

An aerial photograph of a park area. The scene is dominated by green grass and several large trees with bright yellow foliage. A paved road curves through the area, and there are some buildings and parking lots visible. The sky is clear and blue.

Connecting Our Community

A Plan for Connecting the Idaho Falls Area
Through Walking and Biking

Prepared for the Idaho Falls Parks and Recreation Division & the
Bonneville Metropolitan Planning Organization
by Alta Planning + Design
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CHAPTER ONE

Introduction & Background



Overview

This chapter introduces the Idaho Falls “Connecting Our Community” Plan, lays out the vision, and reviews relevant background documents that affect the development and implementation of this plan and its recommendations, either now or in the future.

PLAN INTRODUCTION

Pedestrians and bicyclists are an “indicator species” of healthy communities. Their presence helps to enliven streets and make communities more viable. For years, the Idaho Falls Area has made incremental investments in non-motorized infrastructure. The Snake River Greenbelt and Sunnyside Road pathways are an accomplishment of which to be proud. Now that the pathway and trail network has grown to a significant mileage (more than 25 miles), increased effort is needed to connect this growing transportation and recreation system to places residents want to go.

Similarly, **an on-street network of bikeways is needed** in the Idaho Falls area to provide comfortable access to destinations and the pathway network.



Figure 1.1. The hub & spokes model illustrates how destinations and districts can be connected via the Greenbelt, trails, on-street bicycle facilities, and pedestrian improvements.



Figure 1.2, Shared use path & boardwalk, Snake River Landing development.

At 6.1 miles, the on-street network is currently much less developed, but the potential for improvement is high, with an abundance of “low hanging fruit”. A comprehensive on-street network is an effective means of providing easier and safer travel options to residents and acts as a valuable link to parks, recreation areas, open space and the existing pathway and trail network. For pedestrians, the system would provide safer street crossings, safe routes to school, access to transit, etc.

In Idaho Falls, the Parks and Recreation Division has developed a system that responds to emerging challenges and trends by adapting to the community, draws funding and community support, expands active recreation and indoor opportunities, better utilizes the riverfront and Downtown, and connects the City through a network of trails. As of 2014, Parks and Recreation has built and maintains more than 25 miles of trails for walking, running, hiking, and bicycling; seven (7) miles of motocross trails; 52 parks; 18 pavilions and shelters; and 24 public restrooms; in addition to the many services and programs.

VISION

The vision is to create a comprehensive and interconnected pedestrian, trail and on-street bicycle network that fosters a culture of active living and increases the Idaho Fall Area’s marketability as a destination for active recreation – boasting a world

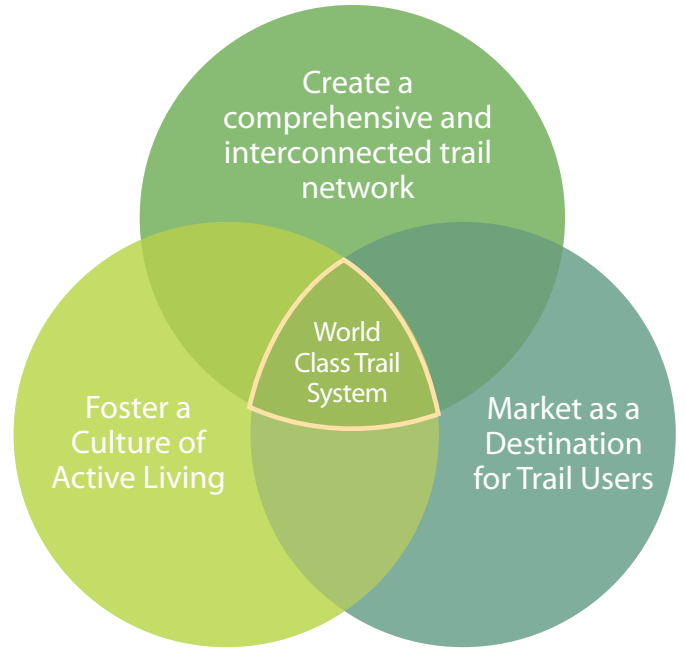


Figure 1.3, Idaho Falls’ vision for a world class trail system

class trail system. In order for this vision to be realized, funding, technical feasibility (sufficient space and technology), and political will must all be realized.

Residents in Idaho Falls, Ammon, Iona, and Ucon will all benefit from careful and strategic expansion of the non-motorized network. “Connecting Our Community” will serve as that blueprint to guide the planning and implementation of new bicycle and pathway facilities. Successful implementation of this plan will leave the Idaho Falls area healthier, happier and well connected to neighboring communities and amenities.

RELEVANT DOCUMENTS

2008 BMPO Bicycle and Pedestrian Plan

The plan addresses completed and proposed bicycling and walking projects and funding sources for the Bonneville MPO area. An existing facilities map depicts the network in 2008 and also allows the considerable progress in the last five years (trail extension,



improved connections, additional paths and bike lanes) to be appreciated. A long range, proposed paths and bikeways map and table with estimated costs and funding sources (public and private) are included as well.

1995 Idaho Falls Bicycle and Pedestrian Plan

The goals of this plan focused on developing 80 miles of bikeways by 2015; design new streets to accommodate anticipated traffic volumes, including pedestrians and bicyclists; dedicate land in subdivisions for walkways and bikeways; clearly separate sidewalks and paths on collector roads and designate them to convey pedestrians to schools and services.

By the end of 2013, Idaho Falls has made significant progress in reaching this goal. The City has built and currently maintains more than 25 miles of trails and paths and six (6) miles of on-street bikeways.

City of Idaho Falls Code of Ordinances

According to the code of ordinances for the City of Idaho Falls, bicyclists traveling on any road, bicycle path or route must respect all traffic laws that apply to motor vehicles. On bicycle paths that intersect public streets, bicyclists have the right-of-way over motor vehicles. Although bicycle riding on the sidewalk is not expressly prohibited in the Code, bicyclists must always yield to pedestrians. In Idaho Falls, the City Council may establish and designate the location of bicycle paths and routes in the City.

Idaho Falls Comprehensive Plan (2000)

This plan, which is not specific to walking, bicycling, or transportation, but rather is an all-encompassing plan for the City, identifies the Snake River Greenbelt as one of the best features of the City of Idaho Falls. Development and preservation strategies for the Greenbelt include: developing it from the upper power plant to Gem Lake; encouraging a walkway with

specialty shops and cafes adjacent to the Snake River on the Greenbelt's central section (near Broadway); assuring that private investments complement; and that adjacent uses are compatible with Greenbelt development. Further, the plan also recommends dedicating part of Downtown as a pedestrian area and gathering place for eating or for community events, where people can wander from the Greenbelt to shop and meet, including a "highly visible pedestrian access across Memorial Drive" (p. 13).

Idaho Falls Downtown Design Guidelines Manual

This manual, which applies to Downtown Idaho Falls, specifies technical feasibility, design guidelines, and recommendations for pedestrian facilities. It states that any sidewalk or pedestrian improvement should apply its recommendations and guidelines to any project (sidewalks, paths, eating areas, benches, etc.) being developed or redeveloped in Idaho Falls. There is no mention of bicycles or infrastructure for bicyclists in the document.

Idaho State Code

In Idaho, a pedestrian is any person afoot or operating a wheelchair, motorized wheelchair or an electric personal assistive mobility device.

The Idaho State bicycle-related code states that bicyclists: should ride as close as possible to the right-hand curb or edge of roadway except when overtaking, preparing to turn left, or to avoid obstacles; shall not ride more than two abreast except on bicycle-only paths and when doing so, should not impede normal traffic flow; may ride on the sidewalk but give audible warning when overtaking and will have the rights of a pedestrian when riding on the sidewalk. Additionally, a bicyclist may slow down to a reasonable speed (yielding the right-of-way if required) and make a turn or proceed through a stop sign-controlled intersection without stopping completely.

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Overview

This chapter reviews initial public workshop feedback, summarizes public survey results, and identifies the needs of different types of bicyclists.

PUBLIC WORKSHOP

On July 10th, 2013, more than 60 community members participated in an interactive public workshop at the Idaho Falls Public Library. The workshop included a planning process summary, presentations outlining the future of Idaho Falls as a cohesive community connected by a world class trail system, and possible bicycle and pedestrian facility types. Potential improvements that were identified by consultants included separated cycle tracks, neighborhood wayfinding signage, parking-buffered bike lanes, and others. After questions were answered, attendees were encouraged to visit mapping stations to draw, discuss, and elaborate on their suggestions and concerns. From these mapping stations (as well as from website comment submissions and the public survey), gaps and desired routes were identified. They are included on Map 3.1 in Chapter 3.



Figure 2.1. Community members mark up maps and give their input on new routes, connections, spot improvements, and other programs and infrastructure at one of the Public Workshop mapping stations.

CHAPTER TWO

Public Involvement & Needs Analysis

SURVEY

A two-page public survey was mailed to all Idaho Falls Area households along with their utility bill (in Idaho Falls proper) or community newsletters (in Ammon, Iona, and Ucon). Those surveyed were asked to answer 21 questions about age, education, income, walking and bicycling habits and desires, as well as potential improvements and potential funding sources. Residents were asked to complete the survey and return it by mail or other means. In total, 1,115 surveys

(nearly all of which were from residents of the City of Idaho Falls) were received by the end of the collection period. This survey was not given any advertisement or overt encouragement on the part of the City or the consultant. The intent was to gather a statistically significant sample of the Idaho Falls population. Approximately 450 surveys were needed to provide a 95% confidence interval. The survey provided a wealth of information from a sizeable cross-section of the population.

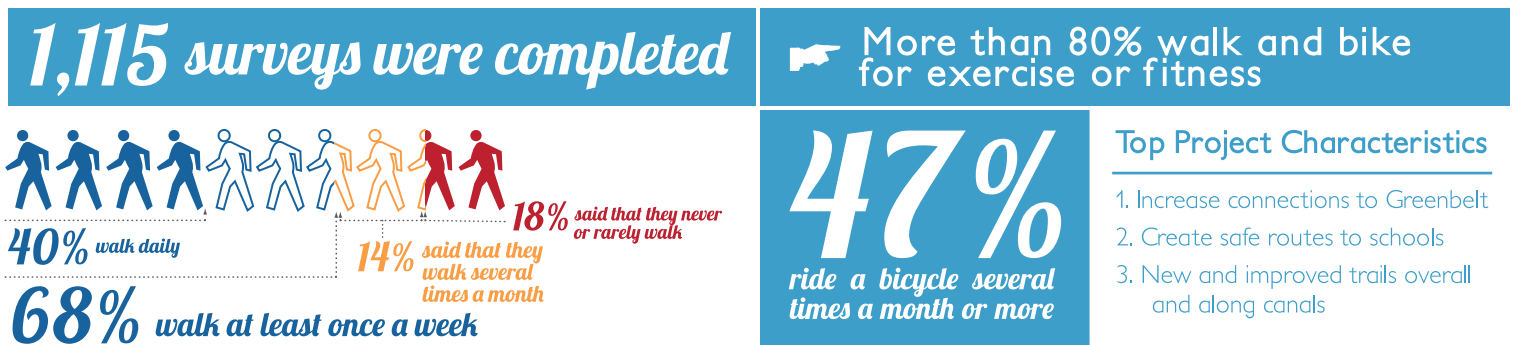


Figure 2.2. Survey results.

WHERE PEOPLE WANT TO WALK AND BIKE IN IDAHO FALLS

- ★ SNAKE RIVER GREENBELT
- ★ NEIGHBORHOOD STORES
- ★ SCHOOLS
- ★ PARKS, RECREATION AREAS, AND SWIMMING POOLS

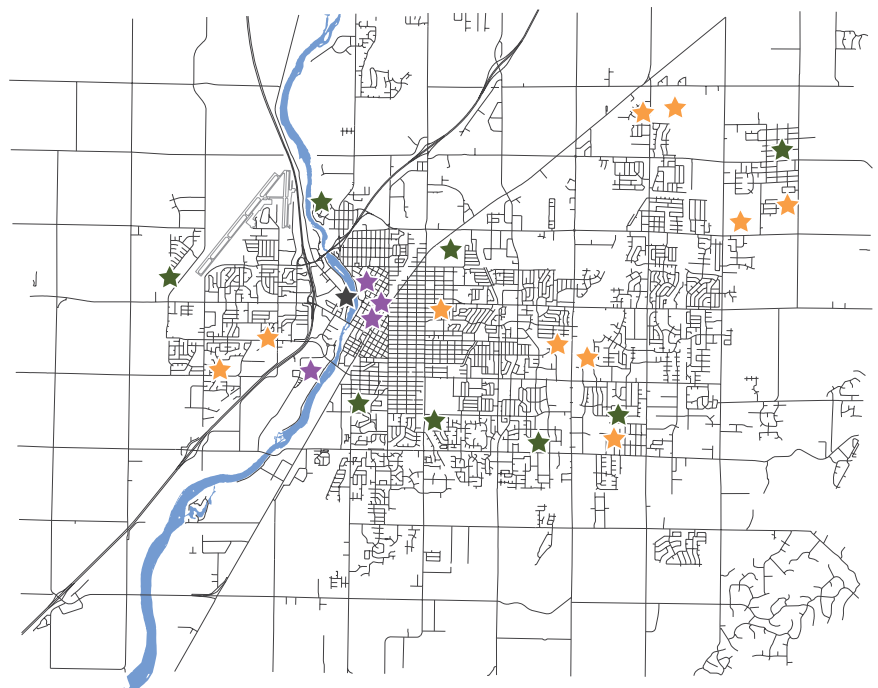


Figure 2.3. Where people want to walk and bike in Idaho Falls.

When it comes to paying for improvements for walking and biking...

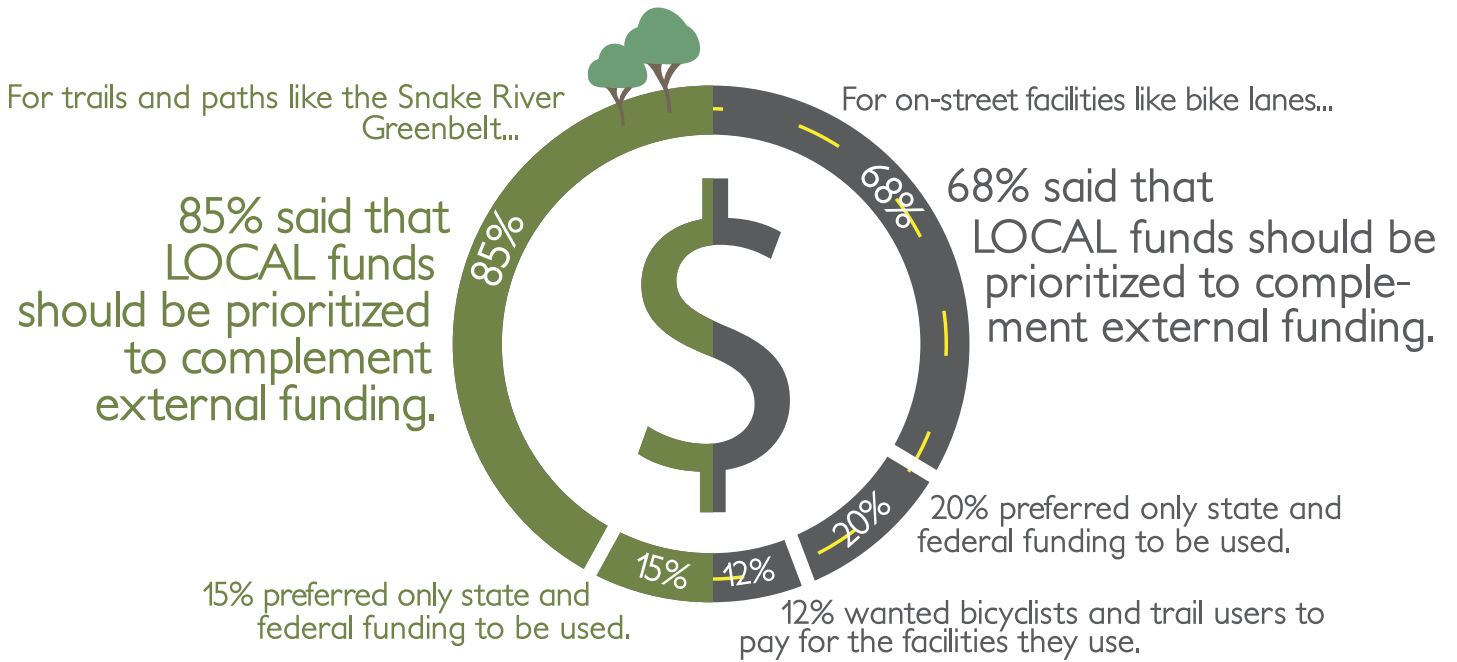


Figure 2.4. Survey results show strong support for the use of local funds in trails, paths, and on-street bicycle facility development.



Figure 2.5. Family enjoying time on the Snake River Greenbelt. 85% of survey respondents said that local funds should be prioritized to complement external funding for trails and paths.

FOUR TYPES OF BICYCLISTS

It is important to consider bicyclists of all skill levels when planning a network of bikeways. Infrastructure should allow for a comfortable experience for the greatest number of users and user types as possible.

◆ **Strong and fearless** bicyclists (approx. 1% of population) will typically ride anywhere regardless of road or weather conditions, ride faster than other user types, prefer direct routes, and will typically choose to ride on the road, even if shared with vehicles, over separate bikeways like shared use paths.

■ **Enthusied and confident** bicyclists (approx. 5-10% of population) are fairly comfortable riding in dedicated bikeways but usually choose low traffic streets or shared use paths when available. This group can include many kinds, including commuter and recreational bicyclists.

● **Interested but concerned** bicyclists (approx. 60% of population) comprise the majority of the population and are typically those who only ride on low traffic streets or shared use paths in fair weather. These people perceive traffic, safety, and other issues as significant barriers to bicycling.

The “Connecting Our Community” Plan is specifically designed to create a network that is accessible and appealing to the 60%, “interested but concerned” group.

■ **No way, no how** encompasses approximately 30% of population. These are not bicyclists and will not ride a bicycle under any circumstances. Some may eventually try bicycling with time, education, and training.

1%

5-10%

60%

30%



Figure 2.6. Strong and fearless



Figure 2.7. Enthusied and confident



Figure 2.8. Interested but concerned



Figure 2.9. No way, no how

CHAPTER THREE

Mapping “What We See & Hear”

Overview

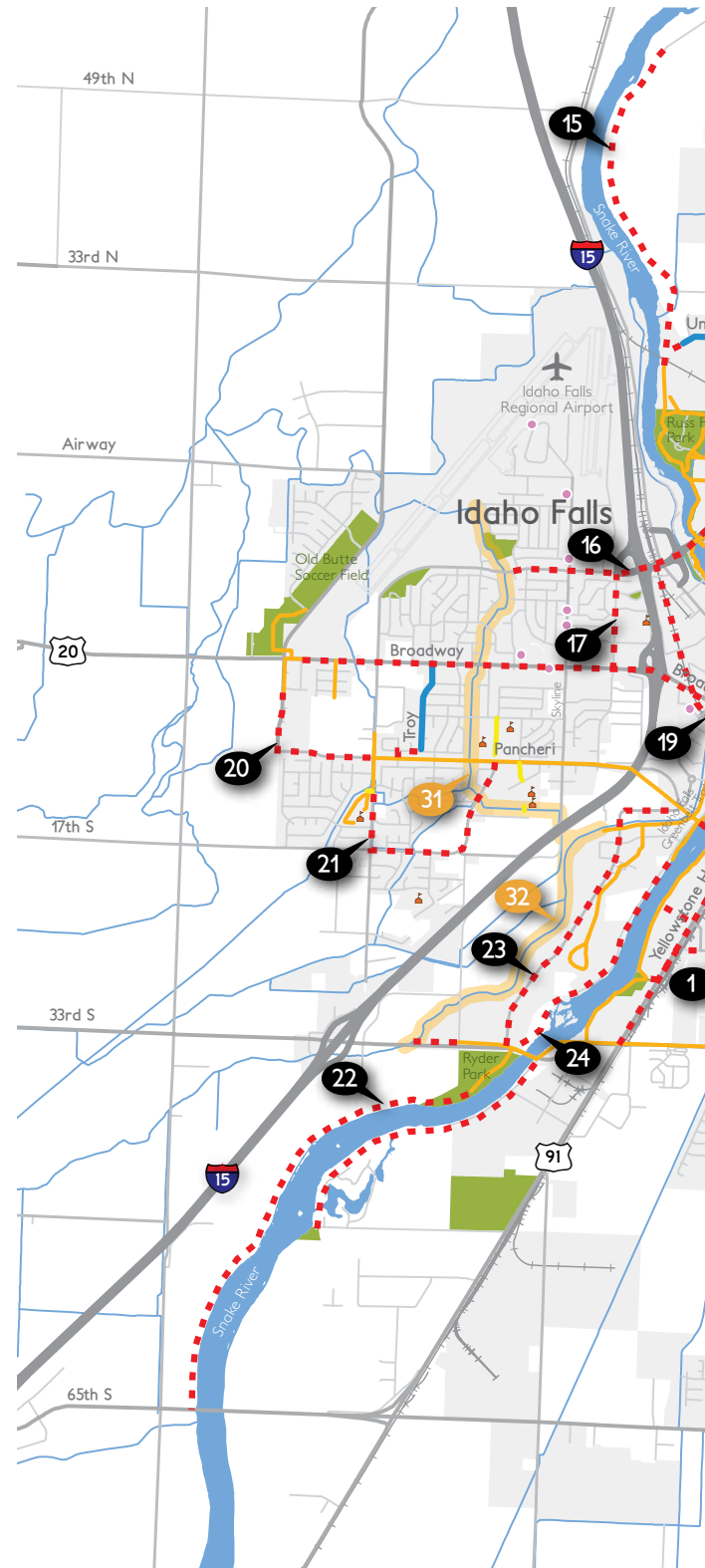
This chapter summarizes feedback received from the public during the July and November 2013 public workshops, via the project website, and the public survey. Specifically, existing gaps in the system as well as desired routes that would create increased connectivity and usability of the trail and on-street system. The feedback received does not represent all possible points of view nor a complete list of potential corridors for consideration.

GAPS

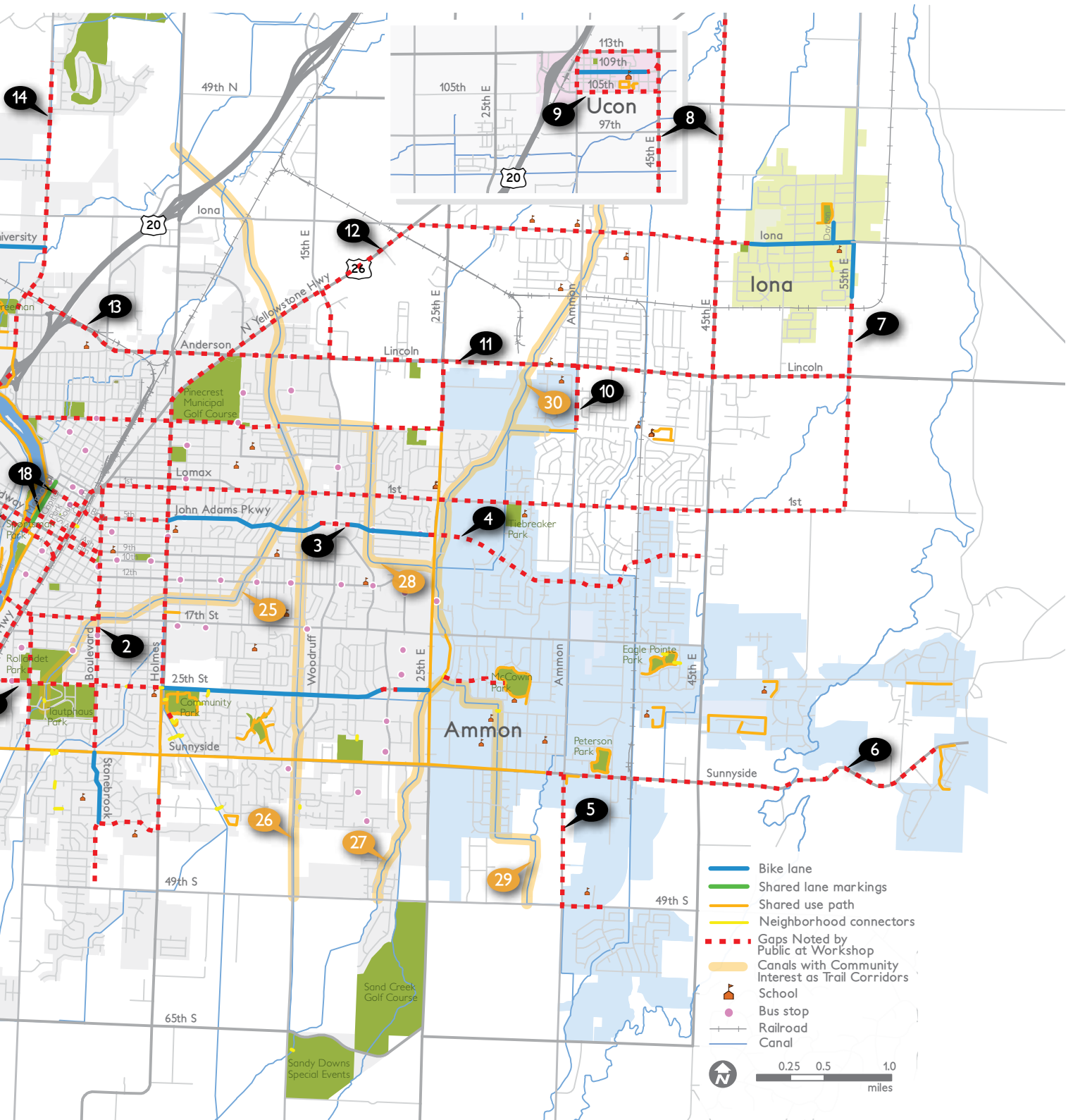
- 1 25th Street has a bike lane between Holmes Avenue and 25th E but does not have any non-motorized infrastructure west of Holmes Avenue, where it connects to Tautphaus Park and could continue westward to Yellowstone Highway and the Snake River Greenbelt.
- 2 Boulevard Street came up many times in responses to the survey and at the Public Workshop presentations and mapping stations. Its proximity to Downtown and its value as a continuous and wide north-south corridor with low motorized traffic volumes adds to its desirability. It dead ends on the north because of the Yellowstone Highway interchange and on the south at Stonebrook Lane.
- 3 There are gaps in the bike lanes on John Adams Parkway and on 25th St.
- 4 When John Adams Parkway is extended, bike lanes or a trail should be extended to the east in order to connect with neighborhoods in Ammon.

- 5 Ammon Road south of Sunnyside Drive was identified as an important gap to fill because of its connection between neighborhoods and to schools and churches.
- 6 Attendees at the Public Workshop said that a connection up to the neighborhoods east of the City of Ammon on Sunnyside Drive is important to them.
- 7 55th E was identified as a road that would serve as a connection between Ammon, Idaho Falls, and Iona.
- 8 45th E was identified in the Public Workshop as a north-south route to connect Ucon to communities to the south.
- 9 A ring route around Ucon was proposed by a member of the stakeholder committee as a recreation and utilitarian way for Ucon residents to get around and to exercise.
- 10 There is a gap between an existing neighborhood trail and Lincoln, which could be improved upon via canal development or on-street facilities.
- 11 Lincoln Road was identified as a connection between Ammon, Idaho Falls, and Iona.
- 12 Yellowstone Highway (on the north side of town) was identified as another road that could connect the core of Idaho Falls to Iona Road and the City of Iona.

Map 3.1, EXISTING



NG CONDITIONS AND NEEDS IN THE IDAHO FALLS AREA



- 13 Anderson Street (known as Lincoln Road to the east) was marked as a connection from Yellowstone Highway to the northwest side of town (east of the river). A member of the Idaho Falls Community Pathways group suggested that a shared use path that parallels Science Center Drive would provide a link between the INL Research Center and other INL Buildings (Willow Creek Bldg, EROB, etc).
- 14 River Road/5th West could serve as a connection between the university campuses, Russ Freeman Park, Fremont Avenue and the subdivision north of 33rd N and Tower Road.
- 15 Public Workshop attendees wished to see the Snake River Greenbelt extended as far north as possible. On the east bank, the Greenbelt ends south of the railroad trestle near the University of Idaho Falls campus. A gap exists between the Greenbelt, the Center for Advanced Energy Studies and Iona Road.
- 16 Comments about the Highway 20/Grandview Drive overpass (over Interstate 15 and the Snake River) revealed that people believe vehicle traffic is too high and bicycling and pedestrian accommodations are inadequate.
- 17 Sidewalks on Saturn Avenue were deemed inadequate by several attendees of the Public Workshop.
- 18 Connections into Downtown, especially for those who work, shop, and recreate are very important. Accommodating bicycle traffic on one-way streets was also suggested to improve connectivity and usability. These connections are also important for all users because of their connection to the Greenbelt on the west and across Yellowstone Highway and the railroad tracks on the west.
- 19 A rail-trail was proposed along an existing but abandoned rail line and trestle to connect Downtown south of Broadway Street to Grandview Drive/Highway 20 on the north.
- 20 There is a gap between the side paths on Old Butte Road and Pancheri Drive that, if completed, would create an important connection between the soccer fields and Downtown.
- 21 There is an existing path around the grassy area of Westside Elementary School. Connecting that path and the roads that access the school to Pancheri Drive will provide a connection for students and other users.
- 22 Similar to the request to extend the Snake River Greenbelt as far north as possible, there were many comments and suggestions to extend it as far south as possible (at least to 65th S on the west bank and 49th S on the east).
- 23 Snake River Landing to Sunnyside Road – Snake River Parkway is a wide, low-volume road that is a connector between the Snake River Landing development and the Greenbelt, and the path on Sunnyside Road. This part of Snake River Landing has not yet been fully developed.
- 24 Connecting the Snake River Greenbelt (on the west bank) from the Snake River Landing area to Sunnyside Road was also requested multiple times during the mapping station exercise at the Public Workshop.

CANALS

The Idaho Falls area has a deep history in agriculture and an extensive publicly and privately owned canal system. Maintenance and access roads bordering the canals have the potential to become connecting pathways that link cities, neighborhoods, and activity centers sometimes more directly and desirably than roads can. Canal paths were the most requested facility type by the public.

- 25 A north-south canal route between Tautphaus Park (on the south) and north of Iona Road (on the north) would provide a spine not only to the canal trail system, but to the entire bicycling and walking network. Countless connections to recreational areas, neighborhoods, and other destinations would also be made, as well as creating a continuous recreational route.



Figure 3.1. Existing canal and maintenance access road south of 14th Street.

- 26 This north-south canal trail would serve as an extension of the main canal trail (25) and would create an off-street alternative to Woodruff Avenue.

- 27 This canal trail would essentially extend the existing Ammon City Path south to the Sand Creek Golf Course, Sandy Downs, and 49th S, a popular recreational corridor.

- 28 This is a spur of the canal trail above (25). It links that trail to the possible northern extension of the Ammon City Path and would serve as a connection between Idaho Falls and Ammon.

- 29 A southeastern extension of the Ammon City Path would connect Ammon’s southern subdivisions (and the southeast part of the Idaho Falls Area) to other municipalities, homes and shopping, as well as allow a way for recreational users who run, walk, and bicycle in the southeast corner of the Idaho Falls Area to ride or walk to their recreational destinations.

- 30 The northern extension of the Ammon City Path would create an alternative to 25th E and would connect to a neighborhood path and Ammon Road on the northeast and north of Iona road on the north.

- 31 A north-south route on the west side of the Snake River and Interstate 15 would link Idaho Falls Regional Airport, Snake River Landing, neighborhoods, and several schools in between.

- 32 Extending the existing canal path within the Snake River Landing development would create a recreational and off-street connection between Snake River Landing, Pancheri Drive, and Sunnyside Road. A small extension to the Sunnyside Road path would create an additional loop connecting to the Greenbelt.



Figure 3.2. Existing canal trail on the northwest side of Snake River Landing.

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Overview

The purpose of this chapter is to identify potential on-street bikeways, trails, and crossing improvement projects that will better connect Idaho Falls' many existing facilities and destinations. The recommendations proposed in this chapter are intended to encourage active living by residents and visitors alike and to accommodate a variety of ability levels and interests with particular emphasis on bicyclists within the 'interested but concerned' category discussed in Chapter 2.

The recommendations in this chapter are planning level, however each of them have been studied for feasibility with Idaho Falls staff.

METHODOLOGY

To prepare the recommendations contained within this plan, the following key inputs were used. Many of these inputs can be found in Chapter 3: Needs Analysis.



Figure 4.1. This diagram illustrates the many inputs and levels of analysis used to make recommendations for the "Connecting Our Community" Plan.

CHAPTER FOUR Concept Plan

Public Input

Trail use trends, ideas, concerns, and preferences for future trails were identified through workshops and public meetings, the mail-in survey, and individual comments via the project website. Roughly 1,500 people from the general public contributed.

Steering Committee and Stakeholder Input

The recommended network has been vetted with Idaho Falls and BMPO staff. System ideas, concerns, and preferences were also collected during other meetings and stakeholder interviews.

Field Analysis of Existing Conditions

Fieldwork throughout the Idaho Falls area was conducted to analyze ‘on-the-ground’ site conditions for opportunities and constraints for recommended trails and on-street bicycling and walking improvements.

Existing Facilities and Current Recommendations

Locations of existing facilities were identified in the field by project consultants and by existing collected data by the BMPO; current recommendations were also analyzed from existing planning efforts.

Connectivity/Gap Analysis

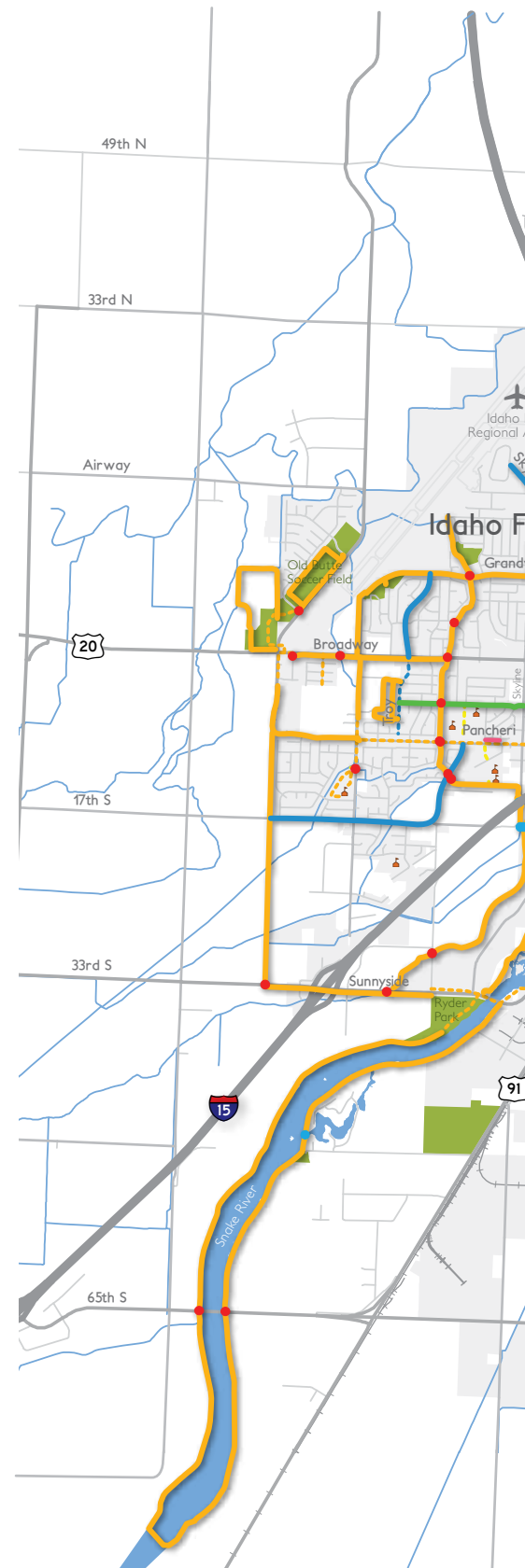
Gaps in existing facilities were identified through a spatial mapping analysis; recommendations were then made to connect those gaps.

Key Destinations

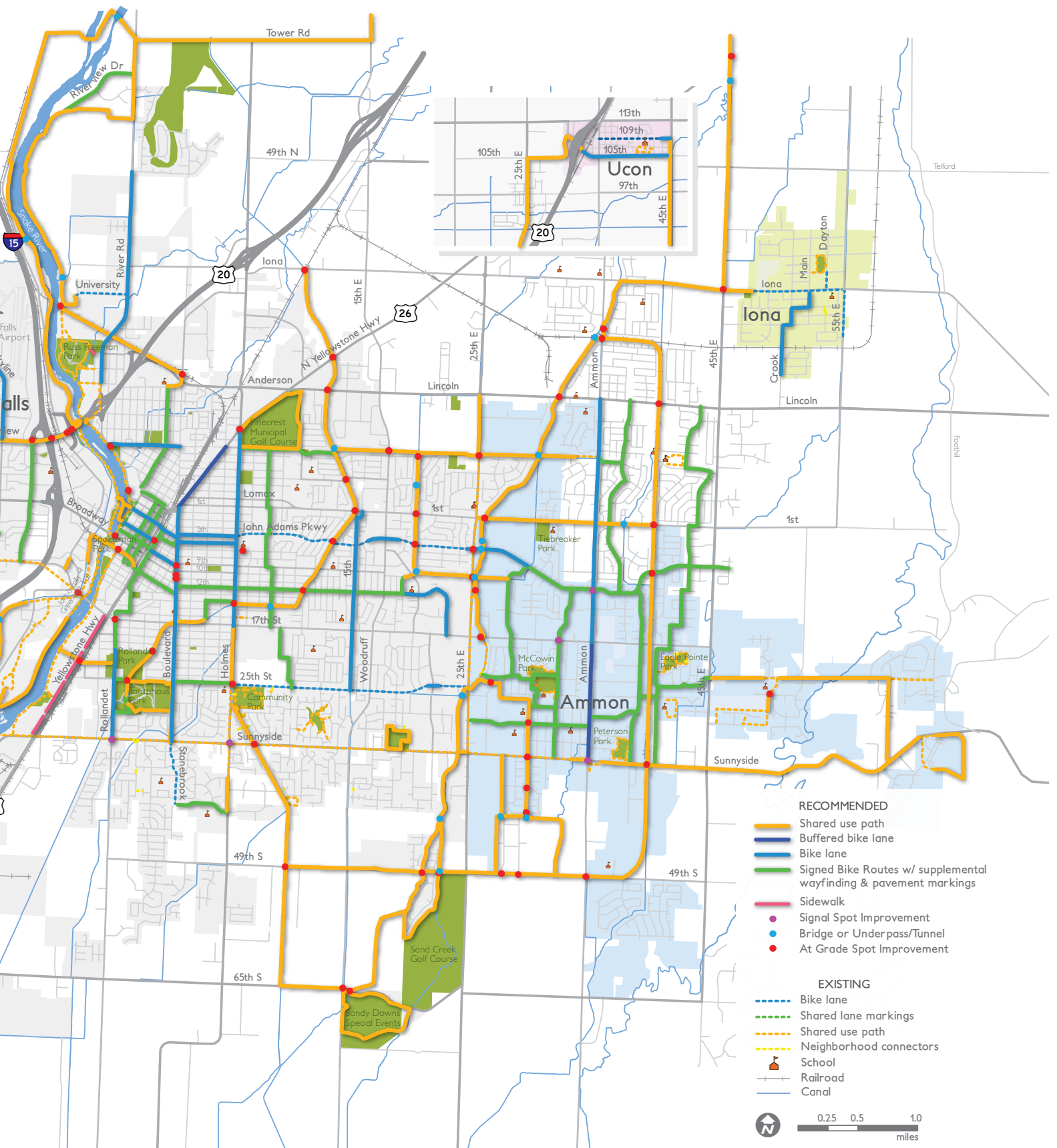
Destinations which are likely to attract people, such as the Greenbelt, Tautphaus Park, and Downtown, were considered in network design and trail routing. Other examples include schools, parks, shopping centers, etc.

Conclusion

Together, these factors not only influenced specific recommendations connections, but also the overall design of the bicycle and pedestrian network itself.



AND WALKING RECOMMENDATIONS IN THE IDAHO FALLS AREA



THE CONCEPT PLAN

Map 4.1 on the previous pages shows the overall recommended network of on-street bikeways, trails and other improvements. Further investigations at the permitting, design, and construction documentation stages will be necessary to finalize specific trail alignments and facility types. Also, recommended trail alignments may change due to future opportunities such as new easements, land acquisitions or newly added sidewalks and/or bicycle facilities.

Project information including costs, notes, prioritization score, distance, and facility type for spot and linear recommendations can be found in Appendix B.

DESIGNING THE NETWORK

Bicyclists and pedestrians comprise diverse interests, ability levels, and preferences for facility types. As vulnerable roadway users, they are much more sensitive to poor facility design, construction, and maintenance and more exposed to the elements compared with motor vehicle drivers.

“Connecting Our Community” represents a focused analysis of applying various facility types to create a more bicycle and pedestrian friendly Idaho Falls area. The specific design of bicycle, pedestrian and trail facilities should follow recommendations made in Appendix A, ‘Facility Design Guidelines for Connecting Our Community.’ These guidelines are intended to be flexible and can be applied with professional judgment by designers and engineers.

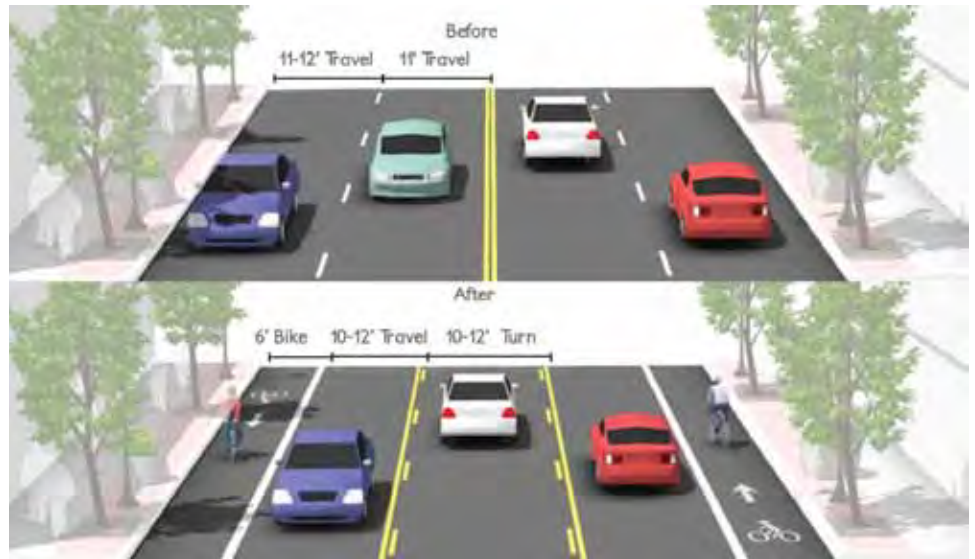


Figure 4.2. Sample from the Facility Design Guidelines (Appendix A) for a four to three lane road diet, adding bike lanes using the existing right of way width.

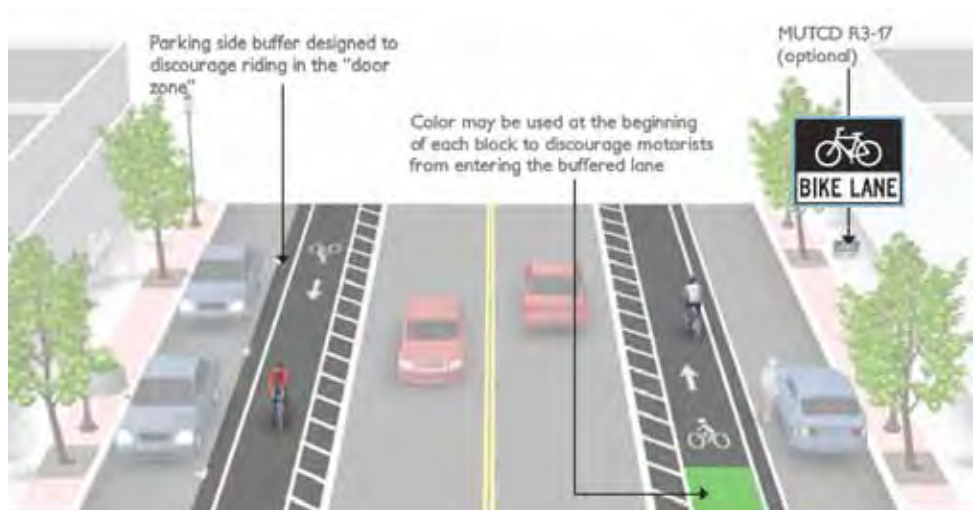


Figure 4.3. Sample from the Facility Design Guidelines (Appendix A) document highlighting the features of a buffered bike lane.

CHAPTER FIVE

Programs and Policies

Overview

This chapter recommends numerous programs and policies, such as bike counts, ad campaigns, and education efforts that will complement the facility recommendations in Chapter 4.

INTRODUCTION

While a system of world-class trails and other on and off road facilities made riding a bike and walking comfortable, education, encouragement, and promotion efforts are also necessary to help people realize the full potential of Idaho Falls' bicycling and walking routes and facilities.

The strategies in this chapter are a combination of policy changes, programs to encourage more residents to walk and bicycle, and data collection. They will increase the visibility of people who walk and ride bicycles, reach out to new audiences, help residents and visitors understand the rules of the road, and promote bicycling and walking as fun, healthy, community-building activities.

The City and BMPO may wish to engage and work alongside the Idaho Falls Community Pathways group and the [Idaho Pedestrian and Bicycle Alliance](#) for all of these programs and policies, in addition to other partners included in Table 5.1.

PROGRAMS

“RIDE OUR TRAILS”

The City and BMPO should form a partnership with the Idaho Falls Convention and Visitors Bureau and the Idaho Falls Chamber of Commerce to create a “Ride Our Trails” program and campaign. Information on the Snake River Greenbelt and other trails will allow visitors to explore the trails during their stay and/or encourage them to extend their stay to ride and walk on Idaho Falls' world class trail system.

Examples: [Visit Redding Area Trails \(Redding, CA\)](#)

Partners: Idaho Falls Convention and Visitors Bureau; Idaho Falls Chamber of Commerce

BICYCLE & PEDESTRIAN COORDINATOR POSITION

The City of Idaho Falls should ultimately create and fund a full-time dedicated Bicycle and Pedestrian Coordinator position to handle the day-to-day implementation and coordination of recommended policies, programs, and activities found in this plan and proposed in the future. The coordinator will apply for funding; assist with programming, public outreach, monitoring of implementation; and oversee planning, mapping, design, and development of bicycle, pedestrian, and trail projects. At the regional level, this coordinator should work with the Bicycle and Pedestrian Coordinator for the BMPO. This recommendation is made with the understanding that it may take longer than other recommended programs before the City is able to afford to take on new positions.

Examples: Ada County, ID; Missoula, MT; Billings, MT

Partners: BMPO, Idaho Falls Parks and Recreation, Idaho Falls Public Works, Idaho Falls City Council

BICYCLE FRIENDLY COMMUNITY (BFC)

The League of American Bicyclists awards Bicycle Friendly Communities (BFC) designations to municipalities and counties that actively support, provide safe accommodation for, and encourage bicycling (either for transportation or recreation) to its residents. Communities with this designation



Figure 5.1. Typical Bicycle Friendly Community signage.

are seen as places with high quality of life, economic opportunities, and healthy citizens, which translates into increased tourism, property values, and economic growth.

Examples: Wood River Valley, ID; Ada County, ID; Coeur d’Alene, ID

Partners: League of American Bicyclists

SUCCESSFUL BICYCLE FRIENDLY COMMUNITIES IN IDAHO

Wood River Valley, Idaho

Brett Stevenson is the Executive Director of the Wood River Bicycle Coalition (WRBC), a non-profit formed in 2008 that, along with the City of Hailey and Mountain Rides Transportation Authority, led Wood River Valley, ID’s BFC application process. On their first try, WRBC earned a Silver status award from the League of American Bicyclists. Wood River Valley is developing a community-wide bike/ped plan, in part because of the recommendation from the League. Mountain Rides Transportation Authority is managing this plan. Brett said, “The partnership between non-profits, government, and private organizations has been a very effective way to accomplish a lot in a short amount of time.”

Ada County, Idaho

Matt Edmond is the Bicycle & Pedestrian Coordinator for Ada County Highway District (ACHD). The ACHD is a county-wide highway district with jurisdiction over all non-state public streets in Ada County, including those in city limits. They have applied for BFC status on behalf of Ada County several times in the last 10 years. There is a collaborative effort in which they reach out to bike advocacy groups, cities, police departments, school districts, and other stakeholders within the county to complete the application. ACHD also has a Bicycle Advisory Committee that provides direction and facilitates community outreach. Their most recent BFC application was submitted in July 2012 after having Matt in his position for only a few months. He found the application very helpful in providing direction for how to make Ada County more bike friendly.

BIKING AND WALKING MAP

One of the most effective ways to encourage people to walk or ride a bicycle is through the use of visual information. Idaho Falls should create a walking and bicycling map with information on programs, community resources, tips on how to get involved, and facilities citywide while highlighting the Snake River Greenbelt, parks, schools, and shopping destinations. The maps should be understandable and useable by people of all abilities and experience. They should be distributed to bike shops, popular attractions, hotels, and businesses along the Snake River Greenbelt, government buildings, libraries, and community centers.

Examples: [Vancouver, WA](#); [Seattle, WA](#)

Partners: Idaho Falls Parks & Recreation; Idaho Falls Public Works

SAFE ROUTES TO SCHOOLS (SRTS)

Nationwide, the Safe Routes to School (SRTS) program offers funding and event planning resources designed to encourage and assist K-8 students walking and bicycling to school. In January 2013, BMPO and local Idaho Falls School Districts 91 and 93's SRTS programs held the first "Polar Walk", in response to the success of the "International Walk to School Day" event in October 2012. Idaho Falls should continue working with BMPO and local school districts (as well as ITD, which distributes Federal Transportation Alternatives funding) to fund and plan future events and ongoing programs.

Examples: [IDT SRTS](#)

Partners: IDT SRTS Coordinator; National Center for Safe Routes to School; BMPO Bicycle and Pedestrian Coordinator; Idaho Falls YMCA

BENCHMARK PROGRESS

Evaluating, checking, or comparing progress against a standard are essential to the benchmarking process. The City of Idaho Falls should prepare a concise benchmarking report one year after this plan is adopted and at regular intervals of no greater than two (2) years in the future to assess the progress of recommendations in this plan. The report can also be a showcase of success achieved during the evaluation

period. A regular benchmarking process will allow City staff assigned to bicycling and walking to see past growth (or lack of growth) and plan more effectively for the future.

Examples: Billings, MT; Alliance for Biking & Walking; Los Angeles Active Progress Map; BikeWalk Virginia's Active Transportation Index

Partners: Idaho Falls Parks and Recreation, BMPO, Ucon, Iona, Ammon

MEDIA CAMPAIGN

A media campaign can be an effective educational tool. It can highlight bicycling and walking in a positive and encouraging light, the rules of the road, how to get started or more involved, safety-related elements. They are particularly effective when implemented in conjunction with a community event, like back to



Figure 5.2, Pittsburgh's "SAFE" campaign



Figure 5.3, Walk [Your City] walking signage campaign in Mount Hope, WV

school time in the fall, summer vacation, the Olde Fashioned Christmas & Winter Festival, and other traffic or tourism-generating events. Consider the target audiences, values, and messages defined in the Strategic Communications Plan and the Rules of the Road publications from the Idaho Transportation Department (ITD)'s Bicycle and Pedestrian Program.

Examples: Pittsburgh, PA; Portland, OR; Albany, NY; Bend, OR; Walk [Your City]

Partners: Idaho Falls Convention and Visitors Bureau; Idaho Falls Chamber of Commerce; ITD

POLICIES & ORDINANCES

COMPLETE STREETS ORDINANCE

A Complete Streets ordinance should be drafted and adopted. The ordinance seeks to ensure (with exceptions) that transportation planners and engineers consistently design community roadways for all potential users including bicyclists, public transportation vehicles and riders, persons with disabilities, and pedestrians of all ages and abilities.

Examples: Hailey, ID; McCall, ID; Missoula, MT

Partners: Idaho Falls City Council, Ucon, Ammon, Iona

DATA COLLECTION

USER COUNTS

Accurate and consistent bicycling and walking user counts make measuring the positive benefits of investment in these modes possible; automobile and truck traffic counts are commonplace and they allow engineers and planners to project future use and alleviate congestion. Regular counts of non-motorized transportation users will allow investment in infrastructure to be used wisely and for improvements to be made in areas where they are needed. When developing this program, consult information from the National Bicycle and Pedestrian Documentation Project (for manual observation counts) and ITD's publication Toolbox for Bicyclists and Pedestrian Counts. Even though many cities use count volunteers to observe bicyclists and pedestrians, automated counting is more reliable and not subject to potential issues with counting a single day or week (e.g. rain, snow, extreme heat, volunteer availability).

Examples: Ada County, ID; Bozeman, MT; Missoula, MT

Partners: BMPO; ITD; National Bicycle and Pedestrian Documentation Project

Program	Key Words	Examples	Partners
Ride Our Trails	Tourism; trails; economy	Visit Redding Area Trails	Convention & Visitors Bureau; Chamber of Commerce
Bicycle and Pedestrian Coordinator Position	Implementation; projects; funding	Ada County, ID; Missoula, MT; Billings, MT	BMPO; Parks and Recreation; Public Works; City Council
Bicycle Friendly Community	Support; business; encouragement	Wood River Valley, ID; Ada County, ID; Coeur D'Alene, ID	League of American Bicyclists
Biking and Walking Map	Visual; facilities; distribution	Vancouver, WA; Seattle, WA	BMPO; Parks and Recreation; Public Works
Safe Routes to School	Students; encouragement; events	IDT SRTS	IDT SRTS Coordinator; Nat'l Center for SRTS; BMPO; YMCA
Benchmark Progress	Evaluation; report; success	Billings, MT; Alliance for Biking & Walking; Los Angeles, CA; BikeWalk Virginia	Idaho Falls Parks and Recreation, BMPO, Ucon, Iona, Ammon
Media Campaign	Education; safety; events	Pittsburgh, PA; Portland, OR; Albany, NY; Bend, OR; Walk [Your City]	Convention & Visitors Bureau; Chamber of Commerce; ITD
Complete Streets Ordinance	All types; inclusive; accessibility	Hailey, ID; McCall, ID; Missoula, MT	Idaho Falls Ucon, Ammon, and Iona City Councils
User Counts	Data; traffic; documentation	Ada County, ID; Bozeman, MT; Missoula, MT	BMPO; ITD; National Bicycle & Ped Documentation Project

Table 5.1, Summary table of all proposed Idaho Falls program, policy, and data collection recommendations

CHAPTER SIX Implementation

Overview

What now? This chapter addresses the way to implement the recommendations from previous chapters by outlining strategies, prioritization, and costs that will help with future decision making.

INTRODUCTION

The projects, programs and policies recommended in Chapters 4, 5, and the appendices of this document represent a visionary plan for the City of Idaho Falls and the surrounding area. All of these improvements cannot be made quickly; moreover, it will take many years of steady incremental progress to achieve this vision. This implementation plan provides the city of Idaho Falls and the BMPO with strategies, costs, and priorities to assist them in achieving the vision of “Connecting Our Community”.

IMPLEMENTATION STRATEGIES

Implementation of the “Connecting Our Community” Plan will take place in small steps over many years. The following strategies and action items can guide the City toward developing the projects identified in the Plan.

- Complete inexpensive “low-hanging fruit” projects first to gain a more connected network. Such projects could include:
 - Bike routes and bike boulevards
 - Bike lanes that require striping only to complete
 - Short sidewalk gaps that provide greater connectivity
 - Crossing improvements to join pathway/ trail segments
- Opportunistically pursue projects such as bike lanes or shoulder bikeways in conjunction with roadway resurfacing projects as they occur.

- Strategically pursue high-priority projects with local or grant funding, including IDT’s Transportation Alternatives Program.
- Incrementally pursue projects based on available resources with the goal of eventually completing the project in full.
- Incrementally pursue projects based on opportunities associated with new development.
- Regularly revisit the “Connecting Our Community” Plan every five years to evaluate progress on project implementation. Elevate implementation priority for projects that significantly will enhance the non-motorized network as it grows.
- If hired, involve Idaho Falls Bicycle/Pedestrian Coordinator in implementation decisions.

PROJECT PRIORITIZATION

One of the implementation strategies that Idaho Falls and the BMPO can use to focus resources is to strategically pursue high-priority projects. High priority projects are those that have a significant value to the community and will have a larger impact to the overall network than simply developing an isolated bike lane or pathway.

The recommended projects in Chapter 4 were scored by the criteria in Table 6.1 using a weighting system approved by City and BMPO staff (see Appendix B for more project prioritization information).

Public Ranking Survey

Once the top 20 projects were ranked according to the criteria and scores found in Table 6.1 and in Appendix B, the public weighed in on the projects that were most important to them. They ranked their top five projects from the multi-use path and canal trail category as well as the on-road facilities category. If they ranked a project as their first priority, that project received five points; their second most important project received four points; and so on down to their fifth most important project, which received only one point.

All responses were then tallied. For example, the Boulevard Street bike lanes project received 199 total points (95 points came from “1st Ranked Project” responses (19 responses x 5 points each), 52 points from “2nd Ranked Project” responses (13 responses x 4 points each), 27 points from “3rd Ranked Project” responses (9 responses x 3 points each), 18 points from “4th Ranked Project” responses (9 responses x 2 points each), and 7 points from “5th Ranked Project” responses (7 responses x 1 point each). The public’s

highest priority projects are found in the graphs in Figures 6.1 and 6.2. The project rank according to the project prioritization ranking (per criteria and scores found in Table 6.1 and Appendix B) and in parentheses after the project name.

Criteria	Description
Public Input	The project was identified by the public during an open house, in the survey, or the draft project ranking via the Plan’s website
Proximity to Schools	The project will have value to school travel, connecting directly or indirectly to a school.
Connectivity to Existing Facilities	The project will help build the overall network.
Connectivity to Proposed Facilities	The project will ultimately impact and connect to the overall network.
Network Gaps	The project fills an existing gap in the network.
Connections to Activity Centers	The project will make it easier to access important destinations.
Jurisdiction	The project is within the city limits or within the public right of way.
Street Paving Projects	There is a scheduled road resurfacing that the project can be added to.
Ease of Implementation	The City currently has available right-of-way to implement the project.

Table 6.1, Project prioritization criteria and descriptions

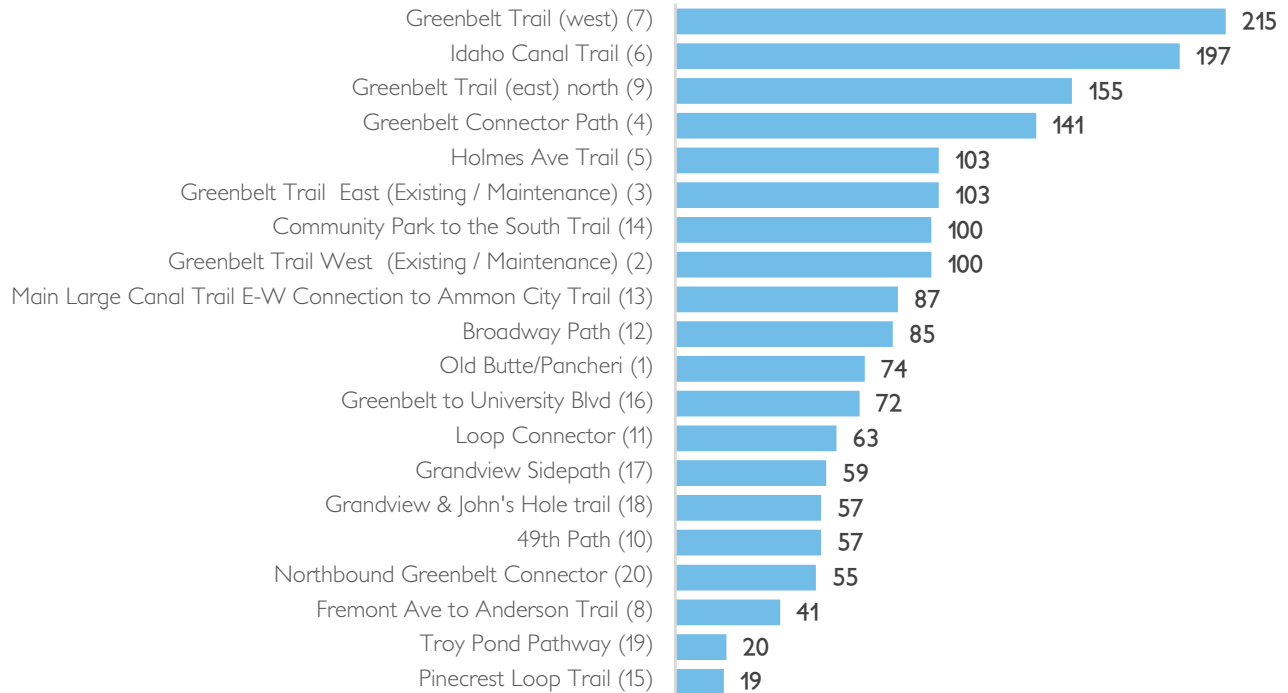


Figure 6.1, Public survey responses on multi-use path and canal trail project prioritization.

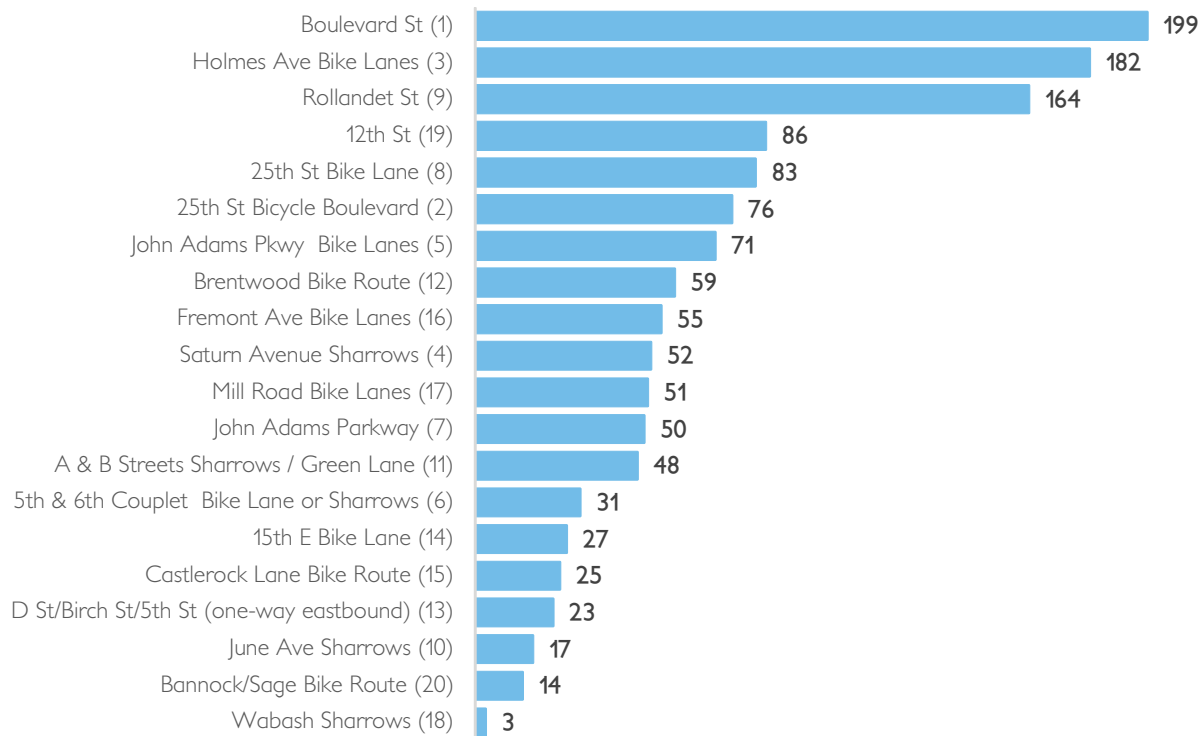


Figure 6.2, Public survey responses on on-road project prioritization.

PROJECT CUT-SHEETS AND PRIORITY PROJECTS

City of Idaho Falls staff selected 10 projects from those that rated highly in the project prioritization process to be developed in a way that will benefit grant applications or for implementation (see Appendix C). The ten project selected are:

1. River Parkway Greenbelt Widening and Redesign (Broadway St to US-20)
2. Snake River Greenbelt improvements from Broadway Street to US-20 (east side)
3. Idaho Canal Trail
4. Snake River Greenbelt from Snake River Landing to Sunnyside (west side)
5. Snake River Greenbelt (east side) from existing terminus at railroad bridge up to E River Road.
6. 5th & 6th Streets on-street bikeways
7. A & B Streets on-street bikeways
8. Loop Connector Trail (over railroad trestle into Downtown)
9. Wayfinding along bike routes
10. Saturn Avenue bikeway (Grandview to Pancheri)

PROJECT COSTS

Shared Use Paths

Path construction can require a high level of preparation – purchasing property, engineering design, and coordination with many stakeholders. Costs for a new shared use path typically range from \$80-\$140 per linear foot, depending on complexity. Projects that just need minimal grading and pavement will run at the lower end of the range, where projects that require culverts, bridges, retaining walls or other expensive amenities will fall toward the upper end of the estimate.

Signed Bike Routes with Supplemental Wayfinding & Pavement Markings

The costs assume that the project consists of signs every quarter-mile and roadway markings about every 250-400 feet. At about \$400 per installed sign and \$200 per marking, the per mile cost is roughly \$12,000 (\$6,000 on one-way streets). Thermoplastic markings are recommended as paint markings will typically wear out completely in less than one year.

Bicycle Lane

Painting a bicycle lane on a road with sufficient width costs roughly \$10,000 per linear mile (\$5,000 in one direction) for paint striping and thermoplastic stencils. For such retrofit projects, some may require few or no other changes to the roadway configuration, however some may require lane configuration or orientation changes. This can be done by removing the existing road markings and applying new ones, or it also may be included as part of a routine resurfacing. When bike lanes are added as part of a resurfacing project, the incremental cost of the bicycle lanes is negligible.

Crosswalks

High-visibility thermoplastic crosswalks cost roughly \$10 per linear foot of tape, and for a 10 foot wide crosswalk would equal between \$30 and \$50 per foot of crossing distance depending on spacing.

Project Type	Cost	Per
Shared Use Path	\$80-140	Linear foot
Signed Bike Route with Supplemental Wayfinding & Pavement Markings	\$12,000	Mile (two-way street)
Bicycle Lane	\$10,000	Mile (two-way street)
Crosswalk	\$30-50	Foot (of 10 ft wide crosswalk)
Crossing Signal	\$5,000	Intersection
RRFB	\$15,000	Pair
New Sidewalk	\$35-75	Linear foot (depending on width)

Table 6.2, Project cost summary table

Crossing signals

Pedestrian-activated 'countdown' crossing signals are roughly \$5,000 per intersection.

Rectangular Rapid Flash Beacons (RRFBs)

These cost about \$15,000 for a pair of solar powered beacons and pedestrian buttons.

New Sidewalk

Costs vary greatly, between \$35-\$75 per linear foot, depending on width and the need for curb and gutter during installation.