TIP programming process. An evaluation process will be established prior to development of the FY 2018 TIP.

RECOMMENDED STRATEGIES AND INVESTMENTS - PLANNING

In previous plans strategic arterials and expressways were identified as a means to reduce congestion problems without widening multiple roadway segments. The AMP identified the

general location and design standards for strategic arterials which included an inner beltway and expressways which created an outer beltway. To date, very little has been done to advance this concept, yet it remains a viable option to provide congestion relief. Also, as mentioned previously, improvements related to traffic signals are minor treatments that can be applied to improve traffic flow.

However, prior to making these types of improvements, coordination and planning efforts are essential to their success.

- Regional funding plan mutually agreed upon for the development of an approved "High Capacity Roadways" Study
    - Identify alignments, re-alignments, widenings, river crossings and interchanges for strategic arterials and expressways (beltways)
    - Potential investments that address US-20 interchanges from Science Center to I-15
- Continue to fund traffic signal coordination studies
- BMPO sponsored task force to address traffic signal integration and coordination across jurisdictional boundaries and, if necessary, develop a MOU

III. Safety

The majority of roadway accidents are caused by human error. However, it is important to realize opportunities often exist to improve the safety of a roadway by applying any number of traffic engineering designs and principles. These may include, but are not limited to, separating traffic flow, widening shoulders, improving visibility, roadway realignment, resurfacing, installing traffic signals, improving pavement markings, and installing regulatory and warning signs.

RECOMMENDED STRATEGIES AND INVESTMENTS

- Consider treatments to address high accident intersections located within the boundaries of another roadway project. This can be achieved in part by giving higher weight to a planned roadway project containing cost effective intersection safety improvement strategies.
- Frequently monitor high accident locations to determine if accident rates remain stable, continually increase, or are abnormalities. This is particularly important to identify if investments have been successful.
- Continue to identify specific projects that address accident locations aligning with funding opportunities such as LHSIP.

IV. Bridges

The ability to maintain bridges at a level where they function properly is a constant challenge. As bridges are replaced or rehabilitated, others reach their life span and subsequently may be

deficient or obsolete. It is important to continue this cycle in order to maintain a safe and effective transportation network.

RECOMMENDED STRATEGIES AND INVESTMENTS

- Continue the positive trend to preserve and replace deficient bridges by seeking federal-aid bridge funds

V. Pavement

Similar to bridges, the need to maintain a roadway's pavement in a state of good condition is challenging, in particular where there is a shorter maintenance cycle. However, unlike bridges, varied methods can be used to determine the pavement condition. This can be problematic when attempting to prioritize pavement needs.

RECOMMENDED STRATEGIES AND INVESTMENTS

- Create a task force to address uniform methods of collecting and reporting pavement conditions
- Continue to address needed infrastructure preservation and rehabilitation projects with Surface Transportation Program funds

Selection of pavement projects will be prioritized for federal-aid funds during the TIP programming process. An evaluation process will be established prior to development of the FY 2018 TIP.

B. BICYCLE AND PEDESTRIAN

The 2014 Connecting Our Communities Plan (COC) prioritizes bicycle and pedestrian strategies and investments that address the needs of the area. Following is a summary of those strategies and investments as well as others relevant to this Plan.

RECOMMENDED STRATEGIES AND INVESTMENTS

- Implement COC Concept Plan by having the Bicycle and Pedestrian Committee (BPAC) evaluate and recommend sponsored projects from LRTP Chapter 2 Table 10 or other projects potentially eligible for federal-aid funds

RECOMMENDED STRATEGIES AND INVESTMENTS – PLANNING AND PROGRAMS

- Create a "Ride Our Trails" program and campaign
- Create and fund a full-time Bicycle and Pedestrian Coordinator (City of Idaho Falls)
- Be awarded Bicycle Friendly Community (BFC) designation
- Create walking and bicycle map
- Develop media campaigns to highlight rules of the road, safety, how to get started, etc.
- Develop a benchmark report to assess the progress of plan recommendations
- Implement a program to gather accurate and consistent data

- Use the Bicycle and Pedestrian Facilities Map (Figure 12) as a tool to identify potential improvements to be included and considered as part of future roadway and development projects

RECOMMENDED STRATEGIES AND INVESTMENTS - SAFETY

- Continue to plan and fund future Safe Routes to School events
- Consider COC design guidelines to develop convenient and safe facilities
- Identify unsafe areas and assess possible improvements

C. PUBLIC TRANSPORTATION

Strategies and investments that address public transportation constraints, deficiencies and needs are primarily focused on visibility, efficiency and growth. The strategies and investments described below were derived from existing transit plans, committee members and public input.

RECOMMENDED STRATEGIES AND INVESTMENTS - GENERAL SERVICES AND OPERATIONS

- Coordinate efforts with state-wide mobility management activities to focus on building partnerships with local businesses and schools to secure local matching funds
- Continue to look for opportunities to reduce operational costs such as developing feeder services, etc.
- Emphasize and enhance services to facilities of higher education
- Emphasize and enhance services to areas beyond the urbanized area such as from Idaho Falls to Rexburg, etc.
- Evaluate bus stops for walkability, accessibility and multi-modal connectivity (training, assessment and GIS overlay)
- Expand marketing efforts

RECOMMENDED STRATEGIES AND INVESTMENTS - PLANS AND PROGRAMS

- Create a public transportation user committee (possibly from members of joint TRPTA/BMPO that report to TRPTA Board and TAC/Policy Board)
    - Identify roles and responsibilities
    - Meet annually with bike and pedestrian committee
    - Obtain mobility management input

- 2017 Short Range Transportation Plan
    - Evaluate efficiency of existing fixed routes and demand response services outside a ¾ mile radius of the fixed routes
    - Evaluate potential expansion of service area including routes and stops, frequency, hours and weekends of operations
    - Explore future transit corridors (mode priority with standards; see Chapter 3 A. Roadways I. Access Management and Mode Priorities)
    - Implement downtown routing and bus stop plan

- Review the positive (complement) and negative (competitor) impacts of car sharing on existing public transit services
- Explore the feasibility of implementing a rideshare program
- Update transit land use design standards from 2006 SRTP (accepted and used – plan reviews)

- Capital Investment Plan
  - Schedule bus stop location improvements such as shelters and signage (convenience, safety and awareness to increase ridership)
  - Implement a five-year bus replacement program

D. REGIONAL TRANSPORT

The ability to move people and goods in an efficient manner is vital to the economic well-being of the region. Limited resources are available to accomplish certain tasks and to make related transportation network improvements. Therefore, planning is vital to ensure funds are expended effectively.

RECOMMENDED STRATEGIES AND INVESTMENTS

- Coordinate in the development of state airport, intercity bus and freight plans and reviews and consider relevant policy recommendations for the area
- Truck route designations should be reassessed to assure the movement of freight is efficient and safe
- Monitor the impact of at-grade rail crossings on the flow of goods

E. OTHER STRATEGIES AND INVESTMENTS

Other strategies and investments to evaluate and improve the transportation network include measures encompassing more than one mode, facility or component of the transportation network which are included separately in this section.

I. Complete Streets

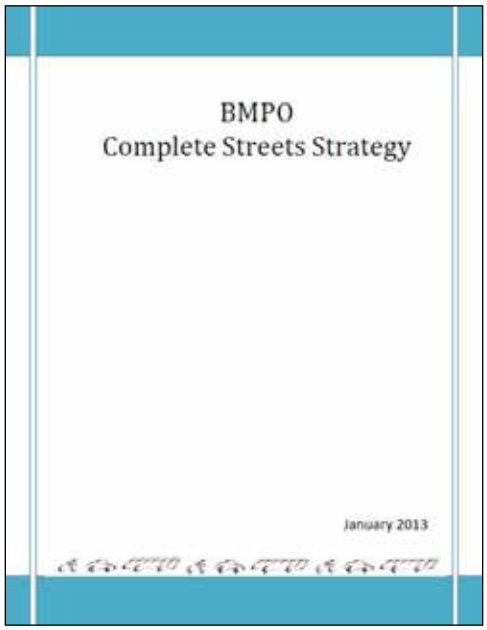
One of the most effective roadways, called complete streets, are intended to safely and conveniently provide for vehicular, public transportation, bicycle and pedestrian travel. In addition to lanes that accommodate travel for automobiles and buses, Complete Streets include pullouts for buses, paths or lanes for bicyclists and sidewalks to facilitate pedestrian travel.

The Complete Streets framework includes not only retrofitting existing streets to increase safety for all, but implementing standards from the beginning so streets are designed with all users in mind. Standards differ based on the functional classification of the roadway.

In 2013, a Complete Streets Strategy document was developed to provide elements and guiding

principles for consideration by all transportation agencies. The Strategy recognizes that all streets are different and not every documented element or principle is applicable. However, the Strategy also recognizes that future streets should be designed to balance user needs with those elements and principles matching the land use context.

To review the entire BMPO Complete Streets Strategy, click the following link: BMPO Complete-Streets Strategy



RECOMMENDED STRATEGIES AND INVESTMENTS

- Review all roadway projects to identify if they meet the intentions of the Complete Streets Strategies
- Adopt a Complete Streets ordinance

The next step beyond suggested Complete Street strategies would be recognition of policies that create a connected multi-modal network through adoption of an ordinance by each of the local jurisdictions. This step is recommended in the COC document. However, for this step to become a reality, the ordinance should be flexible enough that Complete Street principles are considered on a case-by-case basis.

II. Geographical Information Systems (GIS)

GIS is an effective tool that can be used to look at the transportation network more holistically; thus, better identifying where strategies and investments can be made that address multiple needs simultaneously.

RECOMMENDED STRATEGIES AND INVESTMENTS

- Develop GIS based overlay map that includes bridge conditions, pavement conditions, and accident locations to assess needs and projects on a corridor basis
- Identify connectivity issues between bicycle and pedestrian facilities and public transportation services via GIS
- Recognize other factors that impact transportation investment decisions and explore opportunities to better coordinate other infrastructure needs with transportation needs

II. Economic Benefits and Impacts

The need to evaluate the economic benefits and impacts of a transportation investment has become increasingly important. The importance lies in the ability to determine the value of the investment, especially when assessing multiple projects.

RECOMMENDED STRATEGIES AND INVESTMENTS

- Determine a mechanism to evaluate economic benefits and impacts related to major transportation investments. This mechanism will be considered as a factor in the project evaluation process. The process will be completed for development of the FY 2018 Transportation Improvement Program.

TRANSPORTATION INVESTMENT PLAN

A key element of the Long Range Transportation Plan (LRTP) is to outline how federal transportation funds will be expended over the planning period. To accomplish this, the LRTP establishes general guidelines on how to use federal funds and develops investment priorities that can be committed to those funds. The estimated costs of the potential projects are compared to anticipated revenues and fiscally constrained over the life of the LRTP.

This document does not identify or prioritize every transportation project in the area. Major investments are listed. However, smaller projects or initiatives are not. These projects are eligible for funding through various federal-aid programs if they are consistent with the strategies and actions of the LRTP. Decisions on which of these projects receive federal funds are made through the existing BMPO planning and Transportation Improvement Program (TIP) processes.

A. TRANSPORTATION IMPROVEMENT PROGRAM

The TIP identifies short term funding commitments and represents the implementation program of the LRTP. The projects currently programmed in the TIP, as well as those identified in preliminary development, represent the priorities for the next five to ten years.

The TIP is also a fiscally constrained document meaning that programmed projects have been committed to federal resources anticipated to be available for development of the project. Currently, over $36 million of roadway, bridge, pavement, public transportation, planning, bicycle and pedestrian type projects is programmed for federal funding within the metropolitan planning area.

B. FINANCIAL CAPACITY ANALYSIS for ROADWAYS

The analysis used to establish financial constraint involves projecting future revenue and then comparing those revenue streams to transportation costs.

I. Revenues

Revenues have been estimated based on historical trends, major capacity increasing projects, small capacity enhancements, system improvements such as bridge and rail crossings, and operations and maintenance including pavement preservation.

Based on historical trends, an estimated average of $15,850,000 will be available annually for transportation operations, maintenance and improvements. Estimated funds include a mix of federal, state and local resources that have been reduced to account for inflation. Based on historical trends, it is also assumed the estimated funds will be used in a similar way as shown below:

Major Capacity Increasing Projects	$ 3,100,000
Operations and Maintenance including Pavement Projects	$ 10,450,000
Other System Projects including Bridge and Rail Crossings	$ 600,000
Other Smaller Projects including Intersection Improvements	$ 1,700,000
TOTAL	$15,850,000

It is interesting to note that less than 20 percent of the total available resources have been dedicated to major capacity increasing projects.

II. Cost Estimates

MAJOR CAPACITY INCREASING PROJECTS

Ten roadway segments were identified in Chapter 3 as potential candidates for roadway widening projects. To better align with funding opportunities, the estimated costs to widen the roadway segments, with the exception of 15th East, are shown in mile sections or less.

1st Street – 25th East to 49th East		$7,410,000
· 1st Street – 25th East to Ammon	$3,440,000	
· 1st Street – Ammon to Crowley	$3,970,000	
15th East (St Leon) – US-20 to US-26		$7,380,000
17th South – Ammon to 45th East		$3,890,000
25th East (Hitt) – ½ mile north to 49th South		$2,050,000
45th East (Crowley) 1st Street to Sunnyside		$8,340,000
· 45th East – 1st Street to 17th South	$4,180,000	
· 45th East – 17th South to Sunnyside	$4,160,000	
Ammon Road – Iona to 17th South		$10,480,000
· Ammon – Iona to Lincoln	$3,690,000	
· Ammon – Lincoln to 1st Street	$3,360,000	
· Ammon – 1st Street to 17th South	$3,430,000	
Ammon Road – Sunnyside to 49th South		$4,280,000
Lincoln Road – 25th East to 45th East		$8,280,000
· Lincoln – 25th East to Ammon	$4,200,000	
· Lincoln – Ammon to 45th East	$4,080,000	
Sunnyside Road – Ammon to 45th East		$5,230,000
Woodruff Avenue – US-26 to Lincoln		$1,600,000
TOTAL		$58,940,000

The estimated cost to widen the ten roadway segments is $58,940,000. Additional costs may apply to those roadways segments considered as beltways. A High Capacity Roadway Study would establish more detail regarding needed improvements that match standards.

A High Capacity Roadway Study would also identify new beltway alignments and connections that may include freeway and river crossings and modifications to the I-15/US-20 interchange and other interchanges on US-20. The costs for these types of improvements would be substantial. Therefore, an update to the LRTP would be necessary including the development of an illustrative projects list.

SAFETY, BRIDGE AND PAVEMENT PROJECTS

It is assumed that operating and maintenance costs, other system and smaller project costs will equal available revenues.

III. Revenue and Cost Comparison

MAJOR CAPACITY INCREASING PROJECTS

Of the projected annual revenue of $3,100,000 available for major capacity increasing projects, approximately 30 percent or $920,000 comes from federal resources. When already planned and programmed projects are reduced from federal resources, $14,600,000 becomes available for major capacity increasing projects through to 2040.

The projected $14,600,000 of federal resources is well short of the total estimated needed cost to construct the $58,940,000 of potential roadway widening projects. It can be assumed several of the projects will be completed prior to 2040 with state and local resources. Given historical trends, if projected state and local revenues of over $52,000,000 are also used for major capacity increasing projects, sufficient resources may potentially be available to address all identified projects. However, the use of state and local resources to accomplish this will possibly be influenced by the correlation between the distribution of funds and the location of projects.

SAFETY, BRIDGE AND PAVEMENT PROJECTS

As noted in Chapter 3, recommended strategies and investments emphasize the importance of continued submittal of applications to federal-aid programs that provide funding for safety, bridge and pavement projects. The development of projects will be prioritized, selected and potentially funded on an annual basis, based on rating measures, analysis, studies and public input to determine the most immediate needs.

C. FINANCIAL CAPACITY ANALYSIS for BICYCLE and PEDESTRIAN PROJECTS

I. Revenues

Historically, bicycle and pedestrian projects have, in part, been funded with federal resources. Over the past 10 years twelve bicycle and pedestrian type projects, at a cost of approximately $2,500,000, have been programmed in the TIP. Local resources have been used to match and overmatch the TIP projects. These projects have expanded and helped maintain the current pathway network as well as improved sidewalks, accessibility, pedestrian crossings and signage.

Other state and local resources, independent of federal-aid, have also been used to fund bicycle and pedestrian projects. However, it is important to note the largest investments made to expand and improve the area's bicycle and pedestrian infrastructure were part of other federal-aid and non-federal-aid roadway projects.

II. Cost Estimates

The estimated cost to fund bicycle and pedestrian projects identified in LRTP Chapter 2 Table 10 is $7,000,000. Approximately $5,900,000 is required to fund the projects identified by the City of Idaho Falls as being most important. An estimated sixty percent of that amount is needed to make the identified improvements and expansion of the Greenbelt. It is also estimated that $1,100,000 is needed to fund the prioritized bicycle and pedestrian projects in the cities of Ammon, Iona and Ucon.

III. Revenue and Cost Comparison

It is projected that federal-aid, primarily the Surface Transportation Block Grant Program, will continue to be used to fund a portion of the prioritized projects. However, in order to complete all of the established priorities, a mix of federal, state and local resources will continue to be needed. The BMPO Bicycle and Pedestrian Committee should also annually match potential funding opportunities with the prioritized projects.

D. FINANCIAL CAPACITY ANALYSIS for PUBLIC TRANSPORTATION PROJECTS

I. Revenues

The Federal Transit Administration Urbanized Area Formula Program (5307) is the primary resource of funds for public transportation projects. Targhee Regional Public Transportation Authority (TRPTA) is the grant recipient of the 5307 funds. TRPTA is allocated approximately $1,330,000 annually for operations, maintenance, capital purchases and planning activities. Over the course of 25 years at a historical 2 percent increase, this translates into $43,400,000 of federal aid available for public transportation projects. To access these funds a local match of 50 percent for operations and 20 percent for capital projects is required. If all allocated federal funds were matched, approximately $72,900,000 or an average of $2,916,000 per year would be available for public transportation projects. This amount is based on a historical trend of TRPTA expending approximately 57 percent of available revenue to operate and maintain the current system, with the remaining 43 percent used for capital.

II. Cost Estimates

TRPTA provides services at a level of available funding resources given matching dollars. Currently, that amount is around $1,100,000 per year. If that amount remained constant over

the next 25 years, then with inflation TRPTA's annual average cost would be $1,436,000 or a total of $35,900,000.

III. Revenue and Cost Comparison

Ample funds are available to operate and maintain the existing public transportation system. However, the need to expand system boundaries, service hours and days, and replace vehicles is challenging as federal funds are available to meet these needs but matching dollars are lacking.

TRANSPORTATION PLAN EVALUATION

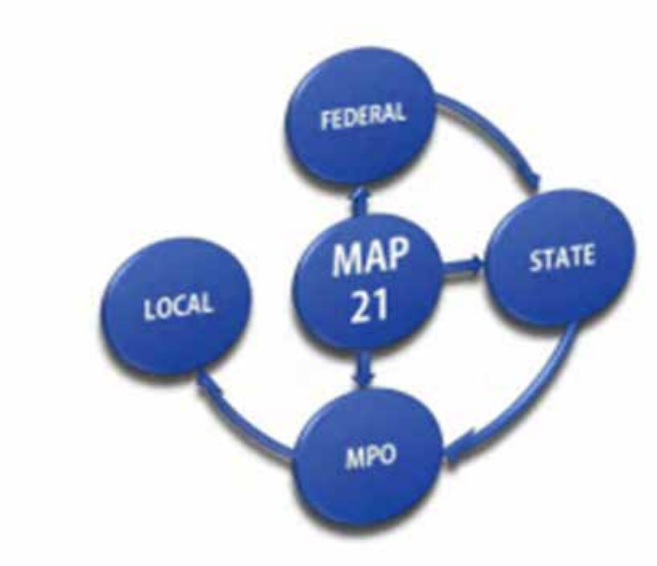
Goals, Objectives and Performance Measures

A. VISION AND GOALS (LOCAL AND NATIONAL)

BMPO Vision Statement

Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes the preservation of the existing transportation system.

The Bonneville Metropolitan Transportation Plan has detailed a set of goals intended to implement the vision and support the mobility and accessibility needs of our residents. The goals are in alignment with the USDOT goals outlined in MAP-21. This includes building a performance-based and multimodal program to strengthen the U.S. transportation system.



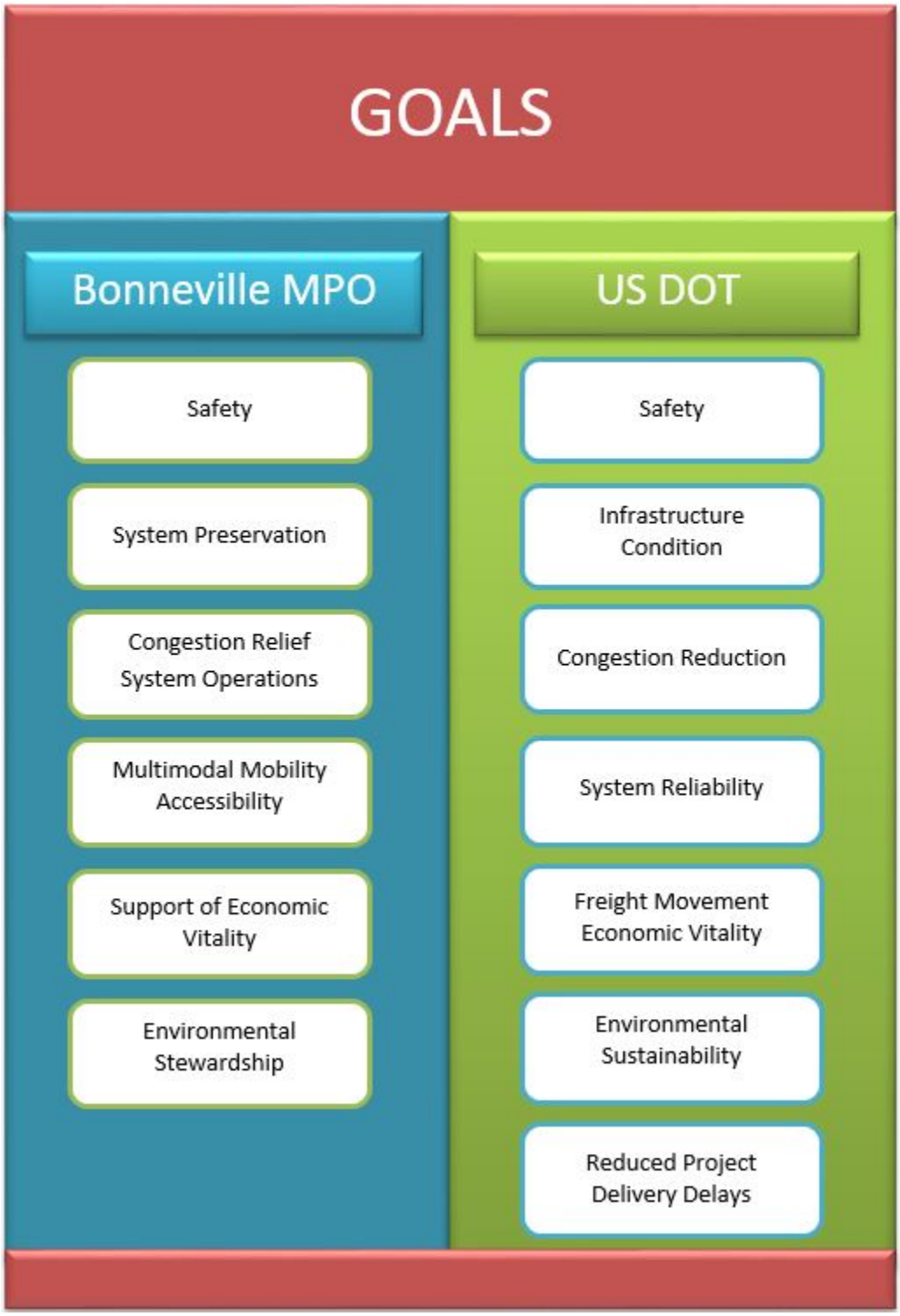
As of the drafting of this LRTP, the USDOT is working toward implementing MAP-21 performance requirements through a number of rulemakings that have recently been released or will be released in different phases. In anticipation and/or recognition of the new rulemakings, BMPO acknowledges the national goals in MAP-21 as shown in Table 13.

Table 13
Federal MAP-21 Goals

Category	Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduce Project Delays	To reduce project costs, accelerate project completion, eliminate delays in project development, and reduce regulatory burdens

The performance-based approach to developing the goals and objectives of the LRTP highlights and acknowledges objectives, strategies, and performance measures that align with MAP-21 goals as shown in Table 14.

Table 14
BMPO Goal Alignment with Federal Goals



B. PERFORMANCE MANAGEMENT

To assess the progress of each goal, as defined in Table 13, the USDOT has recently or will in the near future establish performance measures in the following areas:

- Pavement condition on the Interstate System and on the remainder of the NHS
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries-both number and rate per VMT on all public roads
- Traffic congestion
- On-road source emissions
- Freight movement on the Interstate System

BMPO will be implementing a performance management approach with the approval of the LRTP. BMPO will use this approach as a way to realize stated goals by isolating specific system elements and broadly assessing system-level outcome.

System Element Measures

- Percent of road, bike, pedestrian and transit facilities in good or fair condition
- Number of projects that incorporate sustainable design
- Total vehicular crashes
- Bicycle crashes
- Pedestrian crashes
- Total number and rate of fatalities and serious injuries
- Total number of non-motorized fatalities and serious injuries
- Vehicle delay
- Transit ridership

Data Collection

BMPO has the capacity to collect and/or manage data to measure the system elements from inputs such as travel demand model and housing index. ITD and TRPTA also collect information that can be used by BMPO such as crash data and public transportation ridership. However, additional investment in time and resources will be required for the BMPO to collect and manage the following data elements:

- Percent of road, bike, pedestrian and transit facilities in good and fair condition
- Total number of miles of sidewalks, multi-use paths and on-road bicycle facilities
- Vehicle delay per capita
- Total transportation funding by mode

Performance Targets

BMPO will monitor, evaluate and report on performance measures annually beginning in 2018. A summary of the work production will be an electronic report placed on the BMPO website for public view.

C. PERFORMANCE MEASURES

FHWA has recently issued a Final Rule for the Highway Safety Improvement Program (HSIP). This Final Rule is consistent with Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act. The Final Rule updates policy regarding reporting, safety plan updates and data collection and inventory.

At the same time, a Final Rule was also issued for National Safety Performance Management (PM) Measures. This Final Rule establishes five performance measures to carry out HSIP with five-year rolling averages for:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also defines the process for ITD and BMPO to establish and report safety targets and the process FHWA will use to assess whether ITD has met or made significant progress toward meeting the safety targets.

It is important to note that FHWA continues to work to finalize rules on Statewide and Metropolitan Planning, pavement and bridge performance measures, and highway asset management plans. FTA is also in the process of defining rules that will establish state of good repair performance measures. As a result, transit agencies will be required to set performance targets based on these measures. As final rules are published, the LRTP will be amended as necessary to comply with federal expectations and requirements.

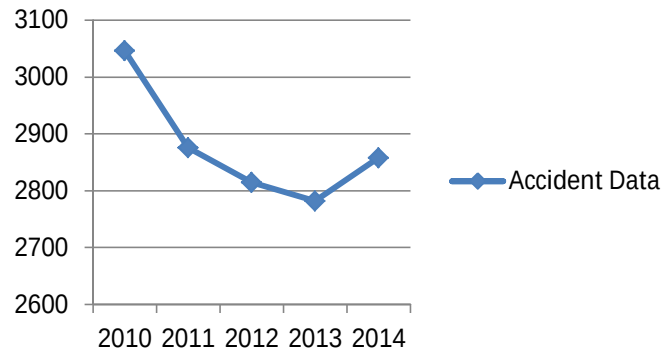
This section includes information regarding performance categories to be monitored by the BMPO. Each performance category includes the associated goal, objectives, performance measures, baseline data, desired trends, and identified regional strategies for both the BMPO and community agencies.

Safety

The safety and security of our transportation system for both motorized and non-motorized users are of critical importance to BMPO and its member agencies. BMPO supports safety improvements and engineering solutions that will reduce crash rates for vehicles, bicyclist, pedestrians, and transit riders in our region.

GOAL:
A safe and secure transportation system of motorized and non-motorized users

Objective: Reduce fatal, injury, and total crash rates for vehicles, bicyclists, pedestrians, and transit riders.

PERFORMANCE MEASURE Total vehicle crashes per VMT **Target** 2% annual reduction in total crashes	
PERFORMANCE MEASURE Total number of fatalities and serious injuries **Target** TBD	The State Highway Safety Plan (SHSP) is required to be updated prior to August 2017. Within in that timeframe statewide targets are required to be established in coordination with MPOs. BMPO can either support the statewide target or establish a numerical target more specific to the area within 6 months.
PERFORMANCE MEASURE Rate of fatalities and serious injuries per 100 million VMT **Target** TBD	The State Highway Safety Plan (SHSP) is required to be updated prior to August 2017. Within in that timeframe statewide targets are required to be established in coordination with MPOs. BMPO can either support the statewide target or establish a numerical target more specific to the area within 6 months.

GOAL:
A safe and secure transportation system of motorized and non-motorized users

Safety (continued)

The safety and security of our transportation system for both motorized and non-motorized users are of critical importance to BMPO and its member agencies. BMPO supports safety improvements and engineering solutions that will reduce crash rates for vehicles, bicyclist, pedestrians, and transit riders in our region.

Objective: Reduce fatal, injury, and total crash rates for vehicles, bicyclists, pedestrians, and transit riders.

PERFORMANCE MEASURE Reduction in bicycle crashes **Target** TBD	Baseline to be determined; collect information relevant to road, bicycle, pedestrian, and transit facility condition and document this data by 2017.
PERFORMANCE MEASURE Reduction in pedestrian crashes **Target** TBD	Baseline to be determined; collect information relevant to road, bicycle, pedestrian, and transit facility condition and document this data by 2017.
PERFORMANCE MEASURE Total number of non-motorized fatalities and serious injuries **Target** TBD	The State Highway Safety Plan (SHSP) is required to be updated prior to August 2017. Within in that timeframe statewide targets are required to be established in coordination with MPOs. BMPO can either support the statewide target or establish a numerical target more specific to the area within 6 months.

ACTIONS

- Identify high crash locations in the BMPA
- Increase safe bicycle and pedestrian facilities
- Encourage public education and awareness of safety and sharing the road with others
- Continue to implement and grow the Safe Routes to School programs
- Identify intersections with the highest pedestrian crash frequencies and assess possible crossing improvements

System Preservation

Tracking the percent of transportation facilities in our region that are in good or fair condition helps assess how the entities in BMPA are doing in terms of maintaining our existing transportation system

GOAL:
Provide a balanced multi-model transportation system that serves the local and regional movement of people, freight and services, and also encourages travel by public transit and active transportation

Objective: Maintain a high-quality transportation system.

PERFORMANCE MEASURE Percentage of road, bicycle, and pedestrian facilities and transit assets in good or fair condition **Target** TBD	Determine baseline for these conditions by 2017

ACTIONS

- Include system preservation and maintenance in the budget
- Develop asset management plans to extend the life of fleet and facilities
- Develop GIS based overlay map that includes bridge conditions, pavement conditions, and accident locations to assess needs and projects on a corridor basis
- Determine factors that impact transportation investment decisions and explore opportunities to better coordinate other infrastructure needs with transportation needs

GOAL:
An efficient and reliable transportation system

Congestion Relief and System Operations

Technology continues to advance at a rapid pace, and BMPO is committed to exploring and using new technology to increase the efficiency of our region's transportation system. Technology can aid in providing real-time next bus information, maximizing the efficiency of the system, improving signal timing, and needed fiber optics to support transportation infrastructure projects.

Objective: Improve travel time reliability and increase the use of Intelligent Transportation System (ITS) technologies to improve efficiencies of the system.

PERFORMANCE MEASURE Vehicle delay per capita **Target** TBD	Determine baseline for these conditions by 2017

ACTIONS

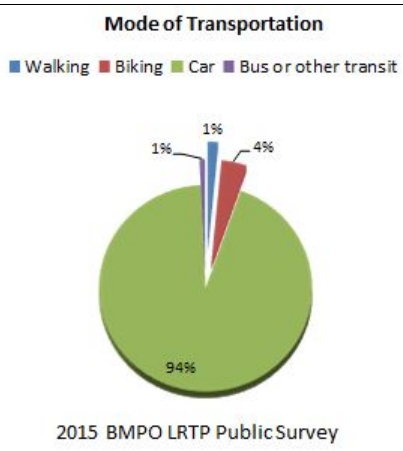
- Improve coordination of signal timing
- Implement and /or improve mobile technology that provides next bus information
- Use commuter TDM strategies

GOAL:
An accessible, connected, and integrated transportation system

Multimodal Mobility and Accessibility

The availability of a wide variety of mobility options, such as walking, biking, transit, and driving, is critical to improving the quality of life for residents, visitors and employment in the Idaho Falls region. BMPO will work with TRPTA to track the change in mode split and percent change in the use of transit in our region to ensure that we are reaching our goal of providing an accessible, connected and integrated system.

Objective: Improve quality of transportation options

PERFORMANCE MEASURE Mode split **Target** Disperse mode split by XX by 2020, XX by 2030 and XX 2040	
PERFORMACE MEASURE Annual transit ridership **Target** Increase transit ridership 2% annually	
PERFORMANCE MEASURE Miles of sidewalks, multi-use paths, and on-road bicycle facilities **Target** TDB	

ACTIONS

- Review all roadway projects to ensure they meet the intentions of the MPO's Complete Street Strategies
- Evaluate opportunities for development of intermodal facilities to enhance transfers between modes
- Increase transit availability, frequency and span of service
- Feature bicycle and pedestrian designs by using the Connecting our Community design guidelines
- Identify multimodal network gaps and prioritize improvements

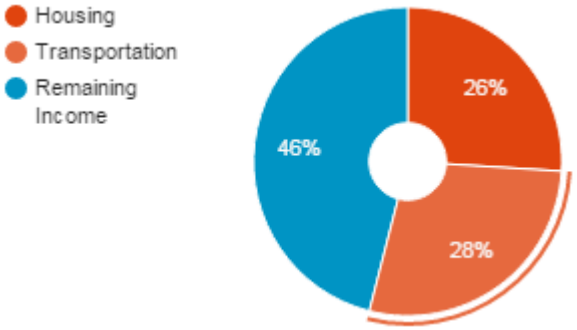
- Enhance bike network and walkability through improved wayfinding, streetscape, increased bike parking, and traffic control projects
- Implement the Connecting our Community guidance for connectivity and growth
- Create public transportation user committee to coordinate bike/pedestrian committee and mobility management
- Expand service area including routes, stops, frequency, hours and weekend operations
- Evaluate impacts of car sharing on existing public transit services
- Implement rideshare program

Support of Economic Vitality

Transportation infrastructure is a key component of a thriving community as it provides access to housing, jobs, recreation, and much more. BMPO will support the appropriate locating of new development to ensure the community has access to amenities and housing and transportation costs remain affordable.

GOAL:
A transportation system that supports economic and community vitality

Objective: Integrate infrastructure in a manner that supports economic development and increases equitable transportation access

PERFORMANCE MEASURE	
Housing and Transportation Affordability Index (H+T Index) **Target** Decrease in average housing and transportation costs by 2% by 2020	 2015 H + T Affordability Index

ACTIONS

- Support development and improvement of intermodal transportation facilities at transit stations
- Improve and/or expand bicycle, pedestrian, and transit infrastructure to allow easy access to commercial centers, recreation areas, or public spaces
- Identify transit stops requiring improvements to increase safety and accessibility
- Improve and/or expand transportation facilities to support job access
- Ensure new development has adequate access to healthy food
- Support mixed-use development and population and employment density that supports alternative mode of transportation
- Ensure new development is adequately connected to the transportation system
- Determine the mechanism to evaluate economic benefits and impacts related to major transportation investments

Environmental Stewardship

Development that thoughtfully considers the transportation network will be important to reduce gas emissions in the region in the years to come. Environmental stewardship of the natural environment and the cultural and built environment is a priority for BMPO and its members.

GOAL:
A transportation system that protects the natural, cultural, and built environment

Objective: Reduce fossil fuel consumption by minimizing travel time and providing access to alternative modes

PERFORMANCE MEASURE	Determine baseline for these conditions by 2017
Increase the number of projects that incorporate sustainable design elements **Target** TBD	

ACTIONS

- Ensure new development is effectively connected to the transportation system
- Encourage mixed-use development and population densities that support alternative modes of transportation
- Improve and/or expand bicycle and pedestrian infrastructure
- Transition to low emission vehicle fleets
- Implement commuter TDM strategies
- Support development of green buildings/facilities
- Support a long-range vision and master planned land-uses that realize sustainable and vital mixed use neighborhoods, not incremental and sprawling development

OTHER CONSIDERATIONS

The actions identified in this chapter were selected based on the feasibility of implementation within the 20-year planning horizon. Several other actions were identified that BMPO and agencies may use to support the area goals but did not fit into the current performance measures.

Environmental

A. CONSULTATION

While detailed environmental analysis is not required, it is important to consult with environmental resource agencies during development of the LRTP. This interagency consultation provides an opportunity to compare the LRTP with environmental resource plans and develop discussion on potential environmental mitigation activities. Representatives of environmental resource agencies were invited to participate in LRTP steering committee meetings. BMPO will also forward a draft of the LRTP to the following agencies.

Bureau of Land Management
Bureau of Reclamation
Idaho Fish and Game
Idaho Water Resources
Environmental Protection Agency
State Historic Preservation Office
Department of Environmental Quality
Federal Emergency Management Administration

B. MITIGATION

Environmental conditions including park and recreational areas, agricultural lands, wetlands, EPA sites and noise sensitive locations have been documented in Figure 15. This provides a brief overview of where further environmental reviews might be required related to the potential projects. It does not, however, indicate with exactness if an environmental impact will be adverse or beneficial.

Detailed environmental analysis of individual transportation projects occurs during the preliminary engineering stage. At this time, project features may be narrowed and refined, and the environmental impacts and mitigation strategies are appropriately determined.

Environmental mitigation strategies will be considered in coordination with the appropriate environmental resource agency. All mitigation activities will be consistent with legal and regulatory requirements related to the human and natural environment.

C. ENVIRONMENTAL JUSTICE

Areas with minority and low income populations have been mapped and compared with the location of potential roadway expansion projects to determine if any proportionally high or adverse effects exist.

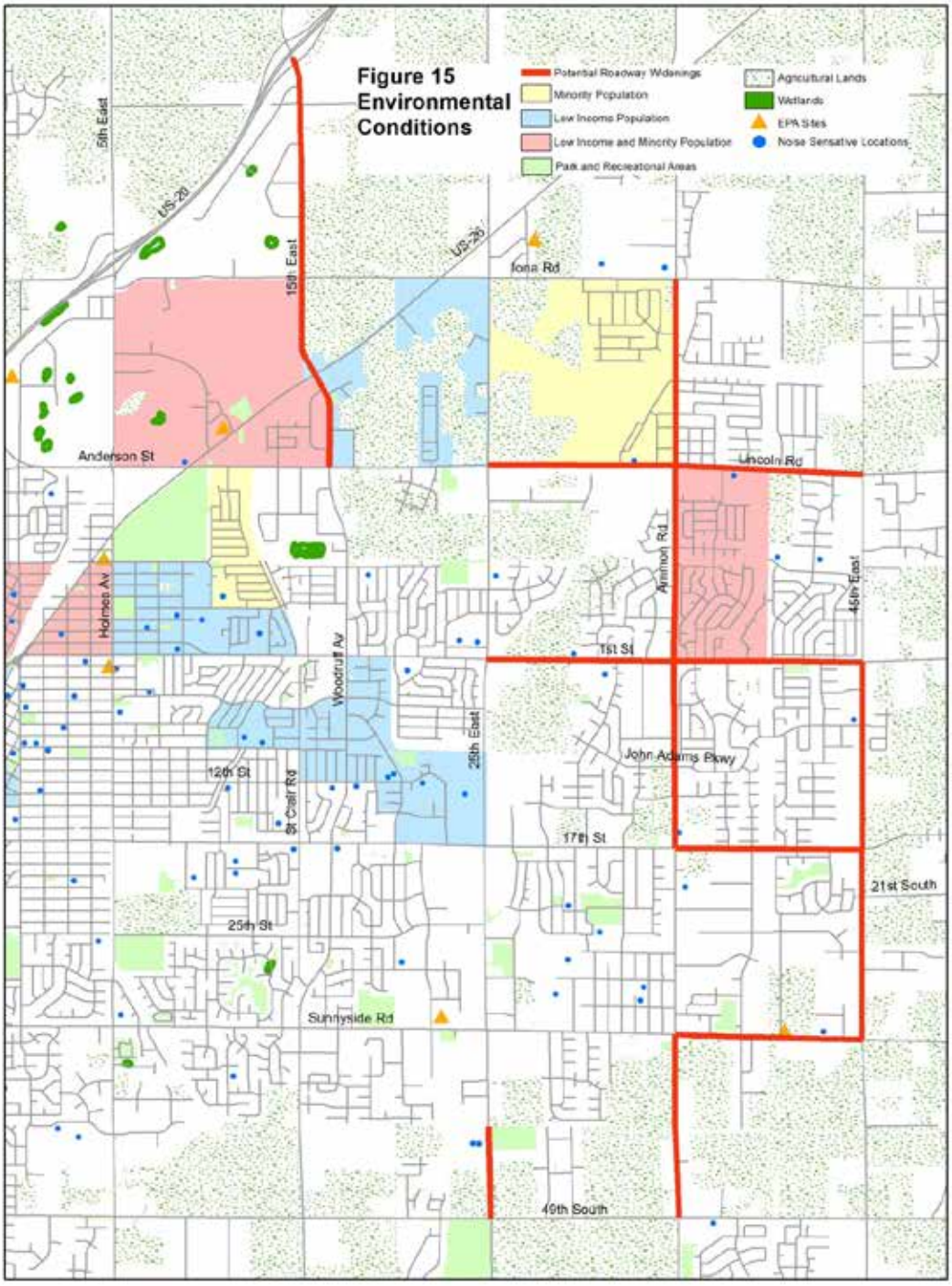


Figure 15
Environmental
Conditions
Potential Roadway Widenings
Minority Population
Low Income Population
Low Income and Minority Population
Park and Recreational Areas
Agricultural Lands
Wetlands
EPA Sites
Noise Sensative Locations
5th East
US-20
15th East
US-20
Iona Rd
Anderson St
Lincoln Rd
Ammon Rd
45th East
Holmes Av
Woodruff Av
1st St
28th East
John Adams Pkwy
12th St
St Clair Rd
17th St
21st South
25th St
Sunnyside Rd
49th South

Figure 15 identifies the distribution of minority and low income populations. The map identifies those TAZs where minority populations exceed 20 percent of the total population of the TAZ. The population information was extracted from U.S. Census Bureau data.

The map also identifies TAZs where the percentage of low income population exceeds 40 percent of the total population of the TAZ. A low income level for Bonneville County was established and then compared to the income data by census block groups from the U.S. Census Bureau to determine what percentage of population exceeded the low income level. The process used to determine the low income level and percent was provided by the U.S. Department of Housing and Urban Development.

Roadways sections of 1st Street, 15th East, Ammon Road and Lincoln Road traverse areas with a higher than average distribution of minority and low income populations. A more detailed analysis needs to be accomplished to determine possible impacts. However, the potential roadway expansions would provide improved access to and from these areas. Also, numerous businesses and residential units abut the roadways. Right-of-way will likely need to be acquired in some locations. It is uncertain if any displacements will result until detailed engineering drawings are developed.

Transportation Security Planning

Security is a key element in planning transportation infrastructure. This is a day and age when transportation not only provides facilities to support mobility and goods movement, but also plays a critical role in rendering aid and evacuating areas affected by a security-related event. Direct attacks or even accidental ones such as major spills of hazardous waste could not only have a damaging effect on a region's transportation network, but on the nation's as well.

With the passage of SAFETEA-LU Congress required Metropolitan Planning Organizations to take some planning responsibility for security. The MPO's role as coordinator, facilitator, and federal funding sources make them a great place to coordinate services in a region. The safety and security of the traveling public has been the focus of many agencies in the nation and our region.

The Bonneville County Office of Emergency Management develops and maintains disaster plans for the area. It also works to prepare residents, businesses, industries, and governmental agencies for all types of hazards and emergencies.

In 2013 the State of Idaho updated the State Hazard Mitigation Plan. The purpose of the mitigation plan is to rationalize the process of determining appropriate hazard mitigation actions. The document includes a detailed characterization of natural hazards in the State; a risk assessment that describes potential losses to physical assets, people and operations; a set of goals, objectives, strategies and actions that will guide the mitigation activities; and, a detailed plan for implementing and monitoring the Plan. Also, in 2015 the State revised the Idaho Emergency Operations Plan which establishes a comprehensive framework for the

management of domestic incidents and provides the structure and mechanism for the coordination of state support to local incident managers.

These plans provide strategy and mitigation for the security of the area and were developed in coordination with transportation and law enforcement. The plans address concerns such as evacuation, containment, and first-responder actions. BMPO has available resources and, upon request, will coordinate with Bonneville County Emergency Services, local police, fire and other emergency responders to ensure the proper facilities, routes, and technology is in place to allow the providers to perform their tasks listed in the plans.

Summary

The Long Range Transportation Plan identifies existing and future multi-modal deficiencies and needs and establishes or recommends strategies and investments to address the needs. Investment costs are projected against possible revenues. Potential environmental issues are identified. In conclusion, the Long Range Transportation Plan attempts to address the purposes as outlined at the beginning of the document.

Appendix A
Long Range Transportation Plan Steering Committee

Invitee	Representing
Amanda Ely	Targhee Regional Public Transportation Authority (TRPTA)
Bill Shaw	Idaho Transportation Department (ITD)
Brad Cramer	City of Idaho Falls Community Development Services
Chris Canfield	City of Idaho Falls Engineering
Chris Staley	Idaho Falls Community Pathways/BPAC
Craig Davis	City of Idaho Falls Airport
Dave Frei	City of Idaho Falls Police Department
Dean Nielson	Life Incorporated
Eddy Frasure	Idaho National Laboratory (INL)
Greg Eager	Idaho Department of Environmental Quality (DEQ)
John Pymm	Bonneville Joint School District 93
Kellye Eager	Eastern Idaho Public Health
Kent Fugal	City of Idaho Falls Public Works
Kerry Beutler	City of Idaho Falls Planning Division
Kevin Eckersell	Bonneville County Public Works
Lance Bates	City of Ammon Engineering
Linda Martin	Grow Idaho Falls
Margaret Wimborne	Idaho Falls School District 91
Mark McBride	City of Idaho Falls Police Department
Michelle Holt	Chamber of Commerce
Paul Scoresby	City of Iona and City of Ucon
Ron Folsom	City of Ammon
Paul Wilde	Bonneville County Sheriff
Steve Serr	Bonneville County Planning
Tom Bassista	Idaho Fish and Game

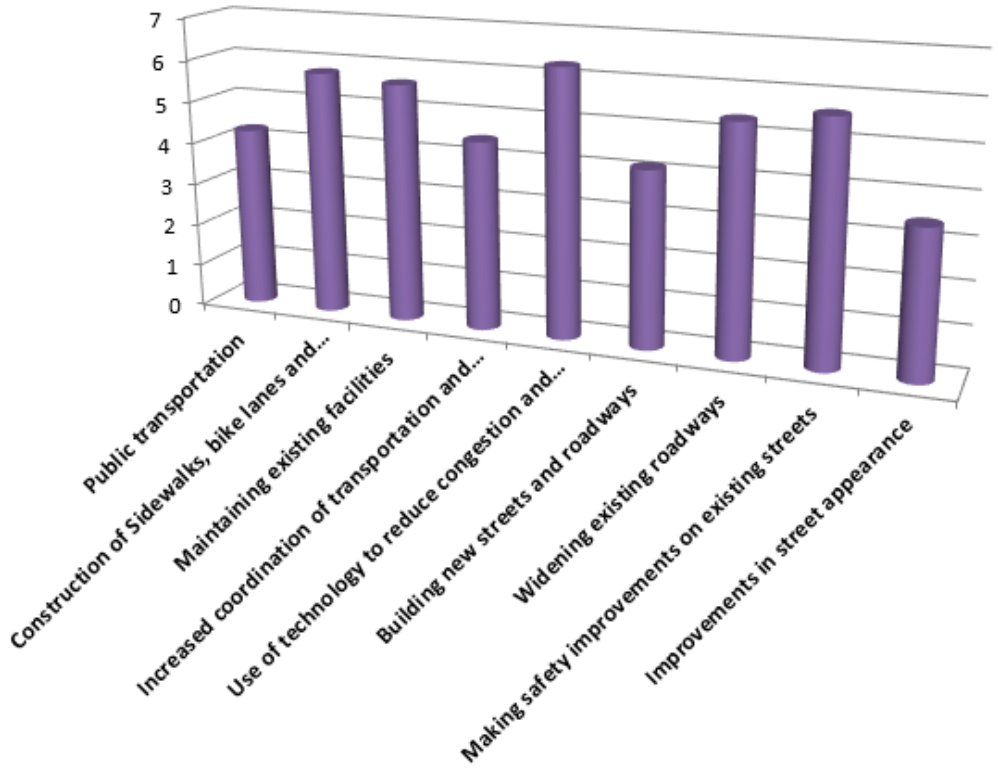
Appendix B
Long Range Transportation Plan Comments

December 2014 - Survey

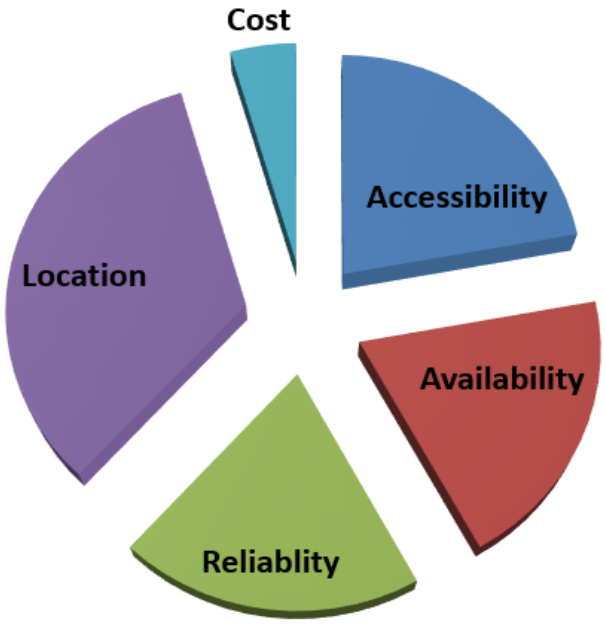
Users of the transportation system face the daily challenges associated with travel. To ensure the BMPO Long Range Transportation Plan considers the issues important to citizens of the region and keep the region's best interest in mind, a community survey was conducted to guide the planning process. In order to make certain the community was adequately represented, this survey was widely distributed to citizens via newspapers articles, local TV news reports, websites and municipal contacts.

The tables and graphs on the following pages summarize the community feedback and will be incorporated into an update of the BMPO 2040 Long Range Transportation Plan.

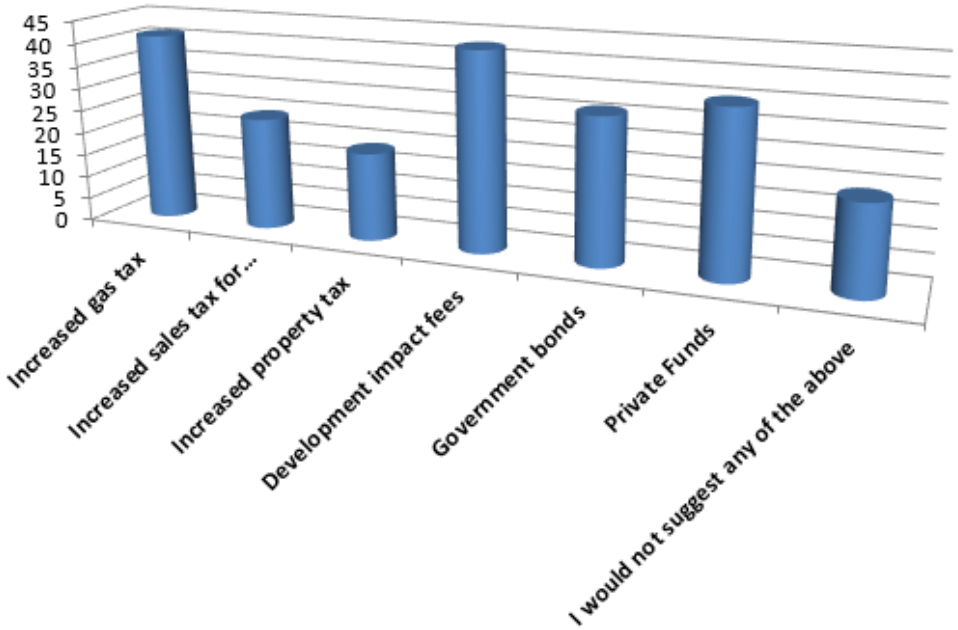
Question: If you only had $100 to on funding transportation improvements, how would you prioritize the following projects?



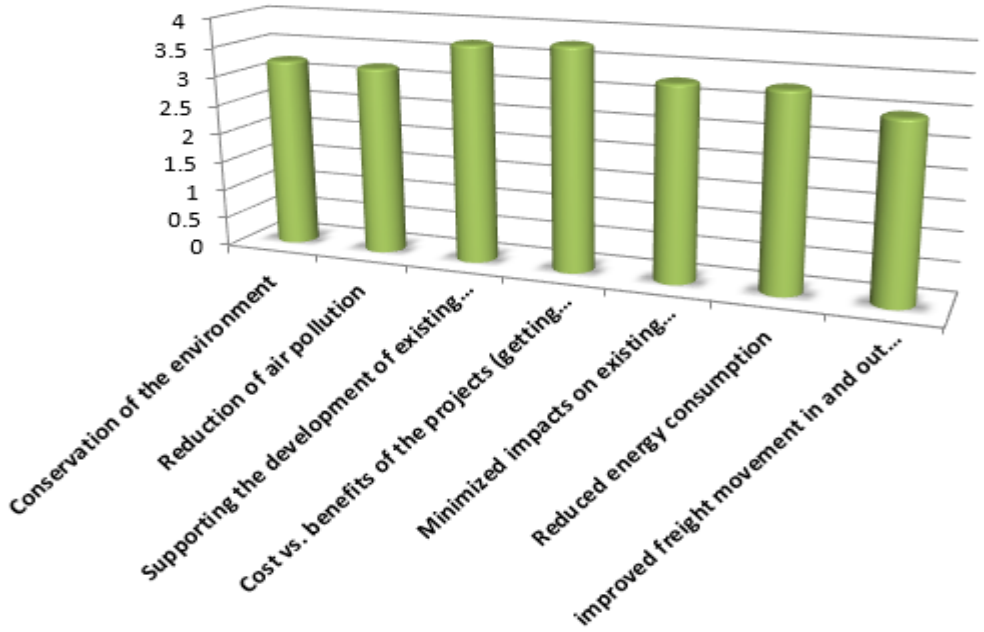
Question: What best determines the Mode of Transportation you use



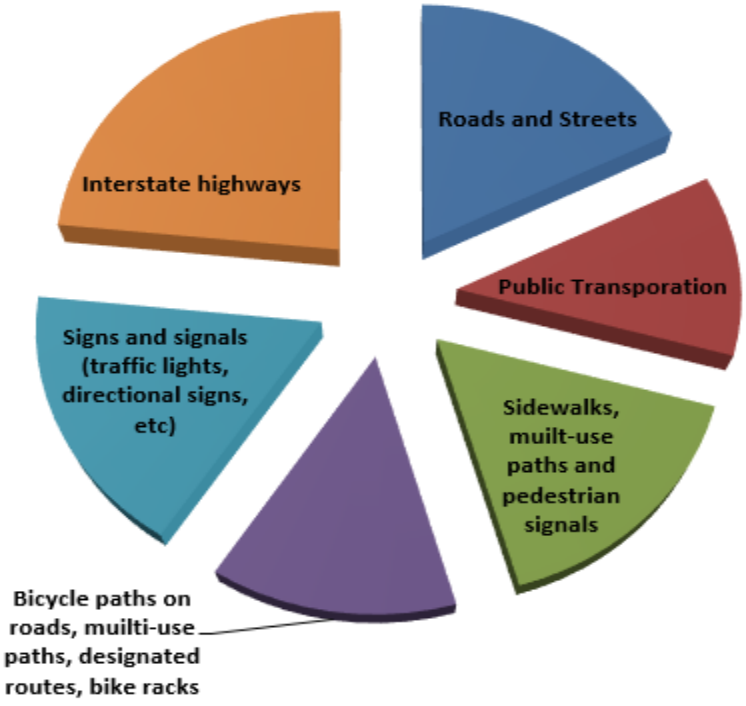
Question: Support for additional funding for transportation



Question: What to consider when selecting projects



Question: Current Quality of each of the Modes of Transportation



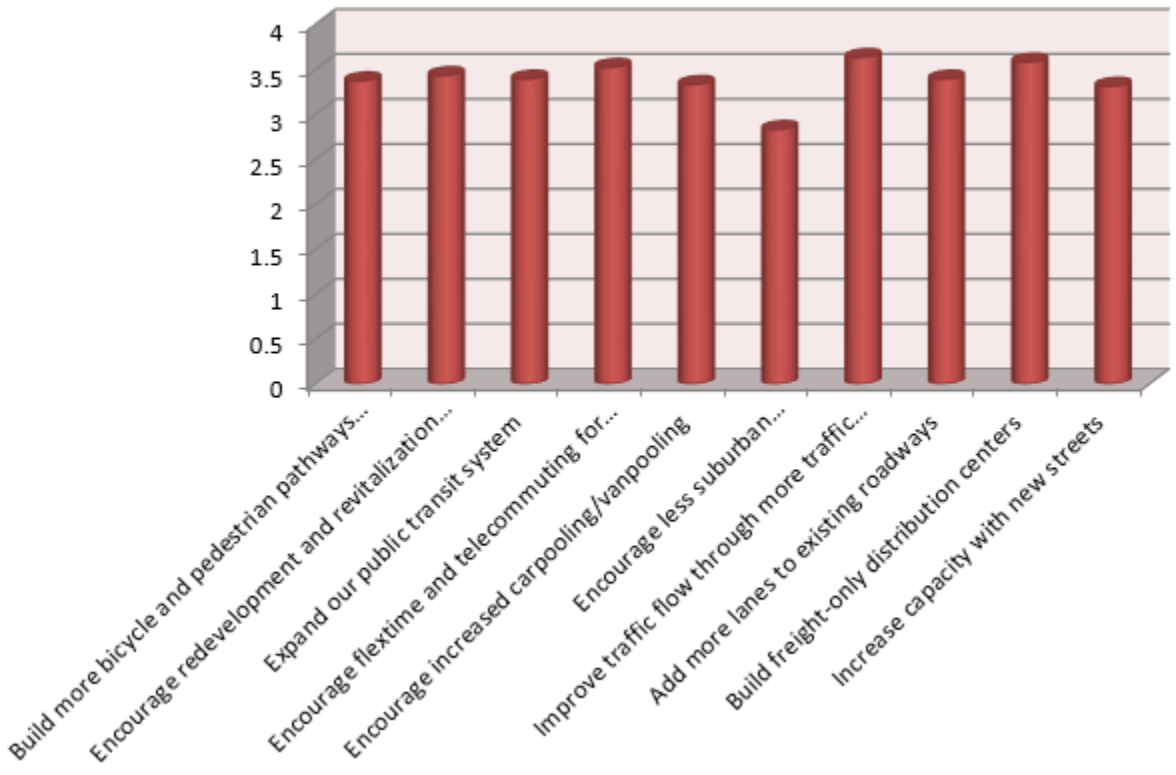
Question: In your opinion what will be the three (3) MOST significant transportation challenges in our region in the next 25 years?

-Increased traffic/congestion/delay

-Development patterns

-Aging and deteriorating infrastructure

Question: Addressing challenges with transportation and land use strategies



Question: Name any specific areas you avoid due to concerns with traffic congestion.

- 17th Street & Hitt Road
- Woodruff & 17th Street
- Hitt Road-Target/Albertsons
- Hitt Rd & Lincoln Rd
- Ammon Rd & 1st Street
- South Boulevard
- I-15 & Broadway
- Yellowstone Hwy
- 17th Street
- 1st Street
- Roundabouts
- Lincoln Rd & Ammon Rd
- Downtown
- Broadway
- I-15 near Loves Truck Stop
- 1st Street & Holmes Ave
- Sunnyside Rd & Hitt Rd
- Grandview
- Hitt Rd & 1st Street

What we learned

- 94% of the participants use a **car** as their mode of transportation
- The main reason for their choice is **location**
- They would spend their dollars on **Use of technology to reduce congestion and delays** and **Making safety improvements on existing streets**
- The dollars to support additional transportation should come from **development impact fees** and **increased gas tax**
- **Cost vs Benefits** and opportunity for **infill** should be used when selecting future projects
- **Interstate Highways, Roads and Streets** & **Directional Signs and Traffic Signals** have the best quality for transportation in our region
- **Increased traffic/congestion/delay, Development patterns and Aging and deteriorating infrastructure** are the top three areas of significant transportation challenges in our region in the next 25 years
- When growth is taking place, we should **improve traffic flow through more traffic signal timing** and **building freight-only distribution centers**

February 2015 – Steering Committee

- Vision Statement
- Demographics
- Goals/Objectives
- Functional Classification

October 2015 – Steering Committee

- Needs/Conditions
  - Annual traffic growth
    - 81st/97th
    - Crowley
    - 35th West
    - 45th West
    - Grandview
  - US 26 - Population growth and traffic routes to be studied
- Area of Project Congestion
  - 65th South to 5th West
  - Lincoln Rd east of Hitt Road
- Average Daily Volumes
- Future needs: railroad crossings, bridges and pavement conditions

December 2015 – Public Meeting

- Consider three lane facilities, like Holmes, so that people turning can get out of the way and traffic can continue to flow.
- More turning lanes.
- Come up with a loop that you can go around the town and get off.
- 17th Street between US-26 and Rollandet is an area of congestion and concern. It's a very narrow lane and you have to use extreme caution if there is a car parked along street.
- Will traffic light at Sunnyside and Eagle Coordinate with Sunnyside and Hitt Road to ensure good traffic flow?
- Concern about new high school traffic on 45th East and access to 45th East.
- Public Transportation – Extend hours on weeknights and provide Saturday/Sunday services.

February 2016 – Steering Committee

- Roadway system Strategies and investments
- Access Management
- Traffic flow and congestion
- Safety, Bridges and Pavement
- Bicycle and Pedestrian Strategies and Investments
- Public Transportation Strategies and Investments

Appendix C

General Roadway Functional Classification Characteristics

Roadway Type	*Activity Centers*	*Land Use*	*Spacing*	*Trips Served/Length*	*Travel Demand*
Freeway	No direct access to activity centers.	No direct access to land use.			
Principal Arterial	Access to regional activity centers.	Does not bisect neighborhoods or provide access to adjacent land uses.	1 to 2 miles depending on density.	Serves trips passing through urban area or between the urban area and outlying communities.	Daily traffic volumes in excess of 15,000.
Minor Arterial	Access to more community based activity centers.	May provide access to adjacent land use but only as a secondary function. Often establishes a neighborhood border.	1/2 to 1 mile.	Provides for longer trips within the urban area.	Daily traffic volumes between 8,000 and 15,000.
Urban Collector	Access to arterials that access activity centers and may provide access from an arterial to an activity center.	Connects arterials and residential collectors. May have a relatively important land use function.	Spaced around a 1/2 mile.	Provides for trips to arterials and does not extend for more than a few miles.	Daily traffic volumes between 3,000 and 8,000.
Residential Collector	No direct access to activity centers.	Penetrates neighborhoods and provides access to arterials.	1/4 to 1/2 mile.	Not necessarily continuous.	Daily traffic volumes between 1,000 and 3,000.
Local Street	No direct access to activity centers.	Direct access to land use.	Block level.	Local service street.	Less than 1,000.

Appendix D

Methodology to Compute Level of Service (LOS) for Planning

The following provides a more descriptive definition of roadway congestion.

a **Uncongested** Level of Service A and B are those corridors that generally operate in free-flow conditions. Ability to maneuver is not restricted or only slightly restricted.

a **Minor Congestion** Level of Service C are those corridors where speeds are at or near free flow and the freedom to easily maneuver is noticeably restricted.

a **Moderate Congestion** Level of Service D are those corridors that speeds may decline slightly and the freedom to maneuver is noticeably more limited.

a **Congested** Level of Service E are those corridors where traffic volumes have reached capacity and traffic flow is unstable; Level of Service F is where demand exceeds capacity.

Facility Type and Number of Lanes	A		B		C		D		E		F	
	Range:		*Range:*		*Range:*		*Range:*		*Range:*		*Range:*	
	ADT	V/C Ratio	ADT	V/C Ratio	ADT	V/C Ratio	ADT	V/C Ratio	ADT	V/C Ratio	ADT	V/C Ratio
Urban Collector												
Two Lanes	<4725	<0.45	4725>6300	0.45>0.60	6300>7875	0.60>0.75	7875>8925	0.75>0.85	8925>10500	0.85>1.00	10500>	1.00>
Three Lanes	<5850		5850>7800		7800>9750		9750>11050		11050>13000		13000>	
Four Lanes	<9225		9225>12300		12300>15375		15375>17425		17425>20500		20500>	
Five Lanes	<11250		11250>15000		15000>18750		18750>21250		21250>25000		25000>	
Minor Arterial												
Two Lanes	<5625	<0.45	5625>7500	0.45>0.60	7500>9375	0.60>0.75	9375>10625	0.75>0.85	10625>12500	0.85>1.00	12500>	1.00>
Three Lanes	<7200		7200>9600		9600>12000		12000>13600		13600>16000		16000>	
Four Lanes	<11700		11700>15600		15600>19500		19500>22100		22100>26000		26000>	
Five Lanes	<13950		13950>18600		18600>23250		23250>26350		26350>31000		31000>	
Principal Arterial												
Two Lanes	<6300	<0.45	6300>8400	0.45>0.60	8400>10500	0.60>0.75	10500>12600	0.75>0.90	12600>14000	0.90>1.00	14000>	1.00>
Three Lanes	<8325		8325>11100		11100>13875		13875>16650		16650>18500		18500>	
Four Lanes	<13950		13950>18600		18600>23250		23250>27900		27900>31000		31000>	
Five Lanes	<16650		16650>22200		22200>27750		27750>33300		33300>37000		37000>	
Six Lanes	<21150		21150>28200		28200>35250		35250>42300		42300>47000		47000>	
Seven Lanes	<25200		25200>33600		33600>42000		42000>50400		50400>56000		56000>	
Freeway												
Four Lanes	<29050	<0.35	29050>45650	0.35>0.55	45560>58100	0.55>0.70	58100>74700	0.70>0.90	74700>83000	0.90>1.00	83000>	1.00>
Six Lanes	<43400		43400>68200		68200>86800		86800>111600		111600>124000		124000>	

For collectors and arterials, number of lanes include the center lane/median (i.e. an odd number of lanes indicates dedicated or two-way left-turn lanes)

Example of how LOS and Volume to Capacity (V/C) ratios are determined for a roadway segment:

Woodruff Avenue - 1st Street to 12th Street

Facility Type = Minor Arterial; Number of Lanes = 5; ADT (Traffic Volume) = 23570; Capacity = 31000

LOS = D; V/C Ratio - 23570/31000 = 0.76

Appendix E
LHSIP Eligible Intersection Locations

Number Correlation	N-S STREET	E-W STREET	# of Total Accidents	# of Fatal Type "A" Accidents
1	15TH E (ST CLAIR)	49TH S (TOWNSHIP)	13	1
2	15TH E (ST LEON)	81ST N (WILLOW CREEK)	3	1
3	15TH E (ST LEON)	113TH N	3	1
4	15TH E (ST LEON)	PAR TEE	1	1
5	15TH W (JAMESTON)	81ST S	2	1
6	1ST E	97TH S	2	1
7	25TH E (HITT)	17TH S	141	2
8	25TH E (HITT)	SUNNYSIDE	56	1
9	25TH E (HITT)	YELLOWSTONE (US26)	28	1
10	25TH E (HITT)	DERRALD	42	1
11	25TH E (HITT)	1ST ST	45	1
12	25TH E (HITT)	25TH S	47	1
13	25TH E (HITT)	US-20	16	1
14	25TH E (HITT)	97TH S	2	1
15	25TH E (HITT)	49TH S (TOWNSHIP)	1	1
16	35TH E (AMMON)	49TH S (TOWNSHIP)	17	1
17	35TH E (AMMON)	65TH S (YORK)	6	1
18	35TH E (AMMON)	GARNET ST	2	1
19	35TH W	BROADWAY (US20)	2	1

20	45TH E (CROWLEY)	RIRIE HWY (US26)	13	3
21	45TH E (CROWLEY)	65TH S (YORK)	7	1
22	45TH E (CROWLEY)	49TH S (TOWNSHIP)	5	2
23	45TH W	17TH S	1	1
24	5TH E (LEWISVILLE)	113TH N	6	2
25	5TH E (PARK)	49TH S (TOWNSHIP)	2	1
26	5TH W (EAST RIVER)	COMMONS	3	2
27	5TH W (EAST RIVER)	RIVERFRONT	1	1
28	5TH W (PARK)	97TH S	2	1
29	5TH W (PARK)	DAYTONA	1	1
30	AMMON (35TH E)	1ST ST	51	4
31	ASHMENT	17TH S	65	3
32	BELLIN	33RD S	1	1
33	BELLIN	GRANDVIEW	1	1
34	BLUE RIDGE	17TH S	1	1
35	BONNEVILLE	9TH S	1	1
36	BONNEVILLE	GARFIELD	1	1
37	CHAMBERLAIN	SHORT	2	1
38	CHANNING	SUNNYSIDE	28	2
39	CHANNING	CORONADO	3	1
40	CHANNING	DESOTO	3	1
41	CHAPARRAL	SUNNYSIDE	5	1
42	CHAPARRAL	MESQUITE	1	1

43	CRANMER	12TH S	2	1
44	CRANMER	13TH S	1	1
45	CROWN CRESCENT	SUNNYSIDE	2	1
46	CURLEW	17TH S	51	1
47	CURTIS	18TH S	1	1
48	CURTIS	17TH S	29	1
49	DISNEY	SUNNYSIDE	4	1
50	EASY	1ST ST	3	1
51	ELMORE	IONA ST	1	1
52	FANNING	JOHN ADAMS	5	1
53	FIFE	19TH S	1	1
54	HIGBEE	14TH S	3	1
55	HIGBEE	7TH S	2	1
56	HOLMES	17TH S	94	2
57	HOLMES	IONA (33RD N)	15	1
58	HOLMES	ANDERSON	24	1
59	HOLMES	ELVA	11	2
60	HOLMES	CLEVELAND	6	2
61	HOLMES	65TH S (YORK)	5	1
62	HOLMES	COUNTRYSIDE	2	1
63	HOLMES (5TH E)	1ST ST	49	2
64	I-15 NB RAMPS	BROADWAY	35	2
65	I-15 NB RAMPS	US-20	37	1

66	JENNIE LEE	17TH S	24	1
67	LEE	LOMAX	9	1
68	LINCOLN DR	1ST	7	1
69	LINCOLN DR	JOHN ADAMS	6	1
70	MIDWAY	17TH S	12	1
71	MOONSTONE	GREENWILLOW	2	1
72	NIXON	12TH S	1	1
73	OLD BUTTE	BROADWAY	6	1
74	OLIVE	JOHN ADAMS	1	1
75	PIONEER RD	SUNNYSIDE	3	1
76	RICHLAND	BENSEN	1	1
77	RIVERSIDE	VISSING CIR	1	1
78	ROLLANDET	17TH S	21	1
79	SABIN	17TH S	4	1
80	SATURN	PANCHERI	5	1
81	SOUTH BLVD	17TH S	29	1
82	SOUTH BLVD	SUNNYSIDE	22	1
83	SOUTH BLVD	BIRCH	1	1
84	ST CLAIR	17TH S	43	3
85	SUNNY HEIGHTS	SUNNYSIDE	2	1
86	TAYLORVIEW	STONEHAVEN	2	1
87	US-20 SB RAMP	SCIENCE CENTER	1	1
88	US-26 (NORTHGATE)	GLADSTONE	6	1

89	US-26 (YELLOWSTONE)	SUNNYSIDE	84	5
90	US-26 (YELLOWSTONE)	HEYREND	9	1
91	US-26 (YELLOWSTONE)	E	5	1
92	US-26 (YELLOWSTONE)	F	4	1
93	US-26 (YELLOWSTONE)	BIRCH	2	1
94	US-91 (YELLOWSTONE)	97TH S	1	1
95	WABASH	GARFIELD	5	1
96	WOODRUFF	17TH S	111	4
97	WOODRUFF	1ST ST	77	1
98	WOODRUFF	JOHN ADAMS	36	3
99	WOODRUFF	LINCOLN	33	1
100	WOODRUFF	25TH S	12	1
101	WOODRUFF	9TH S	9	1
102	WOODRUFF	16TH S	3	1
103	WOODRUFF/15TH E (ST CLAIR)	SUNNYSIDE	48	1
104	WOODRUFF/15TH E (ST LEON)	YELLOWSTONE (US26)	15	1
105	YELLOWSTONE (SH43)	RIRIE HWY (US26)	13	1
106	US-26	65TH S (YORK)	25	1