

2050 Long Range Transportation Plan



Approved April 13, 2022

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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.

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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 2050. The planning area boundary is a representation of what is expected to be urbanized in approximately 25 years.

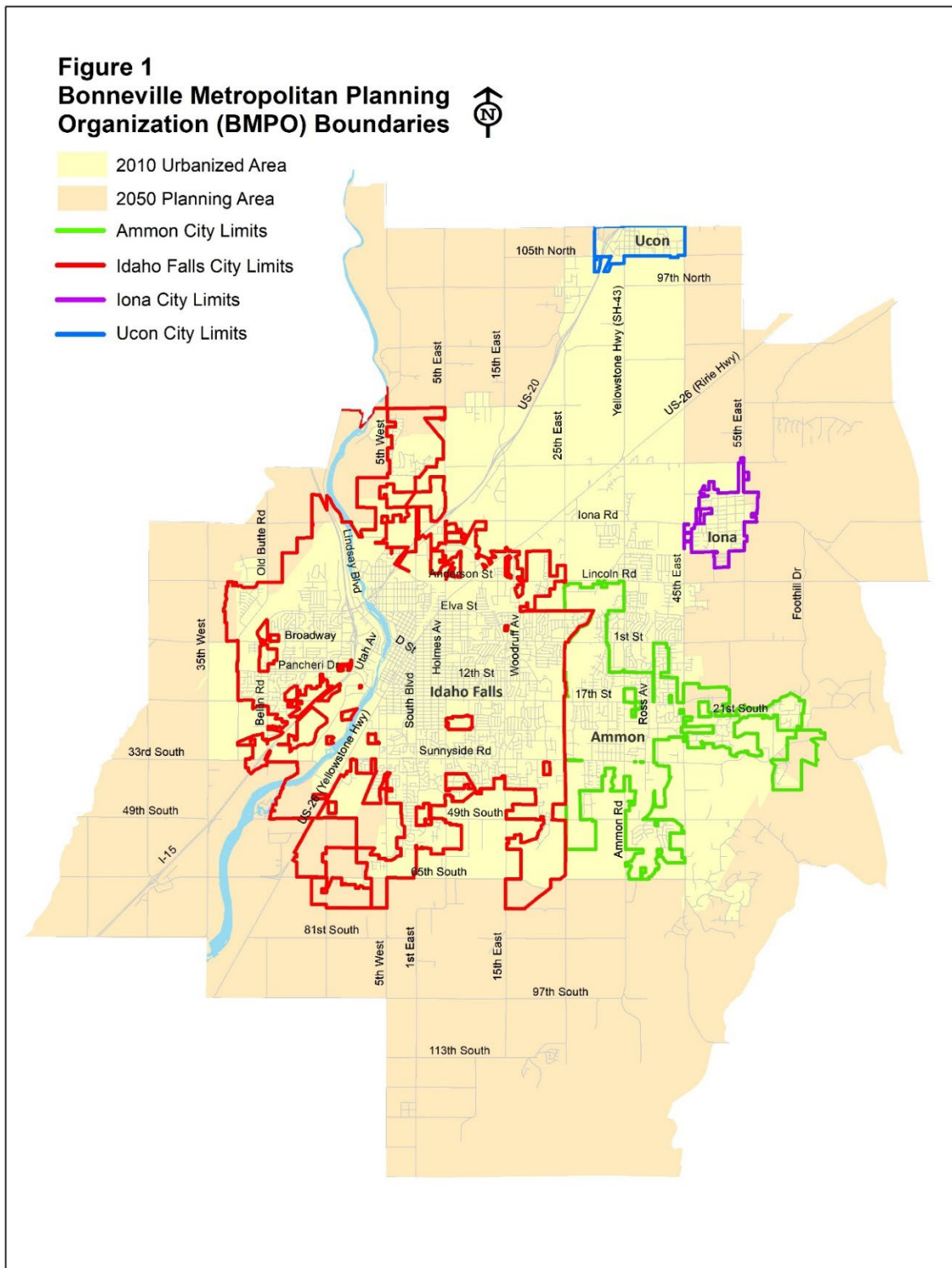
Figure 1 identifies the boundaries of the BMPA.

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.

Figure 1 BMPO Boundaries



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

Public Involvement

Public comment for the LRTP was coordinated with other activities addressing transportation issues within the area. This provided a wealth of information regarding the transportation conditions, needs, and challenges as perceived by the public. Methods used to gather public comments were generally consistent with the BPO Public Involvement Plan. The steering committee provided input through meetings that addressed conditions, needs, 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 public transportation services. Population and employment numbers are identified under existing conditions and projected for 2035 and 2050 within the BMPA.

A. Population and Employment

I. Existing Data

The 2019 BMPA population was estimated to be approximately 112,700, which is an increase of 13,400 from the 2010 population of 99,300.

2019 BMPA employment was estimated to be approximately 72,200 while 2010 employment was estimated at roughly 60,100, an increase of more than 12,100 jobs.

Population and employment growth slowed down for a few years from the large and rapid increases experienced 15 years ago. However, growth has rebounded to a steady pace during the past few years.

II. Future Projections

Population and employment projections for the BMPA were identified using a consistent growth rate. This assumes that growth will be slower at times than average and at other times higher, thus having a leveling affect over the course of 30 plus years.

Under the consistent growth scenario, the 2035 and 2050 population numbers are projected to be 149,500 and 184,100 respectively. For 2035 and 2050 employment projections, the numbers are 95,000 and 117,700 respectively.

Originally, employment projections were based on numbers from an independent firm that specializes in long-term county demographic data projections. It was determined that the projections, albeit reasonable, were on the low end of an average range of employment projection percentages. An evaluation using a higher percentage of employment growth was implemented and considered to be more viable than the original projection. These projections are identified in this document.

III. Growth Rate

Table 1 summarizes the current and projected population and employment numbers with the correlating average annual rates of growth.

Table 1
BMPA Population and Employment Growth

	2010	2019	2010-19 Growth Rate	2035	2019-35 Growth Rate	2050	2019-50 Growth Rate
Population	99,300	112,700	1.42%	149,500	1.78%	184,100	1.60%
Employment	60,100	72,200	2.06%	95,000	1.73%	117,700	1.59%

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 that 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

Figure 2 Existing Roadway Functional Classification

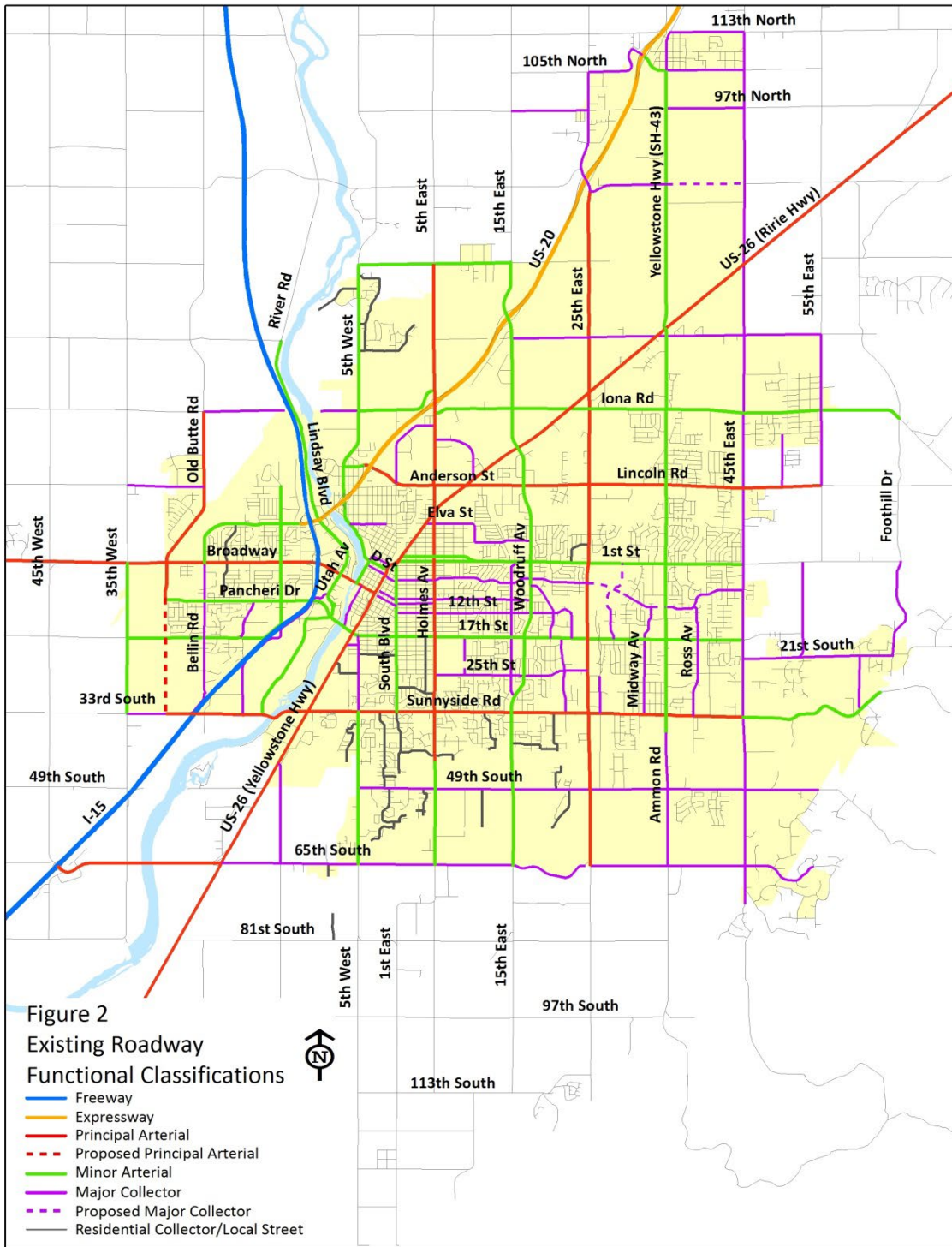
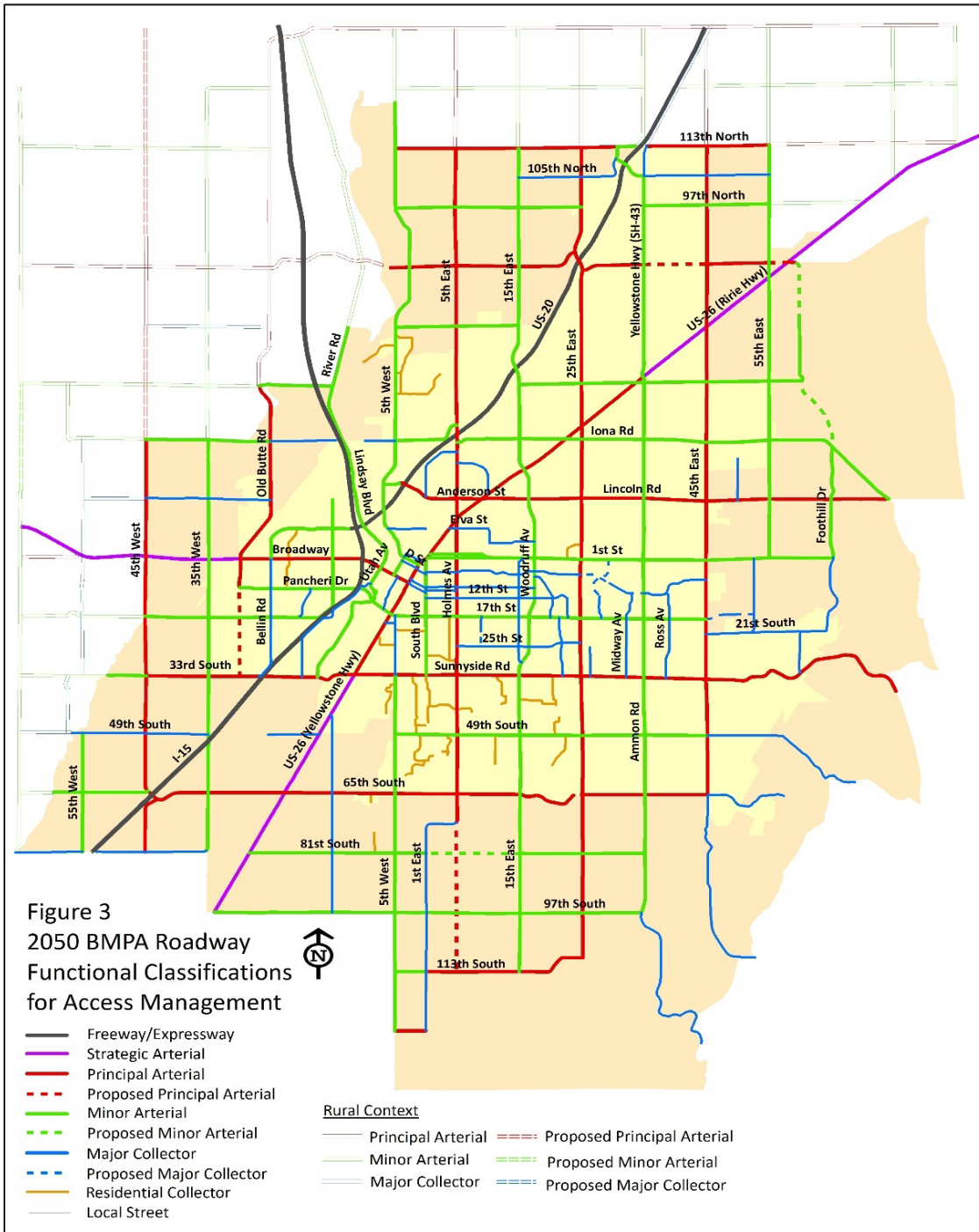


Figure 3

2050 BMPA Roadway Functional Classification for Access Management



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 visual 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, or through the region.

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. However, roadway segments that are operating at a level of service D are identified in subsequent figures and tables whereas they may be experiencing moderate congestion and approaching unacceptable levels.

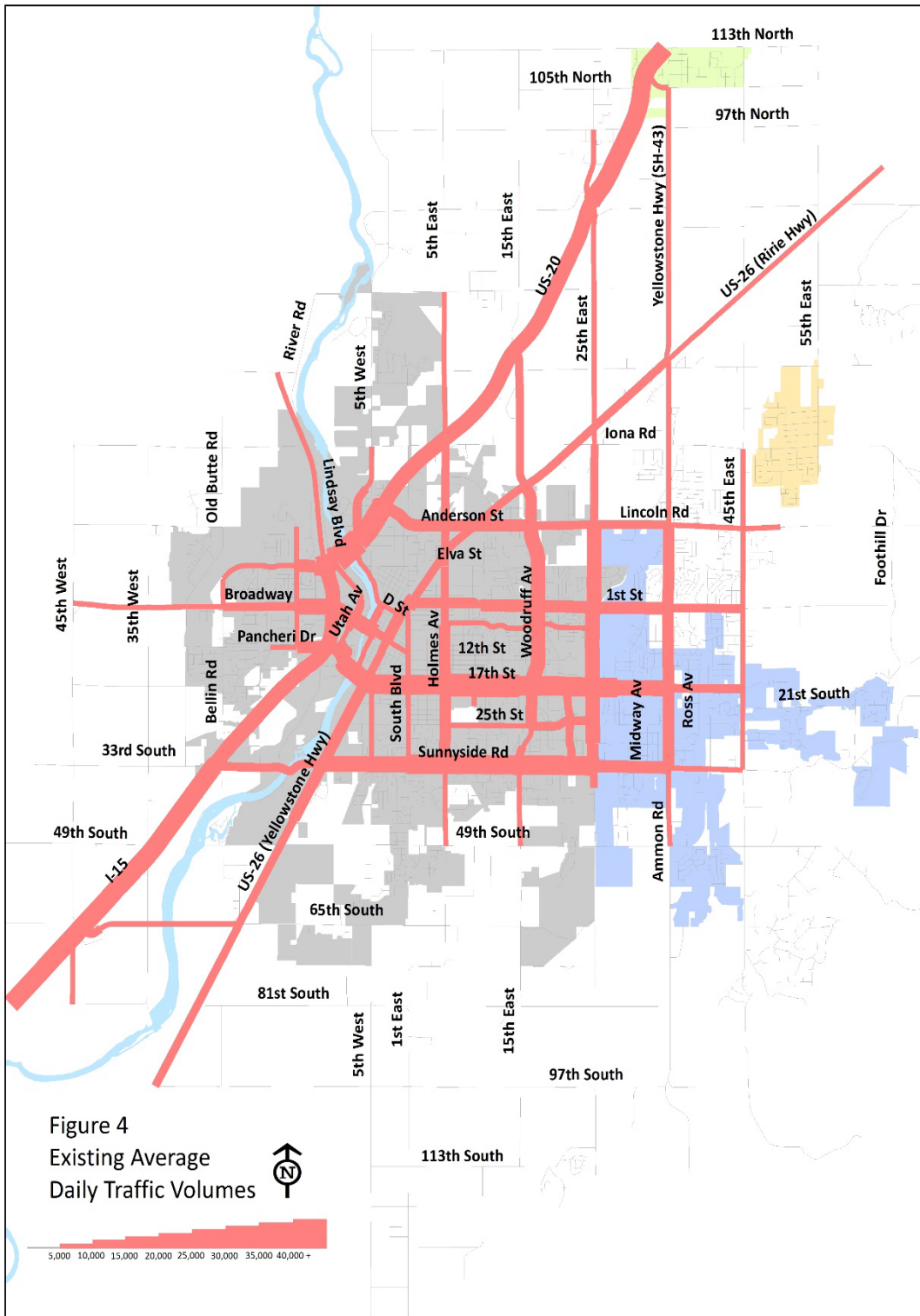
Appendix D provides a more detailed description of roadway congestion associated with the categories of LOS and the method used to compute the LOS. It is important to note that even though daily traffic volumes are used in the assessment, a peak-hour factor is incorporated. Thus, the congested segments 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. Many of the projects included intersection improvements, such as adding turn lanes or reconfiguring the intersection

Figure 4 Existing Average Daily Traffic Volumes



with roundabouts. Two large projects were completed that addressed congestion at or near the I-15 and US-20 Interchange. Grandview Drive was widened to provide for an additional travel lane and an interim ramp was constructed at the northbound I-15 off ramp onto eastbound US-20. The interim ramp added a right turn lane to improve traffic flow as vehicles were backing up onto I-15.

Table 2 identifies notable projects that have been completed in the past five years that address areas of congestion or potential congestion.

Table 2
Recently Completed Capacity Projects (2016 - 2021)

Location A	Location B	Project
Grandview Drive	Skyline to Saturn	Widen (five lanes)
I-15	US-20	Additional lane at off ramp
25 th East	17 th South	Additional turning lanes
1 st St	45 th East	Roundabout
Lincoln Road	25 th East to Ammon	Widen (five lanes)
Lincoln Road	45 th East	Roundabout
Holmes Avenue	1 st Street	Turn Lane

Future Projections

Household (which is the basis for population) and employment growth were added to a trip generation model to forecast 2035 and 2050 traffic volumes. 2035 and 2050 traffic volumes are plotted in **Figure 6** and **Figure 8**, respectively, which provides a summary of projected traffic on the primary roadway network. Comparing Figure 4 with figures 6 and 8 identifies the same pattern of projected roadway traffic as found in existing conditions. However, a noticeable difference between the figures is that traffic volumes are substantially higher in the future and traffic spreads further out from the urbanized area.

Appendix E identifies growth of roadway segments in the area by showing current and projected traffic volumes, both numerically and graphically.

The projected traffic volumes are also used to determine the effects of additional traffic demand. The same level of service method used to identify existing roadway congestion was applied to the 2035 and 2050 traffic forecasts. Expanding upon Figure 5, **Figure 7** and **Figure 9** graphically show the roadway segments projected to reach unacceptable levels of service and become congested by 2035 and 2050.

Figure 6 2035 Average Daily Traffic Volumes

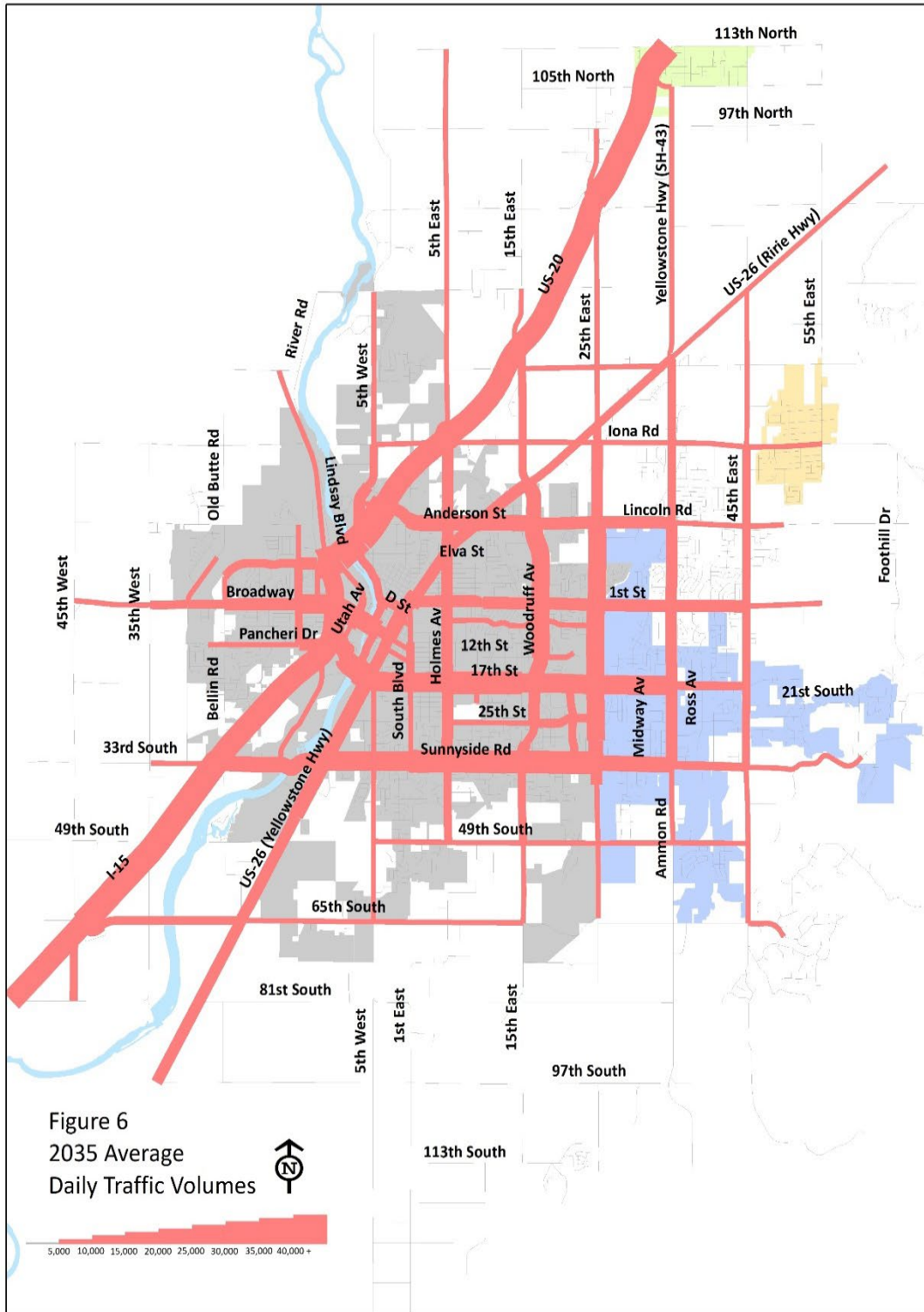


Figure 7 Area of Projected Congestion

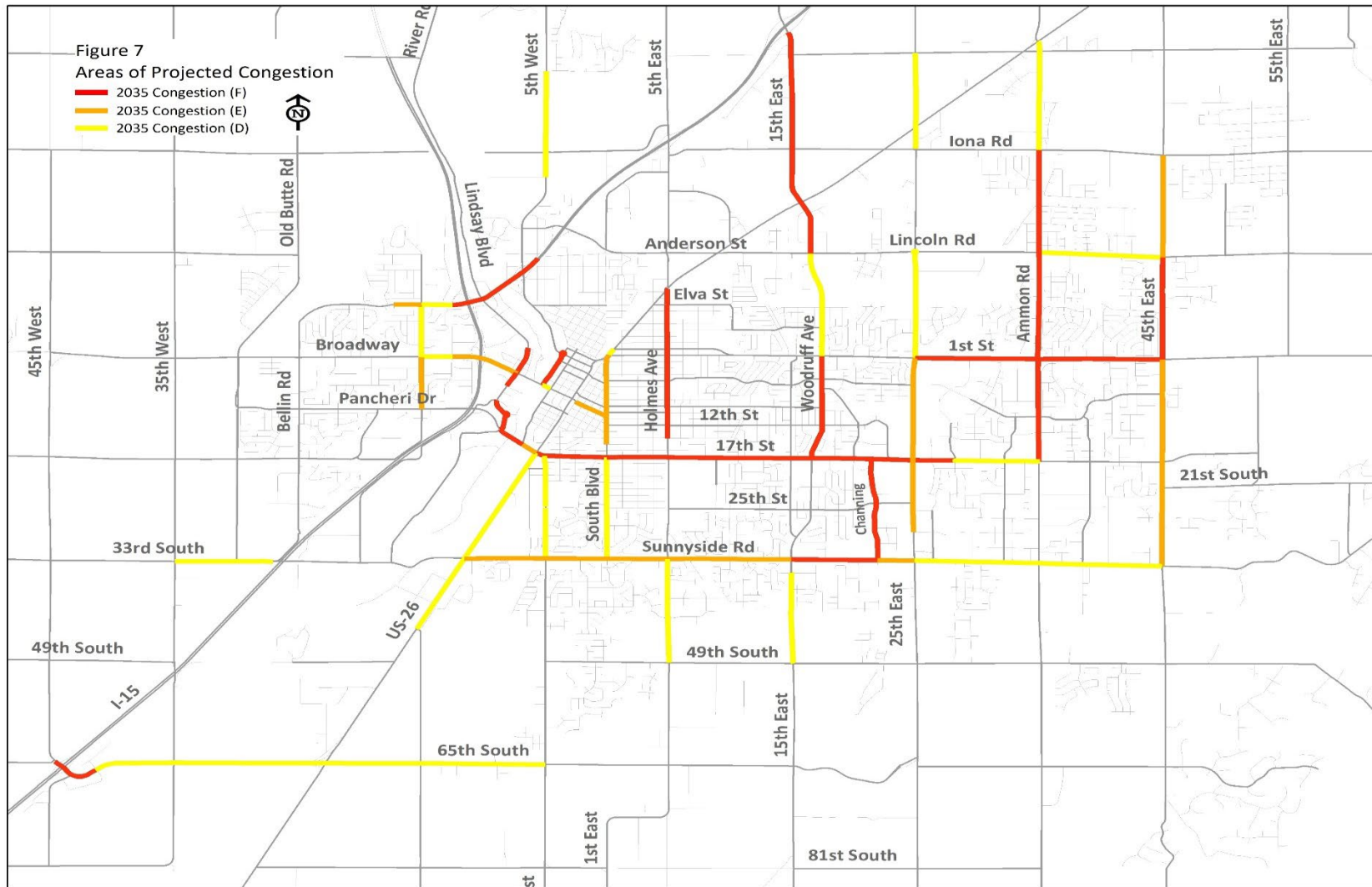


Figure 8 2050 Average Daily Traffic Volumes

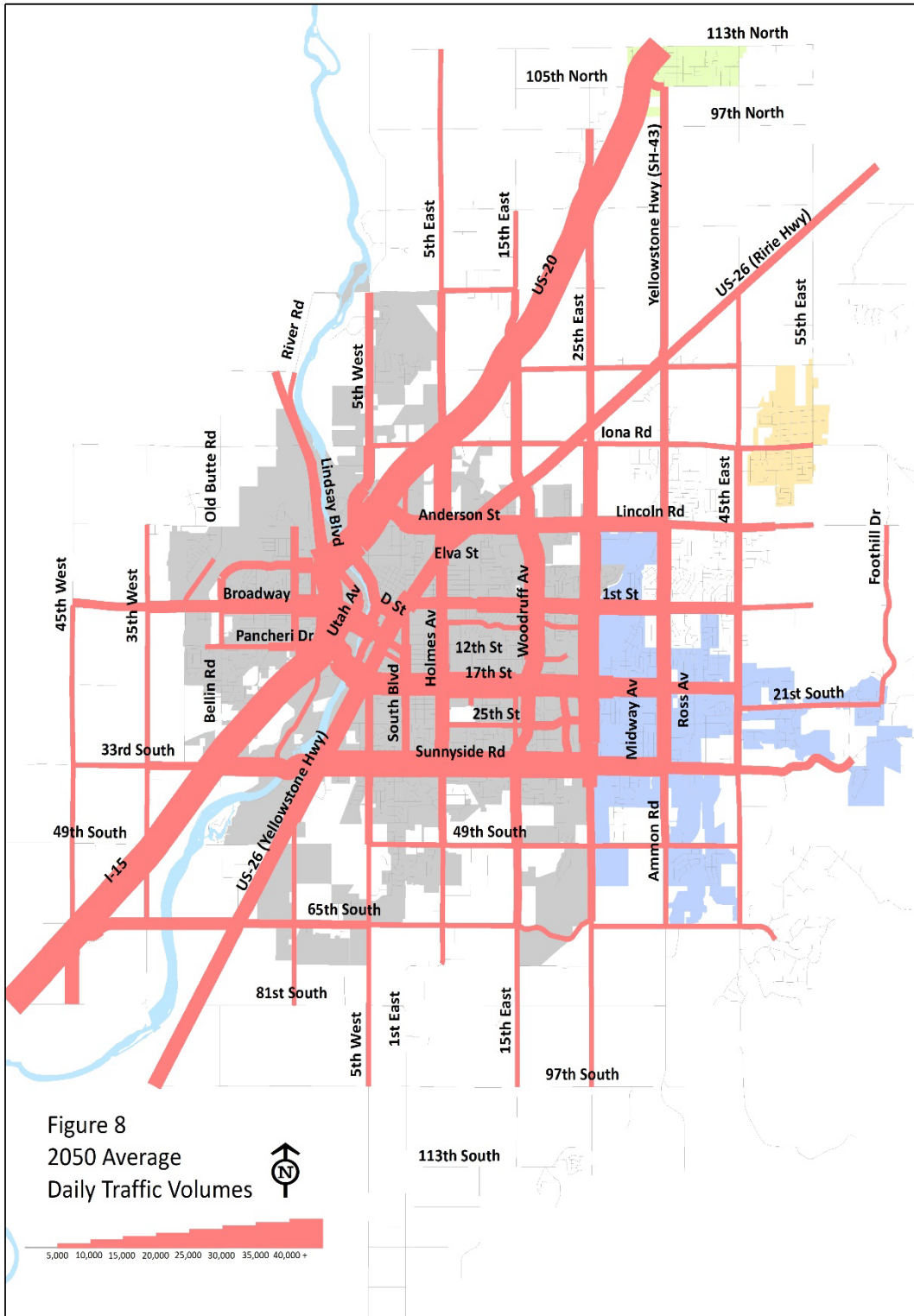


Figure 9 Area of Projected Congestion

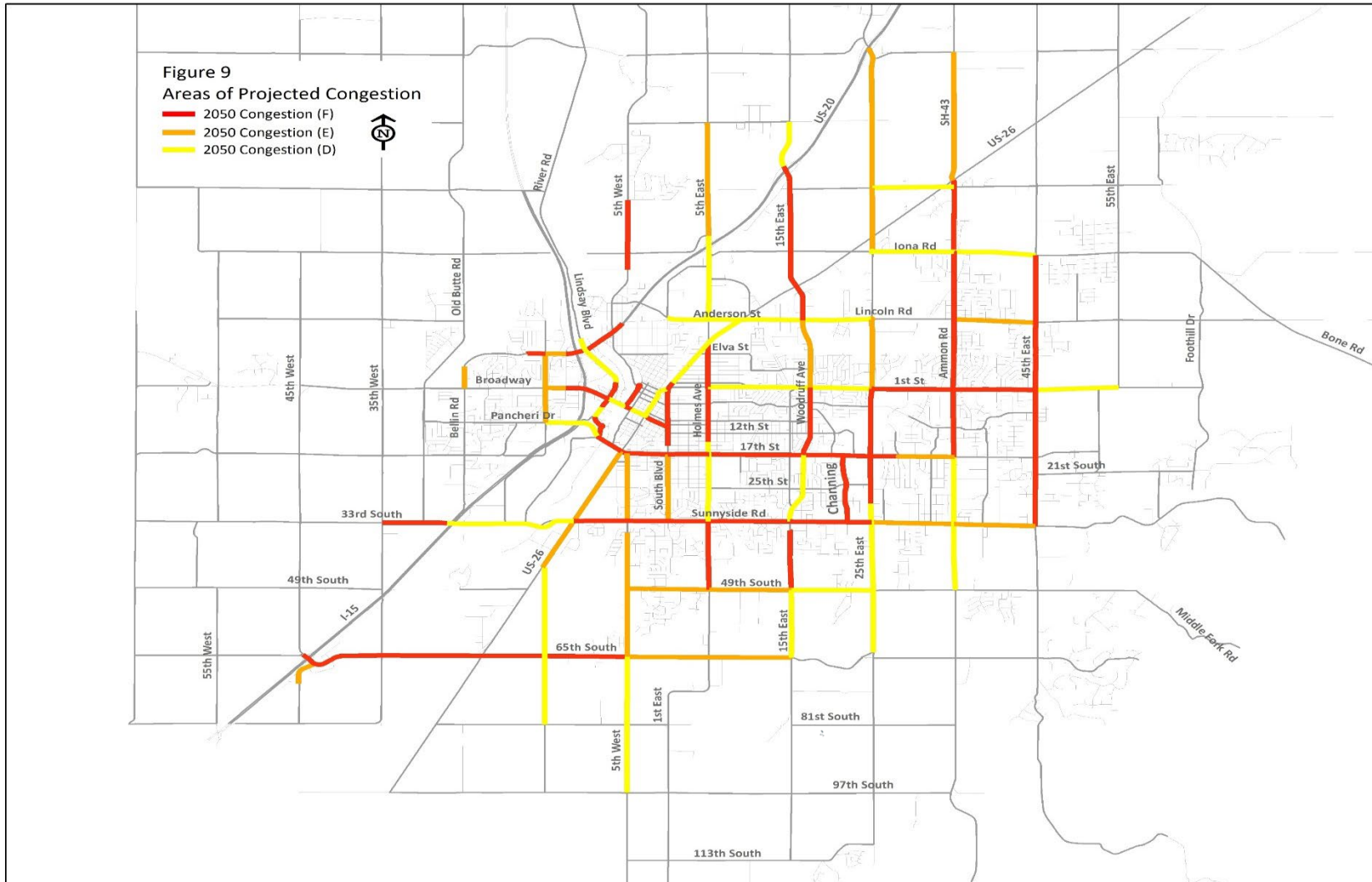


Table 3, BMPA Congested Roadway Segments, lists the congested roadway segments identified in Figures 5, 7 and 9.

An evaluation of Table 3 identifies the roadway network has 16 segments which are currently operating at highly congested conditions (LOS E and F). This number under a no-build scenario is projected to increase to 63 roadway segments by 2050.

TABLE 3

Table 3 Congestion by Roadway Segments 2019-2050							
Roadway	Segment	Functional Classification	# of Lanes	Level of Service (LOS)			Improved LOS
				2019	2035	2050	
145th East	US-20 to Yellowstone*	Collector	2		E	F	*
65th South (York)	5th W to 15th E (St Clair)	Collector	2	A	C	E	
Ammon Road	US-26 to Iona	Minor Arterial	2	B	D	F	*
Ammon Road	Iona to Lincoln	Minor Arterial	2	D	F	F	*
Ammon Road	Lincoln to 17th S	Minor Arterial	2	F	F	F	
Ammon Road	17th S to Sunnyside	Minor Arterial	4	B	C	D	
Ammon Road	Sunnyside to 49th S (Township)	Minor Arterial	2	B	C	D	
Anderson Street	Science Center to US-26	Major Arterial	4	B	C	D	
Bellin Road	Grandview to Broadway	Minor Arterial	2	B	C	E	
Broadway Street	Skyline to Saturn	Major Arterial	4	C	D	E	*
Broadway Street	Saturn to Utah	Major Arterial**	4-5	D	E	F	
Broadway Street	Utah to Memorial	Major Arterial**	5-6	B	C	D	
Broadway Street	Memorial to Capital	Major Arterial**	5	C	D	F	
Broadway Street	Capital to US-26	Major Arterial**	4	B	C	D	
Channing Road	17th S to Sunnyside	Collector	2	E	F	F	
E Street	Memorial to US-26	Minor Arterial	2-3	B	C	E	
Elm Street	US-26 to Eastern	Collector	4	A	B	D	
Elm Street	Eastern to S Blvd	Collector	2	D	E	F	
Grandview Drive	Raymond to Skyline	Minor Arterial	2	C	E	F	*
Grandview Drive	Skyline to Saturn	Minor Arterial	4	B	D	E	*
Holmes Avenue	US-26 to 14th S	Major Arterial	2	F	F	F	
Holmes Avenue	14th S to Sunnyside	Major Arterial	4	B	C	D	
Holmes Avenue	Sunnyside to 49th S (Township)	Major Arterial**	2	B	D	F	
Iona Road	Hitt to 45th E (Crowley)	Minor Arterial	2	B	C	D	
Jameston Road	US-91 to 65th S (York)	Collector	2	A	B	D	
Lincoln Road	US-26 to Hitt	Major Arterial	4	C	D	E	
Lincoln Road	Hitt to Ammon	Major Arterial	4	B	C	D	*
Lincoln Road	Ammon to 45th E (Crowley)	Major Arterial	2	B	D	E	*
Lindsay Avenue	US-20 to Utah	Minor Arterial	2	B	C	D	
Memorial Drive	E St to Broadway	Minor Arterial	2-3	F	F	F	
Pancheri Drive	Skyline to Utah	Minor Arterial	4	C	C	D	

Table 3 Congestion by Roadway Segments 2019-2050

Roadway	Segment	Functional Classification	# of Lanes	Level of Service (LOS)			Improved LOS
				2019	2035	2050	
65th South (York)	Jameston to 5th W	Collector	2	A	D	F	*
65th South (York)	5th W to 15th E (St Clair)	Collector	2	A	C	E	
Ammon Road	US-26 to Iona	Minor Arterial	2	B	D	F	*
Ammon Road	Iona to Lincoln	Minor Arterial	2	D	F	F	*
Ammon Road	Lincoln to 17th S	Minor Arterial	2	F	F	F	
Ammon Road	17th S to Sunnyside	Minor Arterial	4	B	C	D	
Ammon Road	Sunnyside to 49th S (Township)	Minor Arterial	2	B	C	D	
Anderson Street	Science Center to US-26	Major Arterial	4	B	C	D	
Bellin Road	Grandview to Broadway	Minor Arterial	2	B	C	E	
Broadway Street	Skyline to Saturn	Major Arterial	4	C	D	E	*
Broadway Street	Saturn to Utah	Major Arterial**	4-5	D	E	F	
Broadway Street	Utah to Memorial	Major Arterial**	5-6	B	C	D	
Broadway Street	Memorial to Capital	Major Arterial**	5	C	D	F	
Broadway Street	Capital to US-26	Major Arterial**	4	B	C	D	
Channing Road	17th S to Sunnyside	Collector	2	E	F	F	
E Street	Memorial to US-26	Minor Arterial	2-3	B	C	E	
Elm Street	US-26 to Eastern	Collector	4	A	B	D	
Elm Street	Eastern to S Blvd	Collector	2	D	E	F	
Grandview Drive	Raymond to Skyline	Minor Arterial	2	C	E	F	*
Grandview Drive	Skyline to Saturn	Minor Arterial	4	B	D	E	*
Holmes Avenue	US-26 to 14th S	Major Arterial	2	F	F	F	
Holmes Avenue	14th S to Sunnyside	Major Arterial	4	B	C	D	
Holmes Avenue	Sunnyside to 49th S (Township)	Major Arterial**	2	B	D	F	
Iona Road	Hitt to 45th E (Crowely)	Minor Arterial	2	B	C	D	
Jameston Road	US-91 to 65th S (York)	Collector	2	A	B	D	
Lincoln Road	US-26 to Hitt	Major Arterial	4	C	D	E	
Lincoln Road	Hitt to Ammon	Major Arterial	4	B	C	D	*
Lincoln Road	Ammon to 45th E (Crowley)	Major Arterial	2	B	D	E	*
Lindsay Avenue	US-20 to Utah	Minor Arterial	2	B	C	D	
Memorial Drive	E St to Broadway	Minor Arterial	2-3	F	F	F	
Pancheri Drive	Skyline to Utah	Minor Arterial	4	C	C	D	

Roadway	Segment	Functional Classification	# of Lanes	Level of Service (LOS)			Improved LOS
				2019	2035	2050	
Pancheri Drive	Utah to Capital	Minor Arterial	4	E	F	F	
Pancheri Drive	Capital to US-26	Minor Arterial	6	D	E	F	
Rollandet Street	17th S to Sunnyside	Collector	2	B	D	E	*
South Blvd	US-26 to 15th S	Minor Arterial	2	D	E	F	
South Blvd	17th S to Sunnyside	Minor Arterial	2	C	D	E	
SH-43	81st N to US-26	Minor Arterial	2	B	C	E	
Skyline Drive	Grandview to Broadway	Minor Arterial	2	C	D	E	*
Skyline Drive	Broadway to Pancheri	Minor Arterial	2	E	E	E	
Sunnyside Road	I-15 to US-26	Major Arterial	4	A	C	D	
Sunnyside Road	U-26 to 15th E (St Clair)	Major Arterial	4	D	E	F	
Sunnyside Road	15th E (St Clair) to Channing	Major Arterial	4	E	F	F	
Sunnyside Road	Channing to Hitt	Major Arterial	4	D	E	F	
Sunnyside Road	Hitt to Ammon	Major Arterial	4	C	D	E	*
Sunnyside Road	Ammon to Crowley	Major Arterial	2	C	D	E	*
US-20	Saturn (I-15) to Fremont IC	Other	4-6	F	F	F	
US-26	Lomax to 1st	Major Arterial	4	C	D	F	
US-26	E St to Broadway	Major Arterial	4	B	C	D	
US-26	17th S to Jameston	Major Arterial	4	B	D	E	
Utah Avenue	Lindsay to Broadway	Minor Arterial	2	D	F	F	*
Utah Avenue	Broadway to River Walk	Minor Arterial	2	F	F	F	*
Utah Avenue	River Walk to Pioneer	Minor Arterial	3	A	B	D	
Utah Avenue	Pioneer to Pancheri	Minor Arterial	2	E	F	F	
Woodruff Avenue	US-26 to Lincoln	Minor Arterial	2	F	F	F	*
Woodruff Avenue	Lincoln to 1st	Minor Arterial	4	C	D	E	*
Woodruff Avenue	1st to 17th S	Minor Arterial	4	E	F	F	*
Woodruff Avenue	17th S to Sunnyside	Minor Arterial	4	B	C	D	

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 2035. As appropriate these improvements were included in the 2035 model run. With the inclusion of the currently programmed TIP projects shown in Table 4 and planned projects identified in **Appendix F** into the model, 26 of the 63 congested roadway segments experienced improved congestion.

It should be noted that the area of the I-15/US-20 interchange, currently operates at a LOS F, and has been evaluated through a Planning and Environmental Linkages (PEL) process. An Environmental Impact Statement (EIS) is underway to determine the impacts related to implementing the preferred alternative. The LRTP recognizes how important improvements are at this location to maintain traffic flow and the safety of the interstate network.

Table 4
Nearly Completed, Planned and Programmed Projects (2022 - PD)

Location A	Location B	Project
17 th Street	Woodruff Avenue	Dual left and right turn lanes
I-15	65 th South (Exit 113)	Dual roundabouts
1 st Street	Ammon to 45 th East	Center turn lane
Ammon Road	49 th S (Township)	Roundabout
US-26	Multiple intersections	Intersection improvements
US-26	25 th East	Roundabout reconstruction / 5 lane section
17 th S	Rollandet	Left turn prohibition
49th N (TBD)	US-20 to US-26	5 lane arterial alignment
US-20	Lewisville IC to Rigby	Auxiliary lanes
Woodruff Avenue	US-26 to Lincoln	5 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

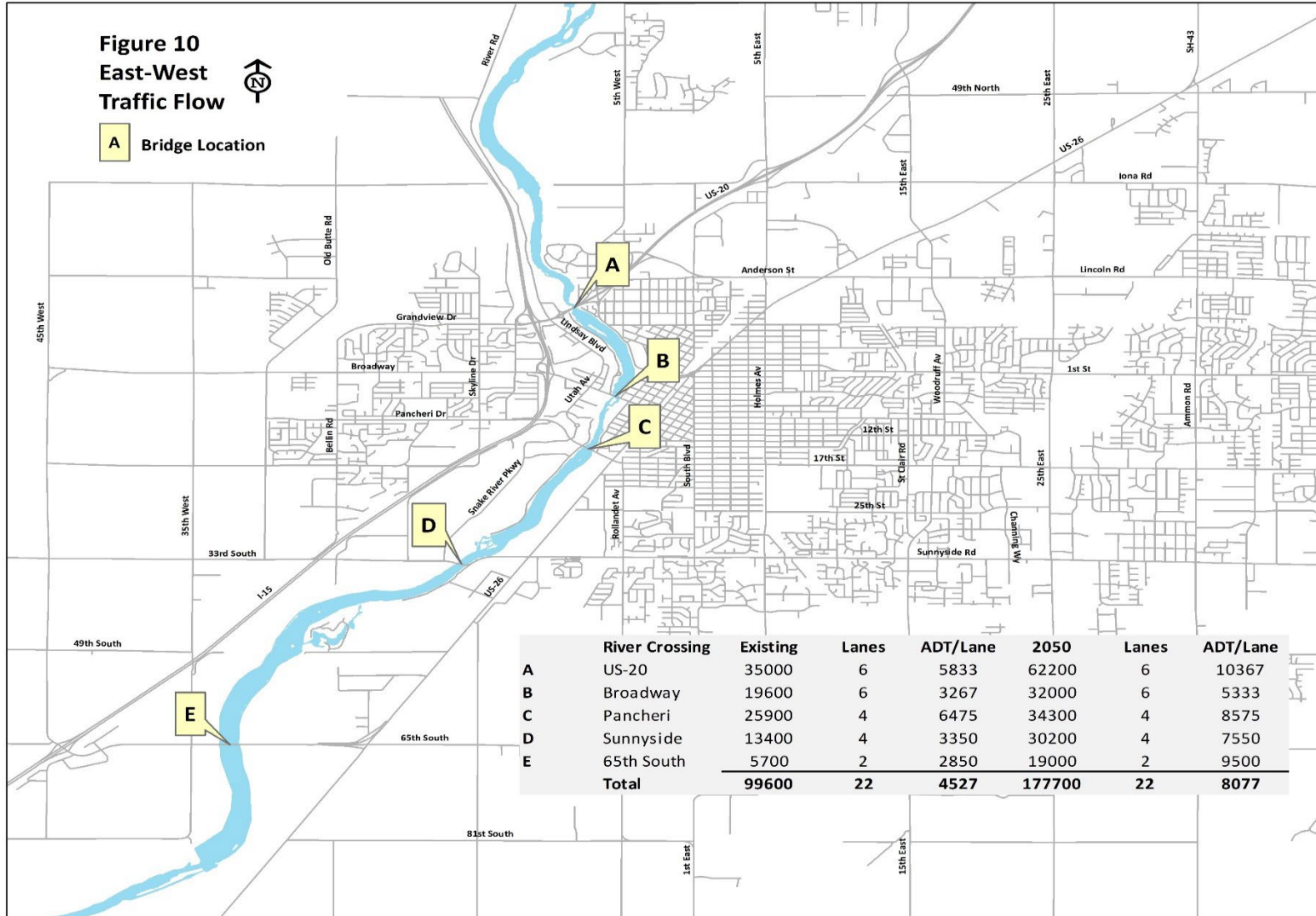
EAST-WEST TRAFFIC FLOW SCREENLINE ANALYSIS

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 10 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 4,525 vpdpl crossing the Snake River will increase to over 8,000 vpdpl by 2050. This is in a range where traffic will likely exceed available capacity. This analysis further emphasizes the need for improvements for an I-15/US-20 crossing.

Figure 10 East-West Traffic Flow



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. The preferred I-15/US-20 alignment will be selected in part as a way to address congestion that impedes traffic flow in the area.

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

An additional lane for turning movements on the northbound ramp at the I-15 and US-20 interchange should help alleviate one of the most congested areas of the area. However, this is an interim solution until a new interchange can be re-constructed or re-located.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS CONSTRAINED ACCESS AND TRAFFIC FLOW

Numerous projects are in the design or planning phase that address congestion and improve traffic flow. A project that will have a major impact on constrained access and traffic is the development of a High-Capacity Roadway Study that will recommend routes for expressway and strategic arterial facilities.

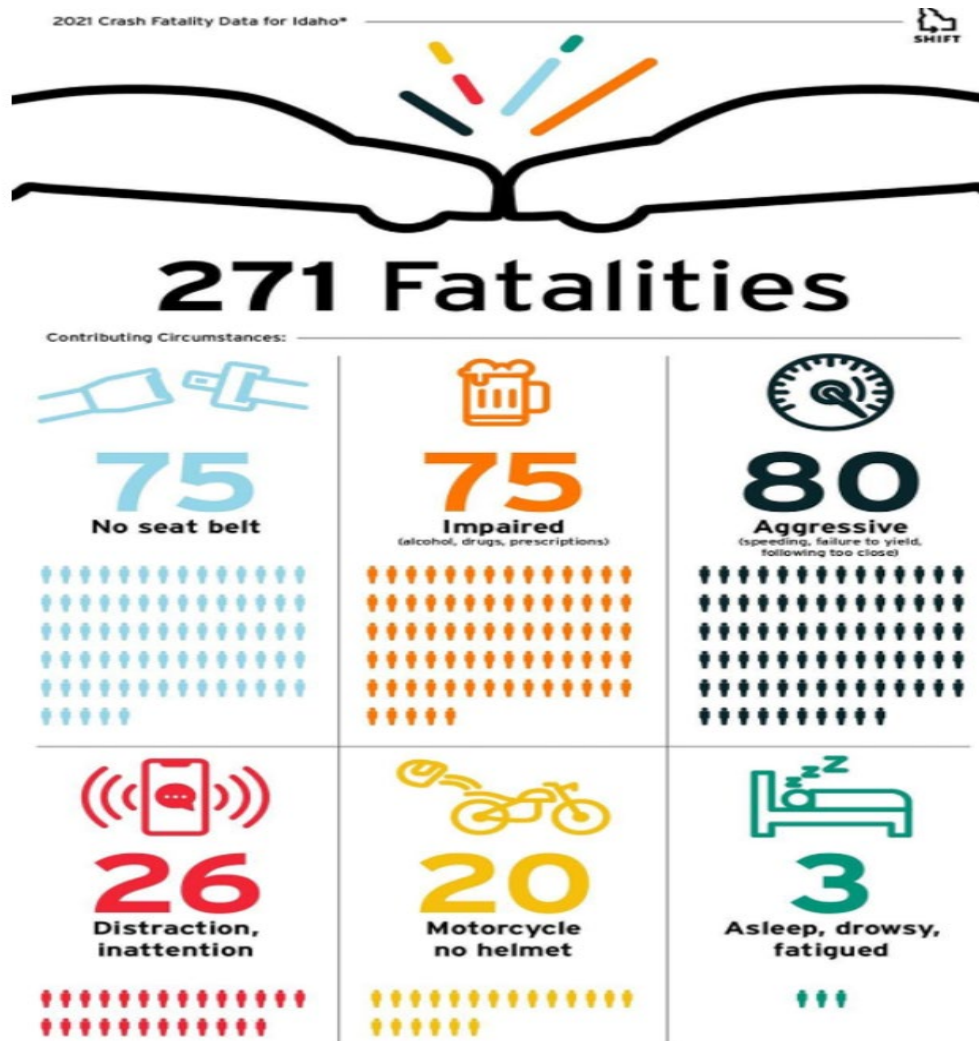
The addition of a center turn lane on 1st Street between Ammon Road and 45th East should help in area that has experienced enormous traffic growth due to recent commercial development and a new high school. Also, Woodruff Avenue, an arterial that provides for regional north-south traffic flow through the center of the area is programmed to be widened from three lanes to five lanes.

A project at the I-15 and 65th South interchange will replace substandard intersections at the ramp locations with roundabouts. Future projects include the addition of auxiliary lanes on US-20 which is rapidly approaching capacity and a connector route that will improve traffic flow along a corridor between I-15, US-20 and US-26.

NEEDS SUMMARY

Even with a new I-15 and US-20 interchange on or off alignment the screenline analysis indicates that prior to 2050 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 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 2015 and 2019 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 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 11 graphically identifies the intersections listed in the table.

Table 5**2015 - 2019 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 Rd	1	50	2.11	1
15th E (St Leon)	Iona Rd	2	48	1.80	3
I-15*	Broadway	3	71	1.53	4
25th E (Hitt)	Lincoln Rd	4	103	1.86	33
45th E (Crowley)	US-26	5	33	1.91	2
Woodruff Ave	17th St	6	97	1.12	16
US-26 (Yellowstone)	Sunnyside Rd	7	66	1.07	14
25th E (Hitt)	17th St	8	94	1.03	23
Ammon Rd	Lincoln Rd	9	50	1.36	26
Curlew Dr	17th St	9	47	1.16	18
25th E (Hitt)	US-26	11	38	1.24	11
Ammon Rd	1st St	12	55	0.92	15
25th E (Hitt)	Iona Rd	13	52	1.93	49
25th E (Hitt)	US-20*	13	28	1.71	10
Holmes Ave	17th St	15	75	0.95	29
25th E (Hitt)	49th N (Telford)	16	34	1.63	24
15th E (St Leon)	US-20*	17	25	2.12	19
Ashment Ave	17th St	18	58	1.31	48
US-26 (Yellowstone)	49th N (Telford)	19	27	1.08	5
Woodruff Ave	1st St	20	73	1.16	53

Table 5
2015 - 2019 Accident Report (10 or more reported accidents)

N-S STREET	E-W STREET	Overall Rank	# of Accidents	Frequency	Avg Event Cost Rank
Woodruff Ave	US-26 (Yellowstone)	20	39	0.79	12
US-20*	105th North	22	18	1.90	6
Ammon Rd	17th St	23	53	0.99	40
Holmes Ave	49th S (Township)	24	26	1.72	27
Curtis Ave	17th St	25	43	1.07	45
I-15*	Sunnyside Rd	26	26	0.99	17
25th E (Hitt)	49th S (Township)	27	27	1.20	35
Ammon Rd	49th S (Township)	28	24	1.68	32
I 15*	65th S (York)	28	24	0.92	8
Fremont Ave	US-20*	30	29	0.82	22
5th E (Lewisville)	US-20*	31	22	0.90	7
15th E (St Clair)	Sunnyside Rd	32	56	0.93	67
US-26 (Yellowstone)	Lincoln Rd	33	39	0.69	38
45th E (Crowley)	49th N (Telford)	34	16	1.77	25
Holmes Ave	Lomax St	35	36	0.99	61
Channing Wy	17th St	36	42	0.73	54
25th E (Hitt)	1st St	36	39	0.63	43
25th E (Hitt)	Sunnyside Rd	37	46	0.63	46
Woodruff Ave	John Adams Pwy	38	47	0.87	70
15th E (St Clair)	65th S (York)	40	17	1.62	36

Table 5**2015 - 2019 Accident Report (10 or more reported accidents)**

N-S STREET	E-W STREET	Overall Rank	# of Accidents	Frequency	Avg Event Cost Rank
Hoopes Ave	17th St	41	42	0.78	62
I-15*	US- 20	42	30	0.53	21
US-91	65th S (York)	42	18	0.69	9
Skyline Dr	Broadway St	44	35	0.68	51
Eagle Dr	Derrald Ave	45	20	1.69	65
Ammon Rd	65th S (York)	46	11	1.73	28
Houston Cir	Broadway St	47	34	0.80	68
25th E (Hitt)	Derrald Ave	48	30	0.71	58
25th E (Hitt)	25th South	49	39	0.76	77
Woodruff Ave	Lincoln Rd	50	39	0.58	60

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 12 identifies 130 intersections meeting the LHSIP criteria. Appendix G lists in order the 130 intersections with the related accident data identified in Figure 12.

Figure 11 2015-2019 Top 50 High Accident Location

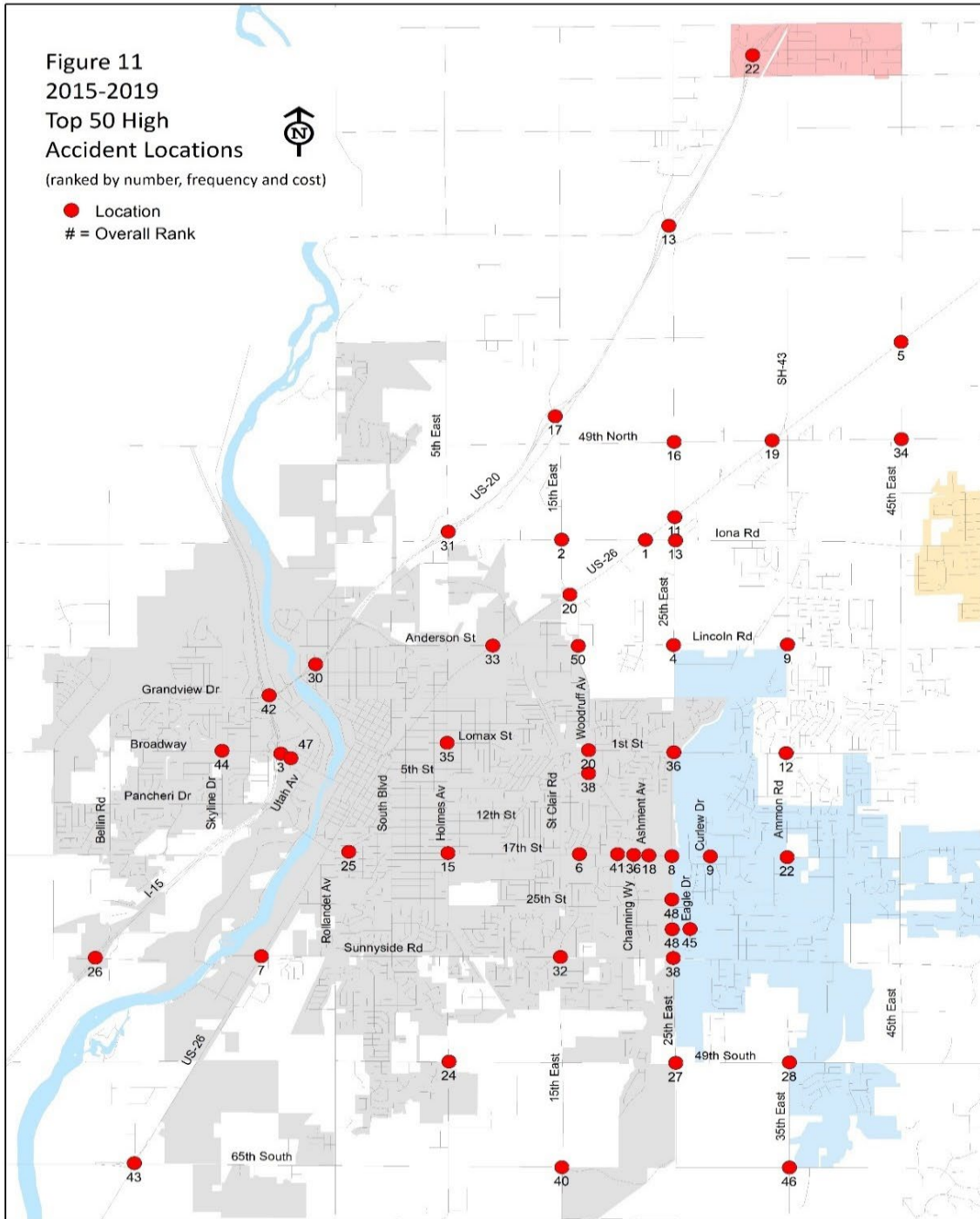
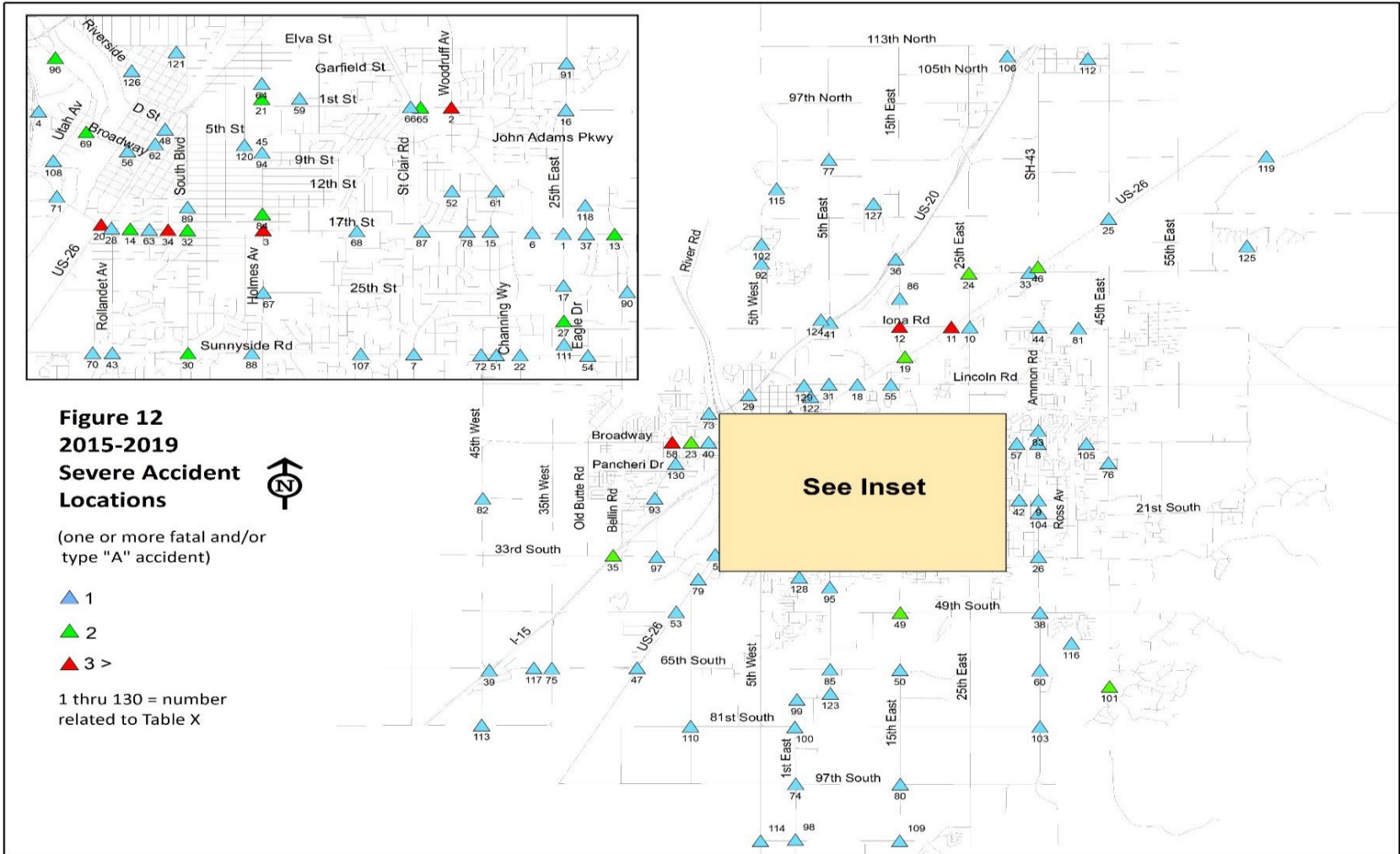


Figure 12 2015-2019 Severe Accident Locations



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 (2016 - 2021)**

Location A	Location B	Project
Yellowstone	Short/Capital	Path Connection
SR2S	Area-wide	Education, Training, Coordination
Holmes Ave	65 th S to Northgate	Safety Audit
US-26	RR Xing	Underpass
Lindsay Blvd		Superelevation Improvements
5 th W		Curve Improvement
City-wide		Signal Visibility Improvements
17 th Street		Median Installations
9 th St/Bonneville		Pedestrian Crossings
Holmes Ave	Elva	Intersection Improvements
Iona Rd	RR Xing	Railroad Signal
1 st E, 5 th E, 25 th E		LED Stop Signs and Flashing Beacons
Pinecrest Area		Sidewalk and Shared Use Path
Grandview Dr	Skyline to Saturn	Path and Signal Modification
Holmes Ave	1 st St	EB Left Turn/Traffic Signal
South Blvd	US-26 to Sunnyside	Flashing Beacons
Capital	G to Broadway	Safety Audit
Elm	Eastern to So. Blvd	Safety Audit
Bellin	Grandview	Radius Improvement
Lomax	F Street	LED Stop Sign
Hitt Rd Town Ctr		Path Improvements
Greenbelt		Path Improvements
17 th St	25 th E	Dual Left and Right Turn Lanes

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 (2022 - PD)

Location A	Location B	Project	Rank
17th St	Woodruff	Dual Left and Right Turns	6
E. Anderson	RR Xing	Railroad Gates	
5th	Holmes	Traffic Signal	
I-15	65 th S (Exit 113)	Roundabouts	28
1 st St	Ammon to 45 th E	Center Turn Lane	15
US-26	Multiple Intersections	Alternative Improvements	1/5/ 19
Hemmert	RR Xing	Railroad Signals	
US-26	25 th E	Intersection Re-alignment	11
17 th St	Rollandet	Left Turn Prohibition	
Science Ctr	N. Blvd	Signal Upgrade	
US-20	I-15	Additional Lane at Off-ramp	4/40
I-15	US-20 to US-26	Connector Road	
City-Wide	Various Locations	Raised Curb Medians	
Area-Wide	RR Xing(s)	Closures	
Elm St	Yellowstone to S Blvd	Remove roadway ruts	
Woodruff Av	US-26 to Lincoln	Widening/Center Turn Lane	20/50
17 th	Curlew	Intersection Improvements	9

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 if the bridge is in poor, fair or good condition. Bridges are evaluated and ratings applied to the following categories: bridge deck, superstructure, and substructure. The general ratings are 4 and below is poor, 5 and 6 are fair, with 5 leaning toward poor and 6 leaning toward good, and 7 and above is good.

Therefore, if a bridge category has a rating of 4 or below, regardless of the other category ratings, the bridge is considered in poor condition. A bridge with category rating that includes at least one 5 is considered in fair condition, and a bridge that has no 4 or 5 category ratings is considered in good condition.

The application of this rating system means that a bridge is eligible for replacement if it is rated in poor condition. For rehabilitation a bridge should be in fair or poor condition and a bridge can be preserved if it is in fair or good condition.

Figure 13 identifies 20 bridges in the metropolitan area that are in poor or fair condition with fair condition in this instance meaning with two or more category ratings of 5. While Appendix H identifies all bridges that are rated in poor and fair condition.

Also, it should be noted that four of the six bridges rated in poor condition have been or are being replaced and that most of the bridges in poor and fair condition are located in unincorporated areas of the county.

RECENT IMPROVEMENTS TO ADDRESS INSUFFICIENT BRIDGES

Several bridge projects have recently been completed or are funded to be completed within a year. They include the 12th St/Idaho Canal Bridge, the 33rd N/Great Western Canal Bridge, Higbee St/Butte Arm Canal Bridge, 121st S/Idaho Canal Bridge, and the 97th S/Idaho Canal Bridge.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS INSUFFICIENT BRIDGES

Two bridges in poor and fair condition -- 45th E/Sand Creek and 45th E/North Fork Willow Creek -- are programmed to receive federal funds.

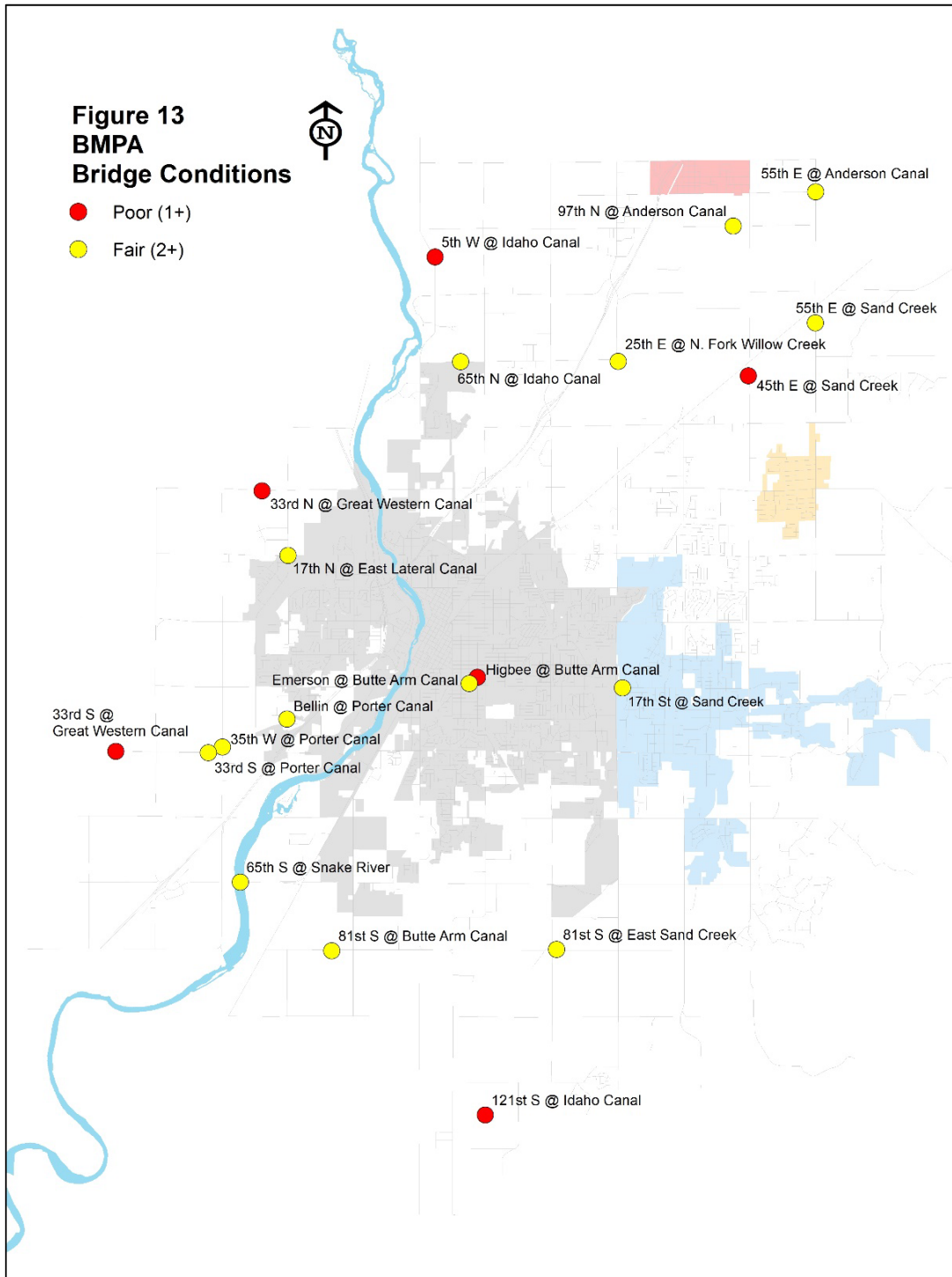
NEEDS SUMMARY

The local entities and ITD continually monitor the need to preserve and replace deficient bridges by applying for and programming funds.





Figure 13 BMPA Bridge Conditions



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 (2016 - 2021)

Location A	Location B	Project
US-26	SH-31 to Holmes Ave	Pavement Preservation
I-15	District 5 to Sage Junction	Seal Coat
US-20	Science Center to So. Fork Bridge	Seal Coat
US-20	Arco to Idaho Falls	Pavement Preservation
17th S	Holmes to Woodruff	Overlay
US-20B	Holmes to US-20 Interchange	Pavement Preservation
US-91	York to Holmes Ave	Pavement Preservation
Idaho Falls	City-wide	Seal Coats
25th S	<i>Bengal to Caspian</i>	<i>Pavement Reconstruction</i>
Free Ave	<i>Crook to 55th E</i>	<i>Pavement Reconstruction</i>

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 (2022 - PD)

Location A	Location B	Project
45 th West	65 th S to US-20	Pavement Resurfacing
Broadway (I-15B)	US-26 to Bellin	Pavement Resurfacing
I-15	Bingham Co Line to Roberts	Pavement Preservation
17th St	25 th E to Avocet	Pavement Rehabilitation
Science Center	N. Blvd to Holmes	Overlay

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

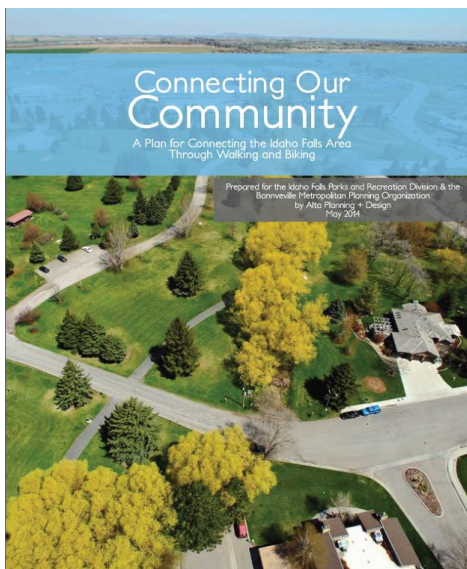
The bicycle and pedestrian network is an important part of the transportation system. These facilities can provide health benefits, recreation opportunities, value to economic development and a positive effect on air quality when used extensively to reduce traffic congestion. Figure 14 identifies bicycle and pedestrian facilities.

The Connecting our Community plan that was adopted in 2015, has been a planning guide to improve the bike/pedestrian system throughout the BMPA. The entities in the planning area have continued to revise and update the document as growth happens. The last update was approved in December of 2021.

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 fund be used to augment federal and state funds to improve and expand bicycle and pedestrian facilities.

The plan supports Safe Routes to School, an active Bicycle Pedestrian Advisory Committee and BPMO review of new developments.

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 the document.
 - For 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 updated in 2021.

- 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. Note the list has been updated.
 - 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 original highest ranked City of Idaho Falls projects go to Connecting Our Community - Appendix C.

Figure 14 Connecting Our Community

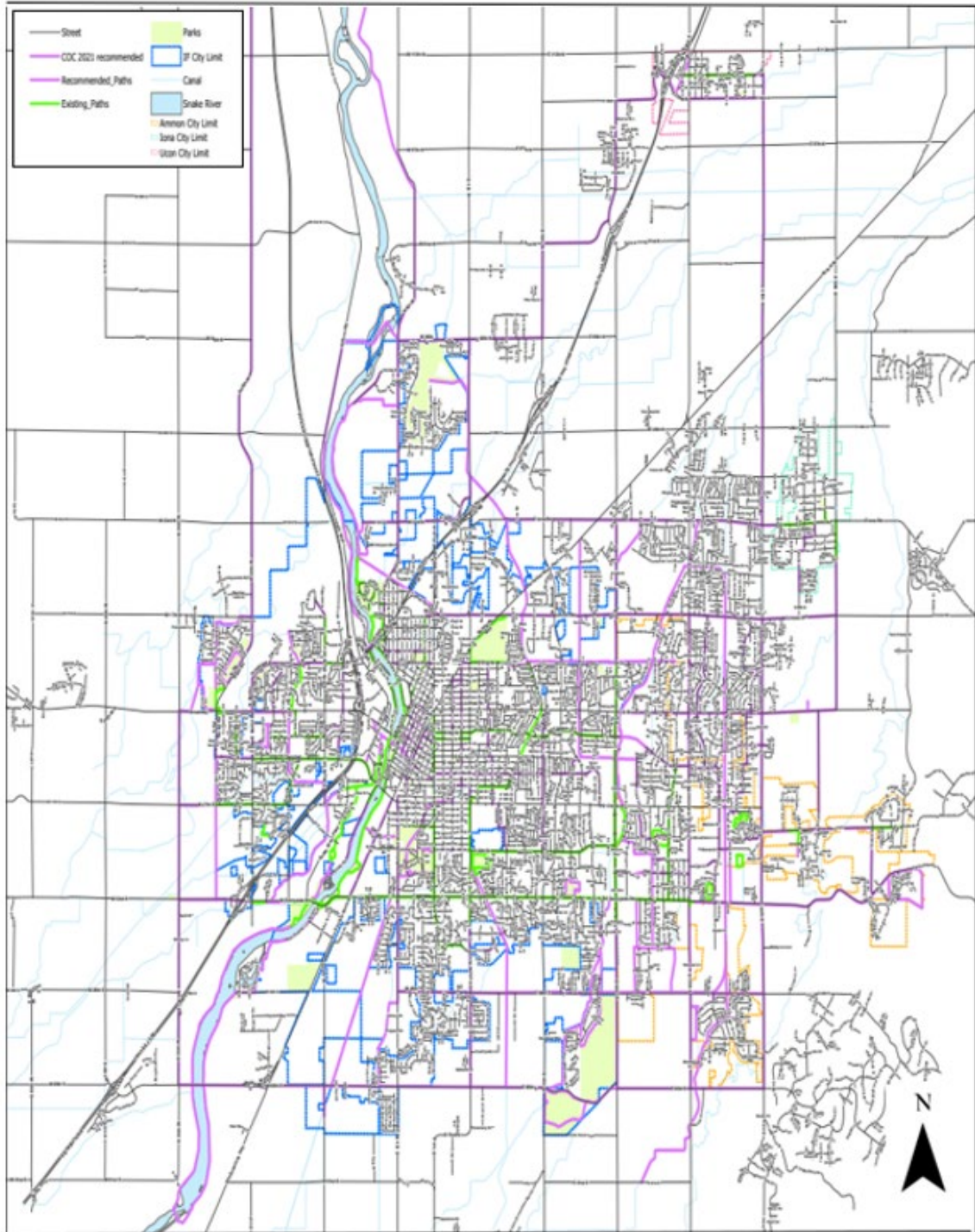


Table 10
High Priority Bicycle and Pedestrian Projects

Location A	Location B	Project
City of Ammon		
Derrald Ave/Owen St	25 th East to Ammon Road	Bicycle Boulevard
East-West Ammon	Ammon City Bridge to McCowin Park	Bicycle Boulevard
John Adams Parkway	Where development occurs	Bike Lanes
City of Idaho Falls		
Idaho Canal	North and East	Multi-Use Path
Greenbelt Southwest	Snake River Landing to Sunnyside Rd	Multi-Use Path
Greenbelt Northeast	Railroad Crossing terminus to E River	Multi-Use Path
Saturn Avenue	Grandview to Pancheri	Bike Lanes
City of Iona		
Main Street	Owens to Denning	Sidewalks
Denning Avenue	Main to Olsen	Sidewalks
Olsen Avenue	Denning to Free	Sidewalks
Free Avenue	Olsen to Crook	Sidewalks
Crook Road	Free to Railroad Tracks	Sidewalks
City of Ucon		
109 th North	Yellowstone to 45 th E (40 th E, 41 st E)	Sidewalks and Crossings
41 st East	107 th N to 105 th N (105 th N)	Sidewalks and Crossing
105 th North	Ucon Park/Ride Lot to 45 th E	Multi-Use Path
Yellowstone Hwy	113 th N to 105 th N	Sidewalks
45 th East	109 th N to 105 th N	Multi-Use Path
105 th North	US-20 (west of) to Ucon Park/Ride Lot	Multi-Use Path

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 (2016 - 2021)

Location A	Location B	Project
Midway	Sunnyside to John Adams	Bike Lanes
21 st South	35 th East to 45 th East	Bike Lanes
River Parkway	Broadway to US-20	Multi-Use Path
Grandview Drive	Skyline to Saturn	Widen (five lanes)/Pedestrian
Pancheri Drive	Old Butte to Bellin	Widen (five lanes)/Pedestrian
Greenbelt/Riverside	Broadway to US-20	Multi-Use Path (eastside)
Greenbelt	Broadway to US-20	Pathway Reconstruction (westside)
Idaho Canal	25 th Street to Elva	Multi-Use Path
5 th and 6 th Street	Boulevard to Holmes	Sharrows
Wayfinding	City-wide	Signage on Bike Routes
Saturn Avenue	Grandview to Pancheri	Bike Lanes
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
Holmes Ave	Elva	Signal Treatment and Lighting
I-15	US-20	Bicycle and Pedestrian Improvements

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 (2022 - PD)

Location A	Location B	Project
17 th Street	1 st to Lomax	Crosswalks and ADA upgrades
Pancheri Trail	Snake River Bridge	Sidewalk (northside)
Woodruff Ave	US-26 to Lincoln	Widen (five lanes)/Pedestrian
17 th Street	Curlew	Upgrade Pedestrian Signals
25 th E	49 th S (1/2 mile north)	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.

However, at the end of April 2019, the Targhee Regional Public Transportation Authority (TRPTA) ceased operations. This ended public transportation fixed route services in the area. After that time there has not been federally assisted public transportation services in the urbanized area.

With these circumstances the City of Idaho Falls and ITD recognized that a need existed for public transportation services and began to evaluate the potential restoration of services.

Ultimately, ITD committed to be the direct recipient of 5307 CARES Act funds that would provide for a two-year pilot project to fund micro-transit services in the City of Idaho Falls. The City of Idaho Falls was named the sub-recipient of the funds and is responsible for implementing the project. The City has hired a transit coordinator to assist in this effort. Also, Greater Idaho Falls Transit (GIFT) was organized and fills the regional public transportation advisory role that was previously performed by TRPTA.

NEEDS SUMMARY

There is very little to report as the pilot project is in its initial stages. A major amendment to this Plan is planned to begin in a couple years. At that time more details will be available regarding the conditions, needs and outcomes of public transportation based on the findings of the pilot project.

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 2020, the State of Idaho completed an Idaho Airport System Plan (IASP) Update and Idaho Airport Economic Impact Analysis (AEIA) Update. The IASP Update provides guidance and recommendations of specific 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. Salt Lake Express receives 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

Note the 2012 BMPO Access Management Plan including the roadway functional classification network, mode priorities, etc. will be re-evaluated and updated in FY 2022-23. Therefore, the information presented below pertains to current documents and information that will soon be out of date.

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). For in-depth detail regarding access management guidelines click the following link: [2012 Access Management Plan](#).

ROADWAY FUNCTIONAL CLASSIFICATIONS

The 2050 BMPA Roadway Functional Classifications from the AMP are identified in Figure 3 of this document. The map 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 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 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 priorities.

EXPRESSWAYS AND STRATEGIC ARTERIALS

The existing AMP identifies proposed beltways. When the AMP is updated, as part of the High-Capacity Roadway Study, this concept will transition to a network composed of proposed strategic arterials and if warranted expressways.

RECOMMENDED STRATEGIES AND INVESTMENTS

- Encourage the use and compliance of Access Management Plan standards relative to roadway and land use development plans
- As part of the High-Capacity Roadway Study update the Access Management Plan which includes the identification and potential location of strategic arterials, the roadway functional classifications and re-evaluation of the travel context classifications.
- The High-Capacity Roadway Study will provide an assessment of ITD access management policies and how they relate to BMPA Access Management Plan standards.

II. Traffic Flow and Congestion

The level of service analysis from the needs assessment indicated 16 roadway segments are currently operating under highly congested conditions. Another 47 roadway segments will become highly congested prior to the horizon year of this Plan. Of these 47 roadway segments thirteen are segments that extend a roadway that is currently expanding for congestion. 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 five-lane roadway widening projects.

- 1st Street – 25th East to 55th East
- 15th East (St Leon) – 65th North to US-26
- 17th South – Ammon Rd to 45th East
- 25th East (Hitt) – US-20 to Lincoln
- 25th East (Hitt) – Commodore to 65th South
- 45th East (Crowley) – US-26 to Sunnyside Rd
- 49th South (Township) – 5th West to 25th East (Hitt)
- Ammon Rd – US-26 to 17th South
- Ammon Rd – Sunnyside Rd to 49th South
- Lincoln Rd – Ammon Rd to 45th East
- Sunnyside Rd – Ammon Rd to 45th East

The following roadway segments are also potential candidates for roadway widening projects. However, the need does not appear to be as immediate as those listed above. With that said, it is imperative that the following roadway segments be consistently monitored to identify if a needed improvement becomes a high priority.

- 15th East – Sunnyside to 65th South
- 17th South – Old Butte Road to Skyline Drive
- 5th East – 65th North to 33rd North
- 5th West – INL Entrance to 65th North
- 5th West – Sunnyside to 65th South
- 52nd East – 21st Street to 1st Street
- 65th North – 5th West to 15th East
- 65th South – Overland to 25th East
- Holmes – Sunnyside to 65th South
- Iona Road – 25th East to 45th East

It should be noted that the I-15/US-20 preferred alternative and 49th North connector will have a major impact on travel patterns. Roadway segments that are experiencing or are projected to experience congestion should be evaluated for impacts as shifting travel patterns may accelerate or delay the need for capacity increasing improvements.

Also, 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.

RECOMMENDED STRATEGIES AND INVESTMENTS - OTHER 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 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. Note it may be determined that the best solution is to widen the roadway segment or a section thereof.

- 17th South – US-26 to Ammon Rd
- 45th West – 65th South to Overland Dr
- Channing Way – 17th South to Sunnyside Rd
- Elm St – Eastern Ave to South Blvd
- Grandview Dr – Bellin Rd to Skyline Dr
- Holmes Ave – US-26 to 17th South
- Memorial Dr – E St to Broadway St
- Pancheri Dr – Utah Ave to US-26
- Skyline Dr – Grandview Dr to Pancheri Dr
- Sunnyside Rd – US-26 to Ammon Rd
- Utah Ave – Lindsay Blvd to Pancheri Dr
- US-26 – Lomax St to Broadway St
- Woodruff Ave – Lincoln to 17th South

Some of these roadway segments may benefit from roadway expansion projects elsewhere. Also, other 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 has been established and used to prioritize projects for inclusion in the most current TIP.

RECOMMENDED STRATEGIES AND INVESTMENTS – I-15/US-20

A project to address major congestion in the vicinity of the I-15/US-20 interchange was recognized as vital to the area. From a vantage point of congestion only, this need is well defined in the level of service and screen line analysis. Both build alternatives currently being evaluated would address the congestion in the area.

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. In order to move forward with the implementation of strategic arterials and potential expressways, the BMPO Policy Board and local jurisdictions had to mutually agree to fund a study. Ultimately, a “High-Capacity Roadway” study was programmed. This study will identify alignments, re-alignments, widenings, river crossings, and interchanges. It is anticipated that the study will begin this year and take around one year to complete.

Other planning efforts that can address conditions and needs include:

- Continuously evaluate and optimize traffic signal timing and coordination
- Continue to look at traffic signal integration and coordination across jurisdictional boundaries and, if necessary, develop a joint task force and an MOU
- Develop, in coordination with local achievements, a report that identifies the benefits and challenges related to the use and implementation of management techniques and alternative technologies

III. Safety

Many 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. It should be noted that for STBG-U applications a higher weight is given to a planned roadway project containing cost effective safety improvements.
- 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 STBG-U Safety and LHSIP.
- A project to address the safety concerns in the vicinity of the I-15/US-20 interchange was recognized as vital to the area. From a vantage point of safety only, the need is well defined in the list of accident locations. Both build alternatives currently being evaluated would address the safety concerns in the area.

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 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.

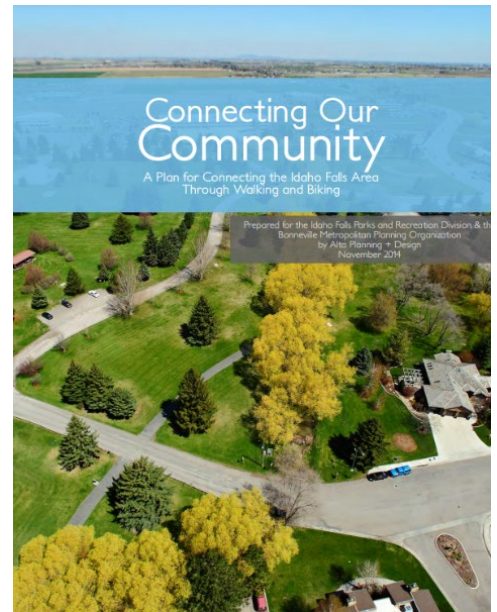
RECOMMENDED STRATEGIES AND INVESTMENTS

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

Selection of pavement projects will be prioritized for federal-aid funds during the TIP programming process. For the purpose of prioritization, a surface rating index is used by project applicants to classify pavement distress.

B. Bicycle and Pedestrian

The Connecting Our Communities Plan (COC) prioritizes bicycle and pedestrian strategies and investments that address the needs of the area. The COC plan is a living document that has and will continue to provide direction to improve the bicycle/pedestrian facilities. The plan was updated in 2021. 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
- Fund a full-time Bicycle and Pedestrian Coordinator
- 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 will be determined as the two-year public transportation pilot project progresses. If deemed successful then recommended strategies and investments will need to be established that evaluate the need to maintain and grow services, improve

operating efficiency, expand marketing and funding opportunities and plan for the maintenance and replacement of capital investments.

D. Regional Transportation

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

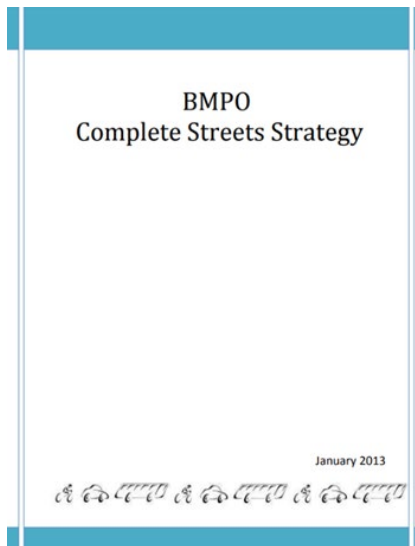
E. Other Strategies and Investments

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



Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.



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
- Create Complete Street street designs and implementation guidelines

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 as they evolve
- Recognize other factors that impact transportation investment decisions and explore opportunities to better coordinate other infrastructure needs with transportation needs

III. 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

- Continue to use the support economic vitality category in the STBG-U application process to evaluate if investment strategies enhance the economic vitality of the area by improving the movement of people and goods.

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 \$123 million of roadway, bridge, pavement, public transportation, planning, bicycle, and pedestrian type projects are programmed for federal funding within the metropolitan planning area. This amount is inflated beyond what historically has been programmed. Six very large projects represent over 55 percent of the programmed project costs.

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 \$27,200,000 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	\$ 4,700,000
Operations and Maintenance including Pavement Projects	\$ 13,200,000
Other System Projects including Bridge and Rail Crossings	\$ 900,000
Other Projects including Intersection Safety Improvements	<u>\$ 8,400,000</u>
TOTAL	\$27,200,000

It is interesting to note that less than 20 percent of the total available resources have been dedicated to major capacity increasing projects. However, three large projects that improve traffic flow were primarily programmed to address major safety issues and are categorized above under “Other Projects”. With that said, the major capacity increasing projects category has an amount higher than usual due to a very large, programmed project that increases capacity on the interstate/highway system.

II. Cost Estimates

MAJOR CAPACITY INCREASING PROJECTS

Eleven 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 are shown in approximately mile sections.

1st Street, 25th East to 55th East	\$17,160,000
• 1 st Street - 25 th East to Ammon	\$7,290,000
• 1 st Street – Ammon to 45 th East	\$5,160,000
• 1 st Street – 45 th East to 55 th East	\$4,710,000
15th East (St. Leon), US-20 to US-26	\$13,260,000
• 15 th East – 65 th North to US-20	\$3,390,000
• 15 th East – US-20 to Iona	\$7,180,000
• 15 th East – Iona to US-26	\$2,690,000
17th Street, Ammon to 45 th East (Crowley)	\$8,310,000
25th East (Hitt), US-20 to Lincoln – widen to 5 lanes	\$20,230,000
• 25 th East – US-20 to 65 th N	\$5,480,000
• 25 th East – 65 th N to 49 th N	\$7,200,000
• 25 th East – 49 th N to US-26	\$4,200,000
• 25 th East – US-26 to Lincoln	\$3,350,000
25th East (Hitt), Commodore to 65 th South	\$7,130,000
• 25 th East – Commodore to 49 th S	\$2,040,000
• 25 th East – 49 th S to 65 th S	\$5,090,000

45th East (Crowley), US-26 to Sunnyside		\$32,200,000
• 45 th East – US-26 to 49 th N	\$6,880,000	
• 45 th East – 49 th N to Iona	\$5,110,000	
• 45 th East – Iona to Lincoln	\$4,770,000	
• 45 th East – Lincoln to 1 st Street	\$4,490,000	
• 45 th East – 1 st Street to 17 th Street	\$5,450,000	
• 45 th East – 17 th Street to Sunnyside	\$5,500,000	
49th South, 5 th West to 25 th East (Hitt)		\$20,420,000
• 49 th South – 5 th West to Holmes	\$5,850,000	
• 49 th South – Holmes to 15 th East	\$6,530,000	
• 49 th South – 15 th East to 25 th East	\$8,040,000	
Ammon Road, US-26 to 17 th Street		\$21,050,000
• Ammon – US-26 to Iona	\$5,800,000	
• Ammon – Iona to Lincoln	\$6,730,000	
• Ammon – Lincoln to 1 st Street	\$4,310,000	
• Ammon – 1 st Street to 17 th Street	\$4,210,000	
Ammon Road, Sunnyside to 49 th South (Township)		\$5,120,000
Lincoln Road, Ammon to 45 th East (Crowley)		\$5,280,000
Sunnyside Road, Ammon to 45 th East (Crowley)		<u>\$5,850,000</u>
TOTAL		\$156,010,000

The estimated cost to widen the eleven roadway segments is \$156,010,000. Additional costs may apply to those roadway segments considered as strategic arterials. The High-Capacity Roadway Study will establish more detail regarding needed improvements that match standards.

The High-Capacity Roadway Study will also identify new expressway alignments and connections that may include freeway and river crossings with the modifications to the I-15/US-20 interchange and other interchanges on US-20. The costs for these types of improvements will be substantial. Therefore, an update to the LRTP will 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 \$4,700,000 available for major capacity increasing projects, approximately 75 percent or \$3,560,000 comes from federal resources. When already planned

and programmed projects are reduced from federal resources, \$48,810,000 becomes available for major capacity increasing projects through to 2050.

The projected \$48,810,000 of federal resources is well short of the total estimated needed cost to construct the potential roadway widening projects. It can be assumed several of the projects will be completed prior to 2050 with state and local resources. Given historical trends, if projected state and local revenues of over \$31,500,000 are also used for major capacity increasing projects, resources may address around half of the identified projects. With this projected shortfall of revenues, it becomes imperative that projects of the upmost importance are identified for programming of federal funds.

Also, as mentioned in the recommended strategies and investments a report that identifies the benefits and challenges related to management techniques and alternative technologies to address roadway congestion may provide guidance on the timing, value and effort to implement some of the findings from the report.

SAFETY, BRIDGE AND PAVEMENT PROJECTS

The recommended strategies and investments section emphasizes 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 \$4,250,000 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 Existing / Future Conditions and Needs Assessment Table 10 is \$8,050,000. Approximately \$6,900,000 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 \$1,300,000 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, to complete all 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

Historical trends regarding revenue and cost are irrelevant as services have changed dramatically. However, it can be assumed that once the pilot project is complete and needs are established, that there will, as in the past, continue to be enough federal funds available to meet the operational and service needs. The ability to secure matching funds will be a point of emphasis to align with federal dollars.

TRANSPORTATION PLAN EVALUATION

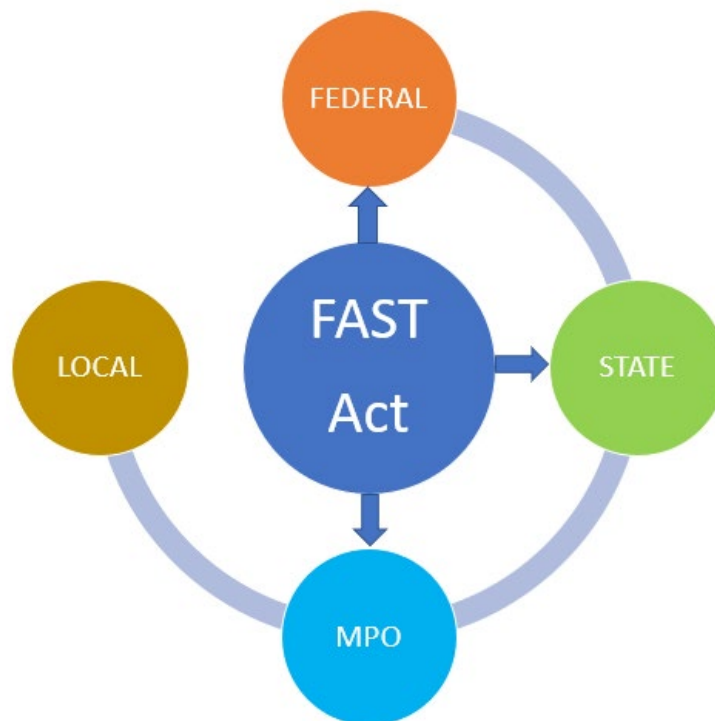
Goals, Objectives, and Performance Measures

A. Vision and Goals

2050 LRTP Final Vision

“Our vision serves the communities of the region by providing a safe and efficient transportation system that supports multi-modal transportation, enhances economic vitality, promotes system management and operation, protects the environment, preserves existing transportation facilities and continues the expansion of transportation facilities and services.”

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 FAST. This includes building a performance-based and multimodal program to strengthen the U.S. transportation system.



The two most recent transportation reauthorization bills—the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 and the Fixing America’s Surface Transportation (FAST) Act of 2015—refined national transportation policy, established new federal freight policy and

dedicated freight funding programs, and instituted a performance measurement system for highway and transit programs. MAP-21 established the initial national goals, and the performance-based program is implemented by the FAST Act. There are seven national goals established in MAP-21 include the following

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

One of the more important reforms initiated in MAP-21 was the establishment of a performance-based system which provides an assessment of how the transportation system is performing using data to track progress towards goals. To achieve the national transportation goals highlighted above, MAP-21 established a performance measurement system for highway and transit programs that state DOTs, metropolitan planning organizations (MPOs), and transit agencies must set targets for these measures. More on these measures will be outlined in the performance measurement section.

The drafting of this LRTP, the USDOT is working toward implementing FAST Act performance requirements through several 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 Fast Act as shown in Table 13.

Development Process

The following section presents the input for the groundwork to develop the goals and objective presented in the previous sections. The goals were created and based on feedback form local stakeholders, federal guidance, and relevant state, regional, and local planning efforts.

Stakeholder Input

Stakeholder input was solicited from stakeholder groups, local organizations that were invited to participate in a steering committee and the general public, who provided feedback through the online surveys and public comment opportunities. Public input was incorporated into the goals and objectives.

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.

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 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 delays per capita
- Total transportation funding by mode

PERFORMANCE TARGETS

BMPO will monitor, evaluate, and report on performance measures annually beginning in 2021. 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.

	GOALS	OBJECTIVES	PERFORMANCE MEASURES
Maintain Existing Transportation System	A WELL-MAINTAINED TRANSPORTATION SYSTEM	Pavement Condition Maintained	Maintain & repair existing roads, bridges, sidewalks, and trails to good or better conditions.
			Promote complete streets and increase access to additional modes by replacing and retrofitting transportation facilities in the existing system to allow for a wide range of transportation options.
		Complete Streets	Improve access along existing facilities for additional modes (motor vehicle, bicycling, walking, or transit).
	GOALS	OBJECTIVES	PERFORMANCE MEASURES
Congestion relief & System operation	AN EFFICIENT AND RELIABLE TRANSPORTATION SYSTEM POISED TO LEVERAGE EMERGING TECHNOLOGIES	Optimized the efficiency of transportation facilities through improved signal timing, road design, elimination of bottlenecks, integration of multiple modes, or other methods.	Reduce traffic delays
			Improves transit service, closes gaps or removes barriers in the transportation system
		Minimize increases in travel times by methods such as providing direct routes between destinations, use of intelligent transportation system and transportation demand management tools, and/or providing information to the public to allow them to make informed transportation decisions.	Short trips: improve multi-modal access along corridors with high potential for bicycle, walk or transit trips

	GOALS	OBJECTIVES	PERFORMANCE MEASURES
Land Use & Transportation Plans	PROMOTE CONSISTENCY BETWEEN LAND USE AND TRANSPORTATION PLANS TO ENHANCE MOBILITY AND ACCESSIBILITY	Provide a transportation network which supports growth within the BMPA	Does the project support land use planning or locate improvements in areas of high demand or diversity of land use
		Highlight areas with excess capacity and promote redevelopment or more intensity of development to make use of capacity we already have in the system.	Support the land use plans in the jurisdictions supported by the BMPO
	GOALS	OBJECTIVES	PERFORMANCE MEASURES
Safe & secure Transportation	PROVIDE SAFE AND SECURE TRANSPORTATION FOR MOTORIZED AND NON-MOTORIZED USERS	Improvements to high-crash locations identified as priorities in the BMPA	Facilitate the rapid movement of first responders and support incident management during times of emergency
		Improve safety at high frequency crash location for bicycle and pedestrians	Support transportation programs and design improvements which reduce crashes and improve safety of all modes
	GOALS	OBJECTIVES	PERFORMANCE MEASURES
Environmental Stewardship	A TRANSPORTATION SYSTEM THAT PROTECTS AND ENHANCES THE NATURAL, CULTURAL, AND BUILDS ENVIRONMENT AND MITIGATES CLIMATE CHANGE	Protect the environment	Reduce fossil fuel consumption by minimizing travel time and providing access to alternative modes and fuels
			Maintain air quality attainment by minimizing air pollution related to vehicle emissions by reducing congestion and vehicle miles traveled

	GOALS	OBJECTIVES	PERFORMANCE MEASURES
Economic Vitality	IMPROVE ECONOMIC COMPETITIVENESS OF THE REGION BY ENHANCING THE TRANSPORTATION SYSTEM	Use transportation investments to incentivize infilling and redevelopment of existing communities	Consider using rail services as a mode of moving goods
		Support new and existing commercial and industrial development by ensuring access by multiple transportation modes.	Improve both truck route operation and access to an industrial/manufacturing center
		Facilitate the movement of goods and freight to commercial and industrial centers	Improve mobility to identified commercial or industrial centers for two or more modes

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.

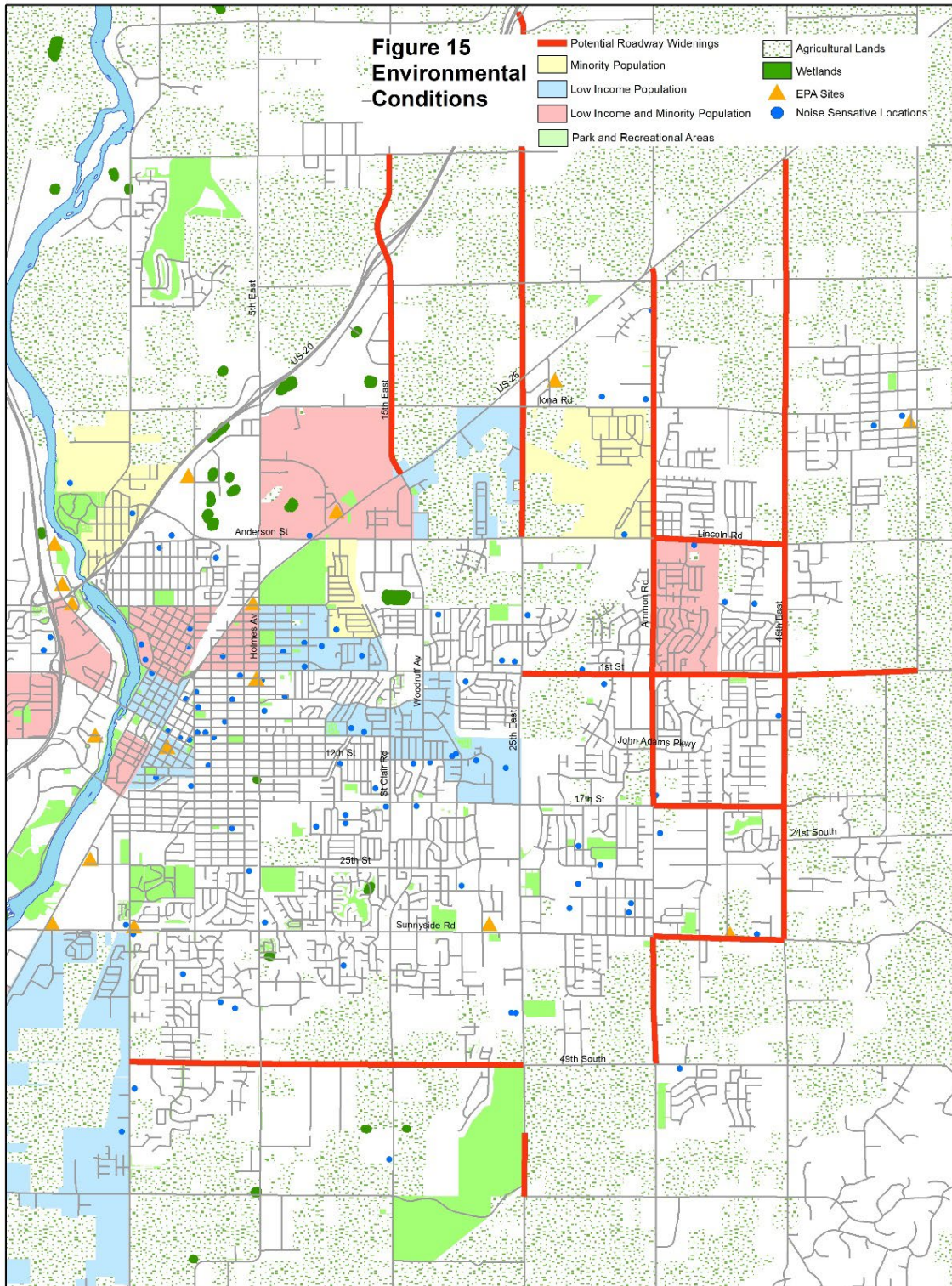


Figure 15 identifies the distribution of minority and low-income populations. The map identifies those TAZs where minority populations exceed 20 percent of the total population of the TAZ. The population information was extracted from U.S. Census Bureau data.

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

2050 Long Range Transportation Plan Steering Committee	
State of Idaho (ITD)	Mark Layton
Bonneville County	Steve Serr
	Lance Bates
City of Ammon	Tracy Bono
	Micah Austin
City of IF BMPO Chair	Jim Freeman
City of IF P&Z	Kerry Beutler
City of IF PW	Chris Canfield/Kent Fugal
City of IF P&Z Rep	Brent Dixon
IF Airport	Rick Cloulter
City of IF Fire Mar	Scott Grimmatt
City of IF PIO	Bud Cranor
BPAC	Davin Napier
City of Iona	Aaron Swenson
City of Ucon	Paul Scoresby
INL	Max Wolf
Chamber of Commerce	Chip Schwarze
REDI	Teresa McKnight
GIFT	Michelle Ziel-Dingman
School District D93	Gordon Howard
School District D91	Ralph Frost
IFPD	Lieutenant Brian Trimble
Bonneville County Sheriff	Sheriff Sam Hulse
Environmental (DEQ)	Willie Tuescher
Health and Welfare	Kaylene Craig
Disabled	Brianna Tamoyo
Fish and Game	James Brower/Tom Bassista
EICAP	Jay Doman

Appendix B

2050 Long Range Transportation Plan Comments

Comments from Imagine Idaho Falls Survey

PUBLIC TRANSPORTATION

One of my biggest concerns is the segregation of schools and the lack of opportunity for certain neighborhoods to be segregated by their social-economic struggles. We need the city to be proactive with after school activities and opportunities for kids of low social-economic statuses with transportation and programs. Housing and where the city allow permits is another problem. The city allows poor neighborhoods with subsidized housing. This promotes the continue segregation of people based on their social economic status. Let's encourage builders to build in other areas to promote diversity in all neighborhoods. Think about the schools (for example: Dora Erickson): they have a hard time with the influx of students moving in and out of the school. A few years ago, that was the only school that didn't meet the goals of D91. One problem is that we are perpetuating for that school to have a population that moves around from apartment to apartment. We need to promote diversity by managing what we have now.

Focus on compact development. We both know downtown is and will always be more resilient to booms and busts and will provide a much more substantial and stable tax base than box stores ever will. Follow that model again, don't build more of parking centric, big box store developments that are quickly becoming blight. Also, we need some form of public transit, come on guys. How do we not have a single bus line?

We need to get public transportation back. They have been promising fiber internet for years now and we still haven't gotten it. A huge concern of mine is the increase in Property taxes. Property taxes are going to go through the roof because of all the increased housing prices people won't be able to afford their mortgage due to the increase in taxes

We need a pink c transportation system. Pocatello system is great and would be a great model to use. No need to waste money on another TRPTA system, what a joke

We need safer and more accessible transportation methods than personal vehicles.

My wife and I love Idaho Falls except in the winter after Christmas. The city doesn't seem to offer much in the way of outdoor community activities January through April. The community events calendar is emptier than usual, is lacking things that interest us, or has something that provides satisfaction for one day out of many winter days. Every January, February, and March we get cabin fever and contemplate what it would be like to live somewhere with milder winters or that has better winter activity offerings. My wife and I grew up in places that had

milder winters and don't do downhill skiing, drive snowmobiles, or drive big trucks that can escape a winter-bound city and haul winter recreation equipment to where it can be used. The lack of and historically poor public transportation service has been disappointing - I think TRPTA did well serving a niche group but not the community in general. We do love the library, the greenbelt, the zoo, the variety of shopping available, the Idaho Falls Symphony, the Arts Council offerings, community education offered by the community college, and our affordable home in a mature neighborhood with great neighbors.

BIKE/PEDESTRIAN

Love that the city is taking this time for feedback! Love mixed use developments and walkable communities/city centers! Thank you!

Connecting the greenbelt to Shelley and Blackfoot would be great.

Every irrigation canal should have a bike or walking path along it. The easements already exist, and it would be nice to walk and. File the city along the canals

I would love to see all the canals be opened to walking/ running. They are awesome space that connects lots of parts of the city.

Please consider sidewalks on the Rollandet side of Tautphaus, along Rose Hill cemetery, and along the park on the other side. Make it so people can walk or bike to the park, zoo, and ball fields. Maybe curb and gutter through that area too.

Idaho Falls Citywide Survey bikes is important. What the city did around S Blvd and the zoo for bikes was a great addition. The green space around the river is a great asset and should be expanded. Also, investing in improving our schools is important. One of our main reasons for purchasing our home was proximity to a great school. But our area needs public or better preschools to help our children. We have good regulations for helping to beautify our city, but they are often not enforced.

I love the idea of extending the biking paths along the river. I'd love for it to connect all the way down to Blackfoot. I would also love better crossing options for bikes on Sunnyside and Yellowstone.

Coming from another city that experienced growth - I saw and thought the focus of green spaces and areas with access for every member of the community to go to/visit/use is important. Added bike lanes and places to lock up

Running and biking planning around IF would be greatly appreciated and a wonderful addition to making the community feel and look great. Is there any plans to use canals as safe (away from traffic) walking or running paths?

I would love more bike paths and walking paths that connect to downtown from Fairway Estates to historic downtown and to other places around town. Connecting people from their neighborhoods to shopping and restaurants. I also LOVE community events and would love to see more events as Covid gets under control.

Designated bike lanes!

I have been very happy with the recent emphasis on human centered projects you have undertaken, like downtown revitalization and the canal paths. I hope you continue to focus on those types of projects, the ones that build and reinforce a sense of community. I am worried about cost of housing and lack of diverse housing options. I hope we enact policies that help build denser and more affordable housing around downtown.

Please make a rec center with a pool! I would love to see more businesses on the west side. I wish there was a walking/bike path around the soccer complex by the airport.

The Village neighborhood off Old Butte would love to see the neighborhood sidewalk near the front entrance connect to the playground, or even better, the bike path. Thanks!

I would love to see a paved walking/biking path put around the perimeter of the soccer fields on Old Butte! It would be very much enjoyed!!

Three items --Would like to see some attention paid to the older neighborhoods. The older houses have a lot of charm and they're close to the historic downtown area. Would also like to see some conservation easements to preserve green space areas. Would like to see more expansive trail system to encourage walking, riding bikes, running, etc. Love the trail system along the river and it's increasingly busy and popular.

I was thinking the other day about downtown Idaho falls. In Provo, there is a shopping center called the Riverwoods. It's an outdoor walking mall of sorts. If downtown IF had a parking garage, you could landscape the one-way streets and turn it into a BEAUTIFUL walking mall.

When pathways were first being planned, it was thought that the space occupied by the ditch along St. Clair could make a good North/south pathway. It must be very confusing for newcomers to be given directions to a location on Hitt Road. when there is no signage for such. It is a good memorial to a community pioneer family. If there is no desire for that, then cooperate with the City of Ammon to name it College Parkway from First Street south.

IF needs to provide more walking/biking connectivity between parks, shopping, and restaurants. IF needs to encourage healthy living.

I am concerned about the plan to move the city water tower to Capital Park. Having a large utility structure and fence will destroy the open green space along the river. It will also be an eye sore along a normally scenic drive. As Idaho Falls grows, we will need more green space for walking. The green belt on the northside of Broadway bridge becomes quite crowded because more people walk that loop. I prefer to walk from Capital Park to South Tourist Park because it is less crowded and has lovely views of the river.

If you want people to walk or bike more, especially in winter months, and bicyclists aren't supposed to ride on sidewalks, then keep the snow plowed better so we can! Also, I don't want to have to bike 4 miles round trip to get to a playground my 2 youngest can safely play on, but that my 2 older kids don't think is boring. And though the crime rate is going up in my area, I am more scared of how gun happy the police seem to be right now. communication is key.... between the officers, between the officers and the people they serve, and heck better

Thank you for thinking about connectivity for pedestrians and cyclists. We need to continue to think about how this can be improved.

Listen to pedestrians, cyclists, other people who don't use cars as primary modes of transportation. Not everyone owns cars, or has access to cars, we need better commuting infrastructure. Stop building new instead of taking care of the beautiful historic buildings that we have. Value history over economical all of the time. Stop cutting down mature trees. Greenspaces are key to a happy community...studies confirm this! Thank you for asking for our input!

I do think the downtown aesthetics has transformed beautifully in the last 4-5 years, along with the green belt and the beautiful Japanese friendship garden. I've lived in this town 34 years and I've noticed more beautification in the last 5 than the last 30. I appreciate it. I look forward to more public events that showcase music, culture/food, art, gathering and a sense of community. I'd be very excited about more safe and extended bike paths. I'd also like to see more condominiums in the building projects. I have an aging mother who will eventually need to downsize and there aren't a lot of options for retirement-based communities in the area. If there was a way to keep costs affordable especially for the native Idahoans who have lived here long term, while still encouraging growth and diversity, I would strongly applaud that solution!

Idaho Falls is a great place to live. I chose to return here after being raised here and then moving away for college. We need to learn from other small/medium cities and avoid foreseeable mistakes. As I see it, this includes investing in public transit, prioritizing pedestrians and cyclists, and diversifying our neighborhoods. Everyone should have a grocery store within

walking distance. Everyone should have an easy way to get to the library. Every child should have a safe route to school (including teenagers). Thank you for taking the time to survey residents. :)

Love that the city is taking this time for feedback! Love mixed use developments and walkable communities/city centers! Thank you!

TRANSPORTATION

Fix the roads and plan for future growth when fixing the roads

I wish Idaho falls would work more closely with area cities and combine to do things like create recreation districts, get more business development, better transportation, and use foresight to plan for growth in the entire area. I wish IF would lead the way and not fight with the likes of Shelley, Iona, and Ammon.

Thank you! What's the status on the 15 and 20 interchange projects? Let me know if there is any other ways to get more involved I would be interested in volunteering time and expertise more for the future of IF.

I prefer to see actual changes over like improved infrastructure, parks and roads over making empty gestures like statements about gender fluidity, or racial equity. We are generally good people here and treat newcomers fairly and politely.

FYI, I don't mind the small roundabouts like on Utah or Memorial. I hate the large ones like on Lincoln.

Idaho Falls is great because we have so many signs of advancement like a college, major hospitals, and tech companies but at the same time the roads and central part of town are extremely dated. The west part of town also is more aged. Idaho Falls has so many parks, outdoor activities, and family focused areas that I'm glad to be raising my family here because there are so many things we can do for free or cheap throughout the town (parks, zoo, museum) and restaurants around the river on the west side of town. I just wish getting around town was easier, especially east to west. Living on the northwest side of town makes it a pain to get to the shopping on the east side. The new roundabout was a good idea but with Costco it has been unmanageable and far too few people obey the rules of using it and using 17th is a traffic nightmare. Combine this with the already known issues surrounding the 15/20 interchange (of which the options the city is discussing seem to be worse than the current options) and getting around is a hassle. I love Idaho Falls, I think growth, diversity and improvement are key as Idaho has become a premier state to move to. Additions that attract tech, medical and other advanced jobs are key, as is focusing on growth to the north and west

side of the town. COVID obviously did a number on the housing market, massively increasing the cost of homes on the market and slowing home construction but that is something that won't be a problem in 5 to 10 years but is a serious concern.

I think the railroad should be moved out of town, or at least create overpasses for intersecting road. The lettered streets need attention, some form of parking control may become necessary, such as parking on one side of the street.

I don't want a ramp through/near where I've been living for 20 years, I would like fiber internet, and exits those developers were supposed to put into Lewisville highway. I chose to live in the semi country away from the city but now there is major talk of a freeway connection between I 15 and highway 20 between heritage hills and Fairway Estates. This runs right through my backyard. This will increase traffic right outside my neighborhood which increases the safety hazard of my kids growing up to such high volume of traffic. This survey is to listen to the community, and we haven't been heard on this issue.

There is talk about a freeway connection between I-15 and Highway 20 between Heritage Hills and Fairway Estates. The members of these neighborhoods and myself do not want to have a freeway in our backyard. We chose to live in a country feel location not to have more traffic through our neighborhoods. It creates a safety hazard for my children to have a freeway so close and more traffic.

Many of the questions in this survey were asking how and what the local government is going to do to change Idaho Falls or to attract and keep people/businesses to the area. What I love about Idaho Falls is that the government has very little impact on my life... and I want to keep it that way. I don't think our local government should do much of anything to "increase inclusion" (whatever that means) or "improve opportunities for affordable family activities" or look for ways to "encourage (me) to walk or bike more frequently". I would much rather that my local government focus its limited resources on such things as: improving snow removal (the current process is terrible), making sure that the parks and Greenbelt are taken care of, and filling potholes in our roads. In addition, I don't believe it is the place of my local government to be offering incentives to encourage businesses to move here. The invisible hand of the market will take care of these kinds of things by itself as individuals and businesses act in their own self-interest. As President Reagan once said, the nine most terrifying words in the English language are, "I'm from the government and I'm here to help." I have personally witnessed what happens when the government thinks it knows what's best - it is heavy handed, expensive, and inefficient. One of the things that makes Idaho Falls so great is the limited nature of our government - please keep it that way.

The traffic is backed up all over making travel in city difficult. Grandview and I15 are a mess and travel is almost impossible at certain times. Schools are not large enough for growth. There is approved apartment buildings that the area was once single homes only. And they are building cheap apartments on any street corner they can find. Housing is unaffordable for the lower income, and this is going to increase the homeless populations. Soon Idaho Falls will be the next Portland and it was a nice place to live.

Find a way to reduce traffic noise at the intersection of Pancheri and Bellin so we can enjoy our backyard. Please!

City planning is very important - main roads, arterial routes, green spaces, grocery stores, gas stations... Our past city councils and planning departments have done a great job! Please keep it up.

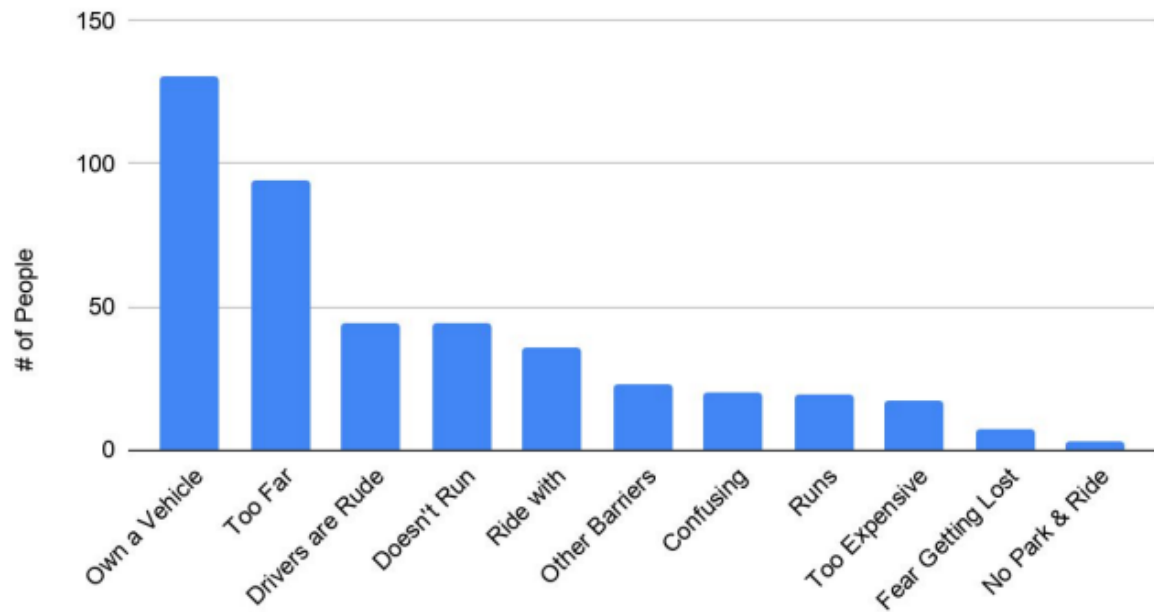
There are motor vehicles in IF that you can hear coming and going from over a mile away (pretty ridiculous) and there is nothing legal you can do about it, just an observation!

I have lived here for 30 years. I am VERY concerned about increasing traffic issues and accidents and increasing crime rates due to growth. We are unhappy with increasing size of the city and are considering a move.

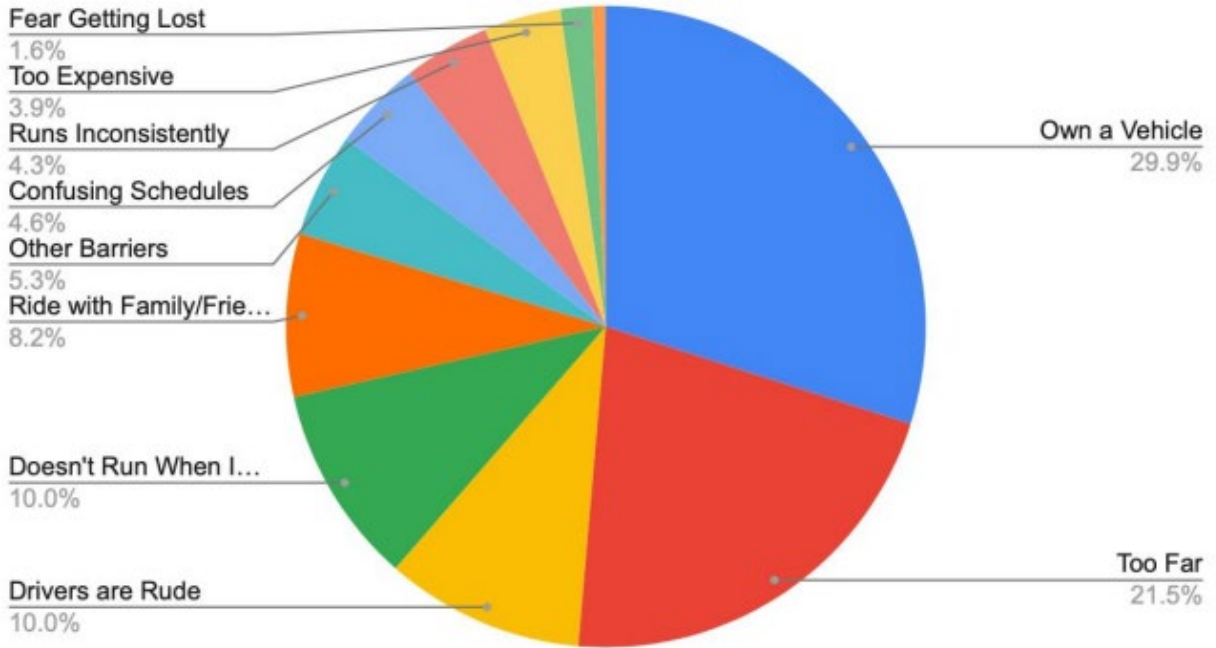
Survey results for GIFT Greater Idaho Falls Transportation

Respondents Used Public Transportation: Outside of Idaho Falls 42.9% Inside of Idaho Falls 19.3%

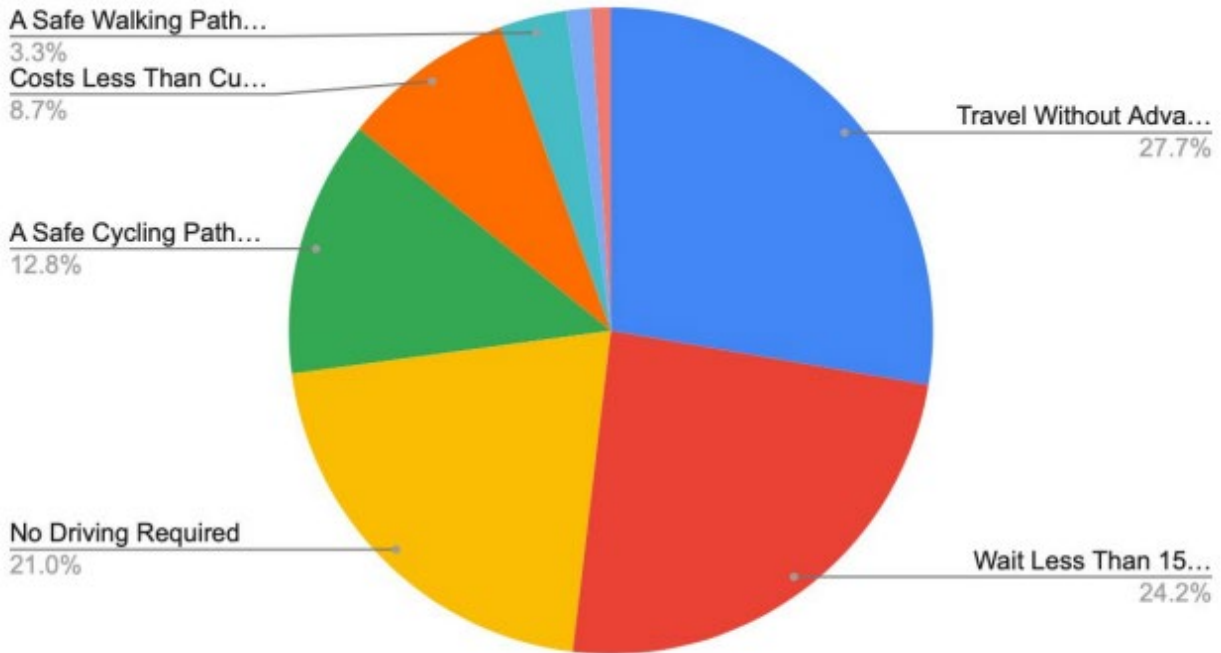
Reasons for Not Using Public Transportation



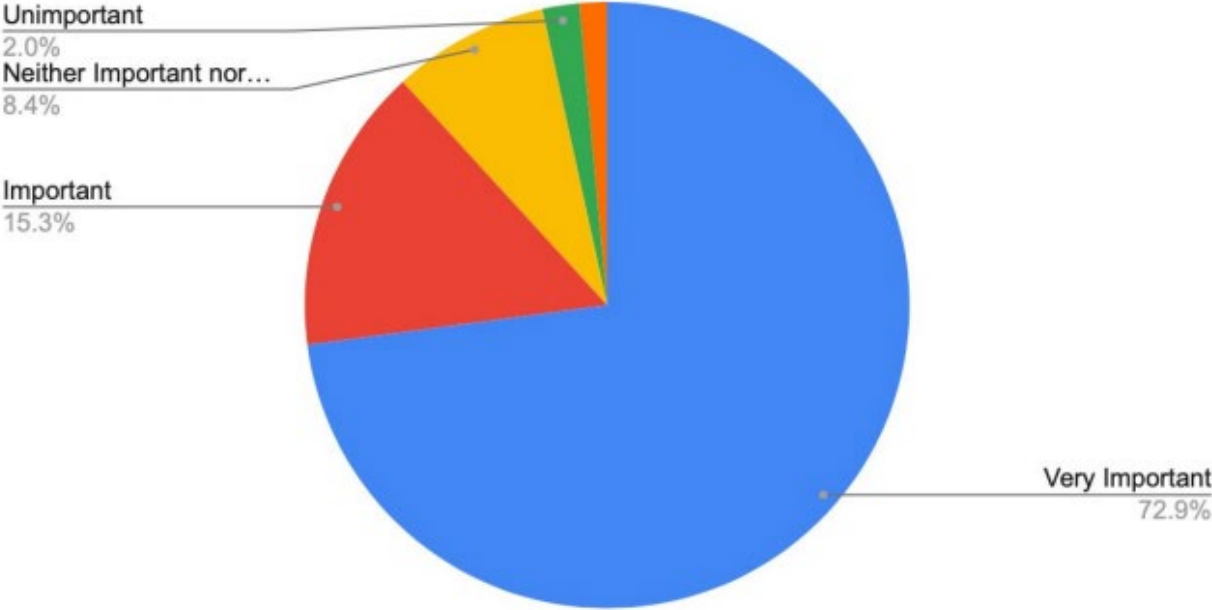
Reasons for Not Using Public Transportation



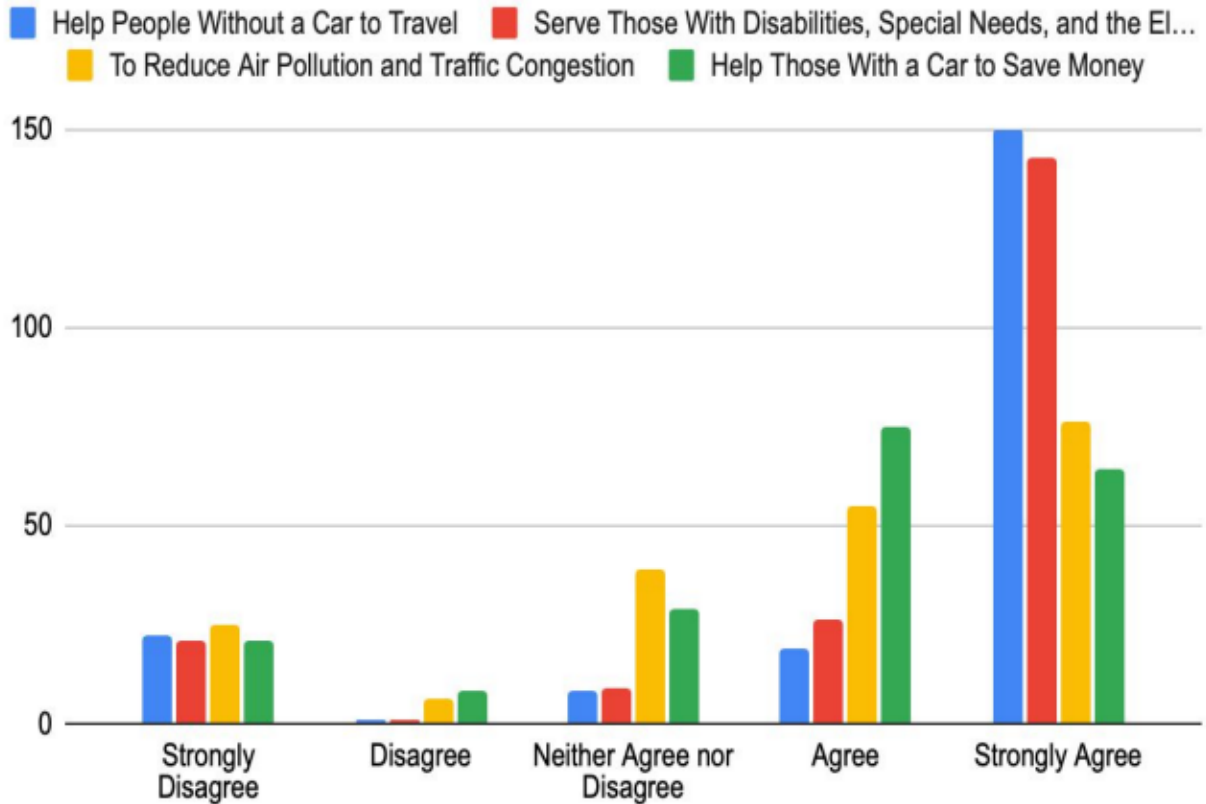
Other Important Reasons for Public Transportations



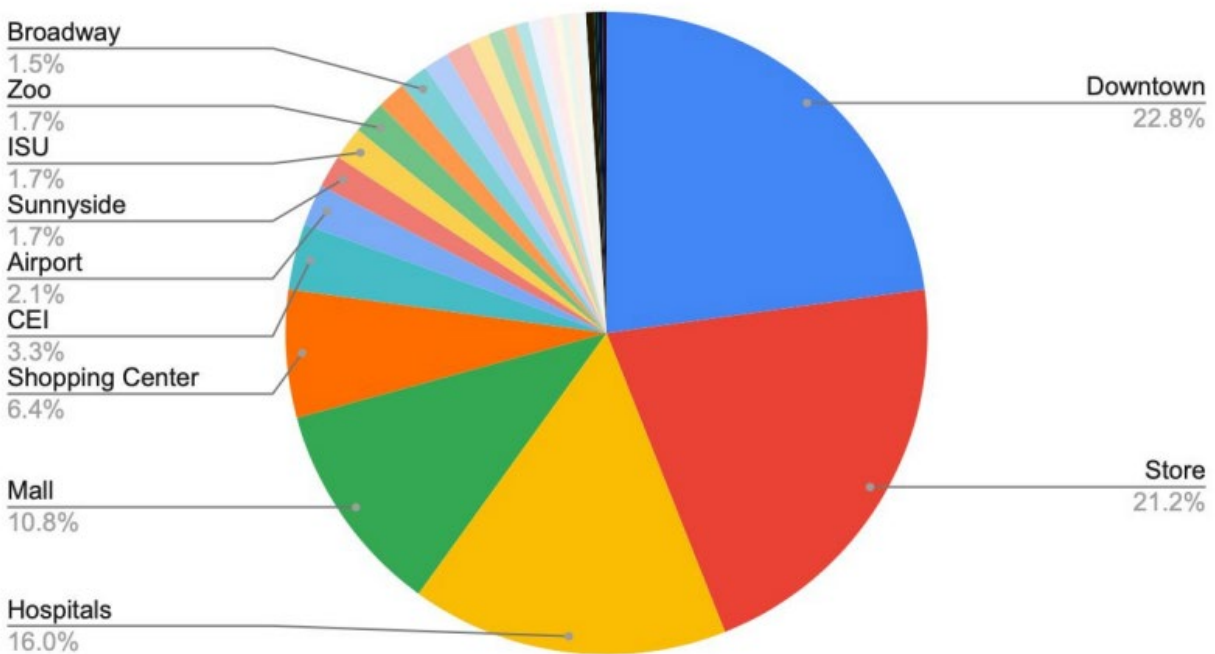
The Importance of the City of Idaho Falls Supporting/Funding Public Transportation



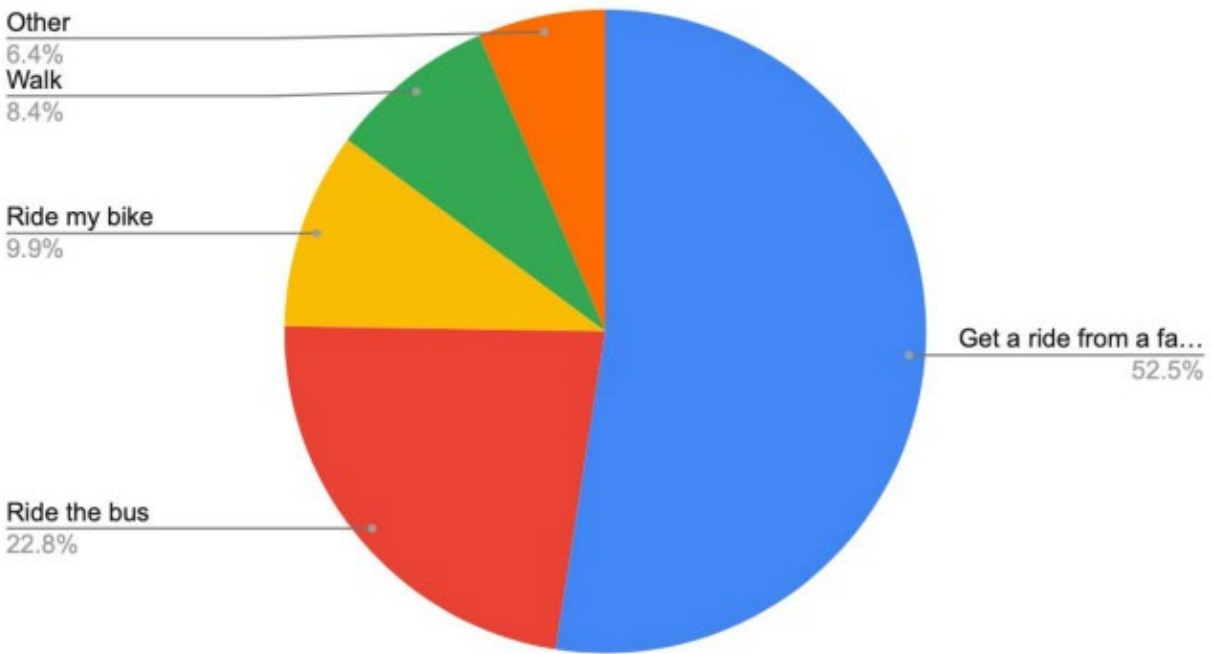
Agreement on Reasons for Public Transit



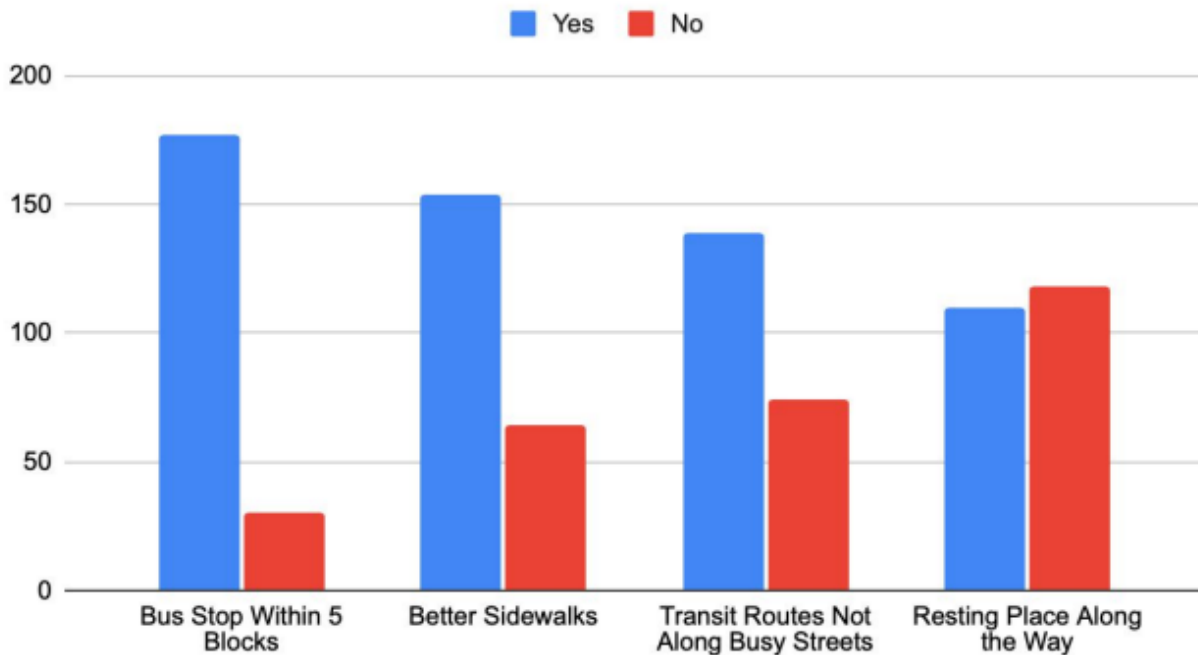
Top Transit Destinations



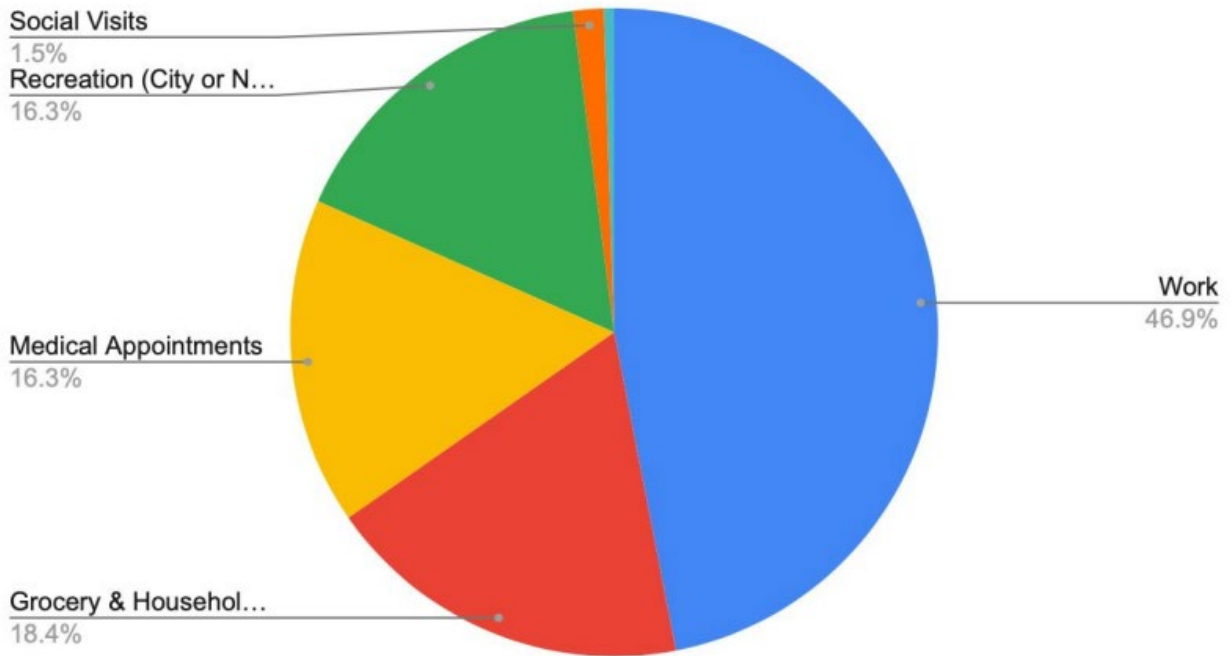
Preferred Alternative Transportation if Unable to Drive Oneself



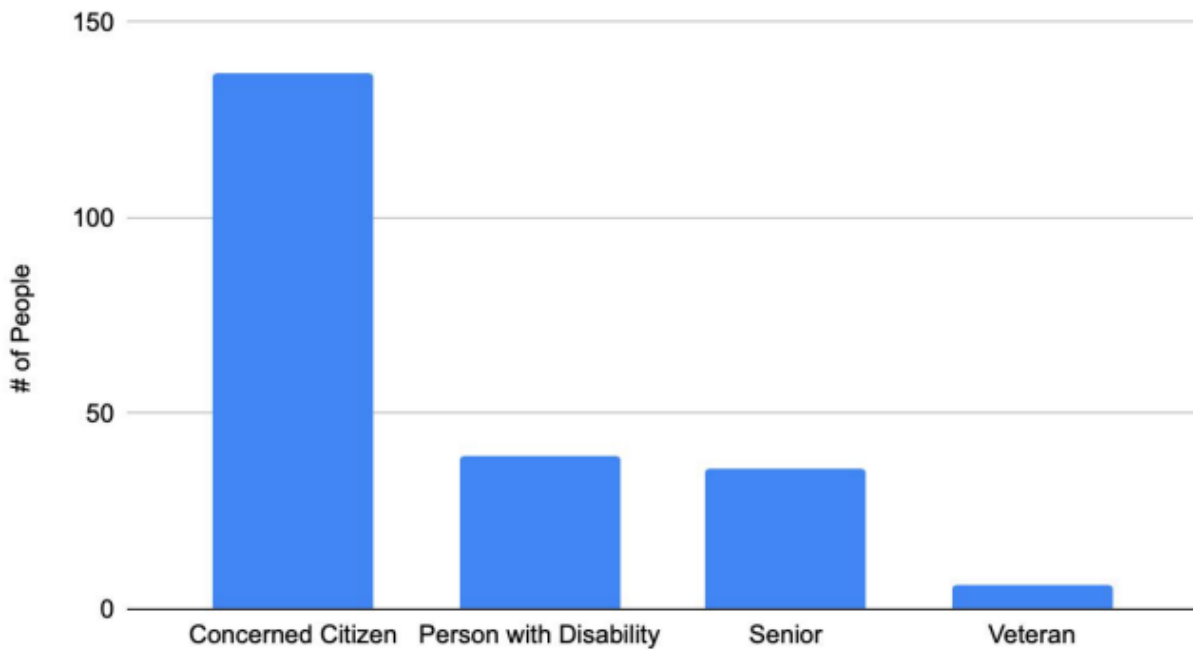
Aids that Will Help People Walk to a Bus Stop



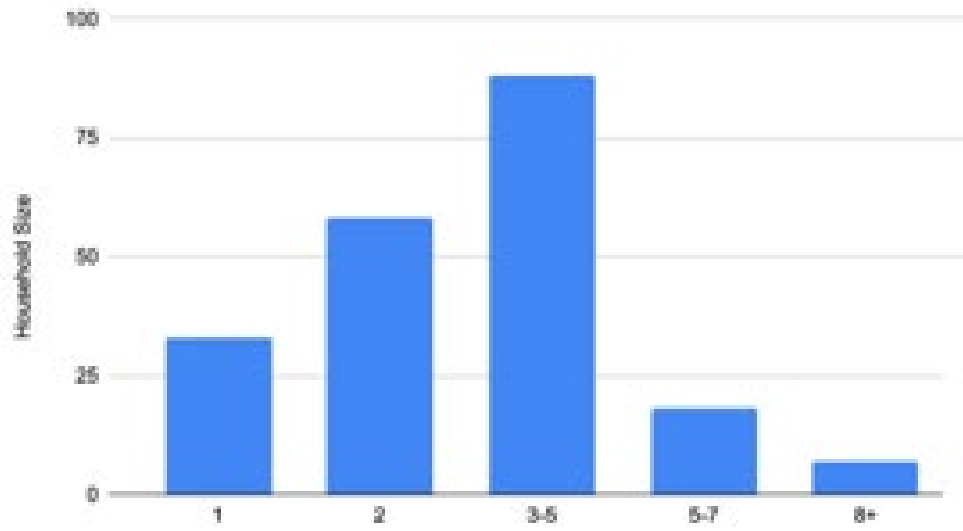
Reasons for Wanting to Use Public Transit



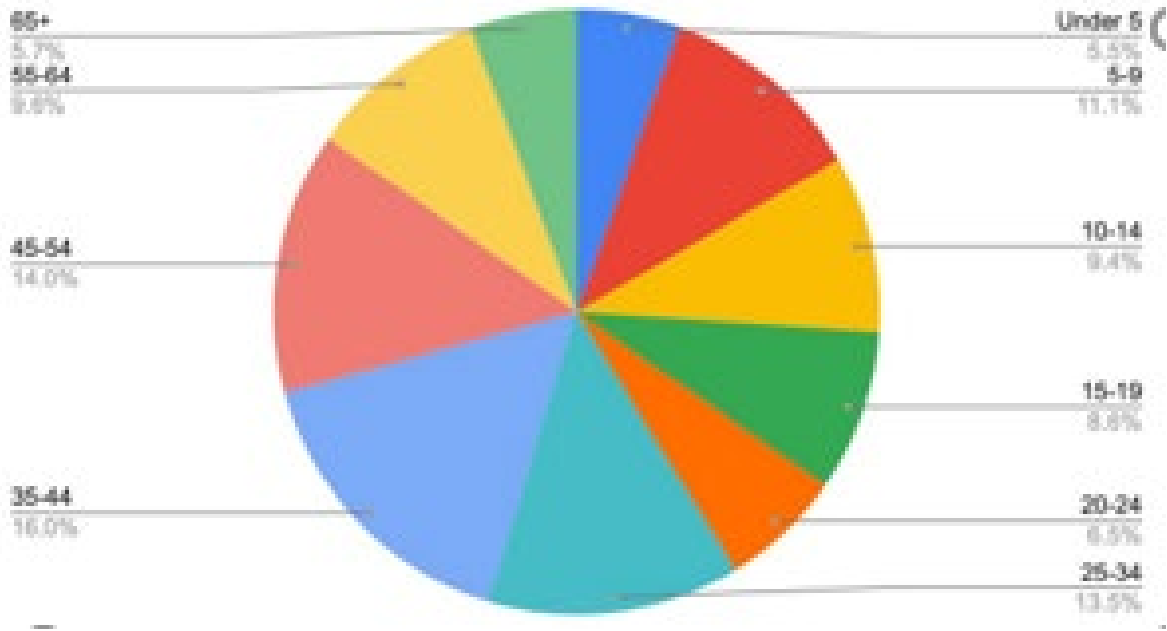
Category of Respondent



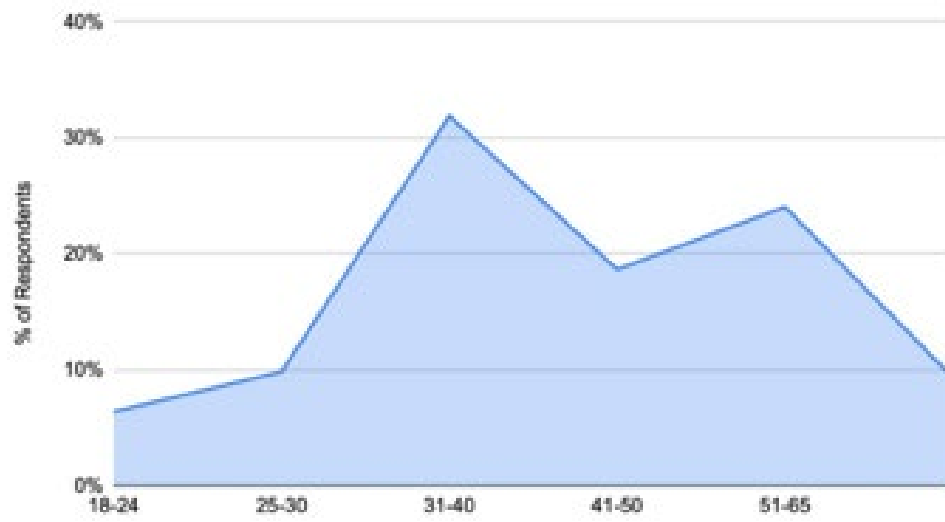
Household Size



Household Age Groups



Age Group



Appendix C

General Roadway Functional Classification Characteristics					
<i>Roadway Type</i>	<i>Activity Centers</i>	<i>Land Use</i>	<i>Spacing</i>	<i>Trips Served/Length</i>	<i>Travel Demand</i>
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 in 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.

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

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>	
Eight Lanes	<30000		30000>39600		39600>49500		49500>59400		59400>69300		69300>	
Freeway												
Four Lanes	<29050	<0.35	29050>45650	0.35>0.55	45650>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 - Traffic Volumes by Roadway Segments 2019, 2035 and 2050

Roadway	Segment	Traffic Volume					
		2019	2035	2050	2019	2035	2050
12th Street	Woodruff to Ashment	4200	5100	6500			
15th E (St Clair)	17th St to Woodruff	4000	4800	6000			
15th E (St Clair)	Sunnyside to 49th S (Township)	5700	10100	15000			
15th E (St Clair)	49th S (Township) to 65th S (York) ²	3300	6500	10000			
15th E (St Clair)	65th S (York) to 97th S ²	1900	4000	5900			
15th E (St Leon)	81st N to 65th N (Tower) ¹	1600	3600	5400			
15th E (St Leon)	81st N to US-20	3700	7800	11600			
15th E (St Leon)	US-20 to US-26	10100	14000	17800			
17th Street	US-26 to Holmes	25200	28500	31500			
17th Street	Holmes to St Clair	31300	33200	35800			
17th Street	St Clair to Curlew	27000	29000	31400			
17th Street	Curlew to Ammon	18800	20400	22600			
17th Street	Ammon to 45th E (Crowley)	11000	14900	17700			
1st Street	US-26 to Lomax	8700	10400	11900			
1st Street	Lomax to Ammon	16800	18900	21000			
1st Street	Ammon to 45th E (Crowley)	13900	16400	19000			
1st Street	45th E (Crowley) to 55th E	1300	5800	7900			
21st South	45th E (Crowley) to Foothill	2900	4600	7300			
25th East	97th N to US 20 ¹	5300	8500	11700			
25th East (Hitt)	US-20 to Iona	7900	10700	13500			
25th East (Hitt)	Iona to Lincoln	12000	16400	20800			

Appendix E - Traffic Volumes by Roadway Segments 2019, 2035 and 2050

Roadway	Segment	Traffic Volume					
		2019	2035	2050	2019	2035	2050
25th East	Lincoln to Derrald	22000	26500	30600			
25th East	Derrald to Sunnyside ²	17600	21400	25000			
25th East	Sunnyside to Judy	12100	18100	23700			
25th East	Judy to 65th S (York)	3300	7400	10900			
25th East	65th S (York) to 97th S	1600	4200	6200			
25th Street	Holmes to Woodruff	5600	6500	7300			
25th Street	Woodruff to 25th E (Hitt)	10600	11900	13600			
33rd North	5th W (E River) to 5th E (Lewisville)	1800	5300	8000			
33rd South	45th W to 35th W	1400	3600	5400			
33rd South	35th W to Bellin	2100	8600	13700			
35th West	17th N to 65th S (York)	1400	4300	6900			
45th E (Crowley)	US-26 to Iona	3900	5800	7800			
45th E (Crowley)	Iona to Sunnyside	7400	10300	12500			
45th E (Crowley)	Sunnyside to 65th S (York)	2700	5000	6500			
45th West	Broadway to 65th S (York)	1800	3400	5100			
45th West	65th S (York) to 81st S ²	5600	14300	20000			
49th N (Telford)	15th E (St Leon) to US-26	3300	5900	8000			
49th N (Telford)	US-26 to Crowley	1700	4300	6400			
49th S (Township)	5th W to 25th E (Hitt)	3900	6400	8500			
49th S (Township)	25th E (Hitt) to 45th E (Crowley)	3200	5500	6700			
5th E (Lewisville)	145th N to 65th N (Tower)	3800	5500	6600			

Appendix E - Traffic Volumes by Roadway Segments 2019, 2035 and 2050

Roadway	Segment	Traffic Volume					
		2019	2035	2050	2019	2035	2050
5th E (Lewisville)	65th N (Tower) to 33rd N	5200	9900	13600			
5th E (Lewisville)	33rd N to US-20 ²	5000	14300	22000			
5th E (Lewisville)	US-20 to Anderson ²	12000	19100	25000			
5th W (E River)	65th N (Tower) to 33rd N	3400	6700	10000			
5th W (E River)	33rd N to Energy ²	5200	10000	15000			
5th West	Sunnyside to 49th S (Township)	4300	9400	13400			
5th West	49th S (Township) to 65th S (York)	2700	6300	9000			
5th West	65th S (York) to 97th S	1200	4800	8400			
65th N (Tower)	5th E (Lewisville) to 15th E (St Leon)	1500	3700	5800			
65th S (York)	45th W to I-15	4000	11300	17300			
65th S (York)	I-15 to Doug Andrus	11000	18000	24400			
65th S (York)	Doug Andrus to US 91	5900	12100	17900			
65th S (York)	US-91 to 5th W	3700	8800	12600			
65th S (York)	5th W to 15th E (St Clair)	3400	7100	9000			
65th S (York)	15th E (St Clair) to Ammon	2100	4300	5900			
65th S (York)	Ammon to 45th E (Crowley) ²	2300	3200	5000			
65th S (York)	45th E (Crowley) to Comore	2100	5200	8000			
Ammon	US-26 to Lincoln	7800	10500	12600			
Ammon	Lincoln to Sunnyside ²	15200	17700	20000			
Ammon	Sunnyside to 49th S (Township)	6100	8200	10300			
Ammon	49th S (Township) to 65th S (York)	1700	3500	5000			

Appendix E - Traffic Volumes by Roadway Segments 2019, 2035 and 2050

Roadway	Segment	Traffic Volume					
		2019	2035	2050	2019	2035	2050
Anderson	Science Center to US-26	16500	21300	25500			
Bellin	Grandview to Broadway	5500	9000	11000			
Bellin	Broadway to Pancheri	4400	4500	5100			
Birch	US-26 to S Blvd	4600	5600	5900			
Broadway	45th W to 35th W	6600	9600	11900			
Broadway	35th W to Old Butte	7400	12500	16900			
Broadway	Old Butte to Skyline	12200	17100	22000			
Broadway	Skyline to I-15 ²	20400	25200	30000			
Broadway	I-15 to Capital	20500	26200	32500			
Broadway	Capital to US-26 ²	14600	16700	20000			
Capital	Pancheri to Broadway	7200	10500	12800			
Channing	17th to Sunnyside	10300	11200	12100			
D St	Memorial to US-26	3000	3900	5400			
E St	Memorial to US-26 ³	6200	8900	12800			
Elm	US-26 to S Blvd	7800	8900	11200			
F St	US-26 to Park	3700	5000	6300			
Foothill	Lincoln to 21st S	1500	3700	6200			
Fremont	Energy to US 20 ¹	8700	15000	20900			
Grandview	Bellin to Skyline	7800	11400	13000			
Grandview	Skyline to Saturn	14900	18100	21200			
Holmes	Anderson to Elva ²	14200	17000	20000			

Appendix E - Traffic Volumes by Roadway Segments 2019, 2035 and 2050

Roadway	Segment	Traffic Volume					
		2019	2035	2050	2019	2035	2050
Holmes	Elva to John Adams	13500	15500	17300			
Holmes	John Adams to Sunnyside	17400	19900	22500			
Holmes	Sunnyside to 49th S (Township) ²	7000	10900	15000			
Holmes	49th S (Township) to 73rd S	1600	4200	6500			
I-15	York IC (south of)	26000	34400	42200			
I-15	65th S (York) to Sunnyside	28200	38300	47900			
I-15	Sunnyside to Broadway	23600	34100	43800			
I-15	Broadway to US-20	21900	29500	36900			
I-15	US-20 (north of)	6400	8400	10400			
Iona	5th E (Lewisville) to 55th East	4700	6600	8600			
Jameston	US-91 to 81st S	1500	4800	8000			
Jennie Lee	17th S to 21st S	6500	7100	7600			
John Adams	Holmes to Hitt	5600	6100	6700			
Lincoln	US-26 to Woodruff	17800	22900	27600			
Lincoln	Woodruff to Ammon	13100	18000	22100			
Lincoln	Ammon to Crook	6100	9600	12300			
Lincoln	Crook to 55th E	1300	4400	6300			
Lindsay	49th N (Telford) to US-20	3400	4400	5800			
Lindsay	US-20 to Utah	5900	8500	10100			
Lomax	1st Street to US-26	6100	7300	8600			
Maple	US-26 to S Blvd ¹	4000	5600	6600			

Appendix E - Traffic Volumes by Roadway Segments 2019, 2035 and 2050

Roadway	Segment	Traffic Volume					
		2019	2035	2050	2019	2035	2050
Memorial	E St to D St	13700	16800	20700			
Memorial	D St to Broadway	11000	14000	17900			
N Blvd	Stanley to Science Center	3300	4500	5900			
Old Butte	Village Blvd to Broadway	4200	6100	7900			
Pancheri	Periska to Grizzly	4600	5200	6100			
Pancheri	Grizzly to Skyline	8600	9800	11000			
Pancheri	Skyline to Utah	16100	18100	20300			
Pancheri	Utah to Capital ²	25900	30200	35000			
Pancheri	Capital to US-26	29800	36200	41700			
Riverside	US-20 to Memorial ¹	9000	13600	17500			
Rollandet	17th St to Sunnyside	5700	8200	10000			
S Blvd	US-26 to 9th S	7100	8600	10000			
S Blvd	9th S to 17th St ²	9700	12200	15000			
S Blvd	17th St to Sunnyside	7000	8900	10400			
Saturn	Grandview to Broadway	4900	5200	6400			
Science Center	Fremont to US-20 ¹	4600	7000	9200			
Science Center	US-20 to Anderson	15800	19500	22600			
SH-43	US-20 to US-26	6100	9000	11500			
Skyline	International Way to Grandview	8200	9100	10000			
Skyline	Grandview to Pancheri	9900	11000	11800			
Snake River Pkwy	Crane to Sunnyside	2800	5800	8700			

Appendix E - Traffic Volumes by Roadway Segments 2019, 2035 and 2050

Roadway	Segment	Traffic Volume					
		2019	2035	2050	2019	2035	2050
Sunnyside	I-15 to US-26	11300	20500	28200			
Sunnyside	US-26 to S Blvd	23300	29800	35700			
Sunnyside	S Blvd to 25th E (Hitt) ²	27500	31300	35000			
Sunnyside	25th E (Hitt) to Ammon	17800	22700	26700			
Sunnyside	Ammon to 45th E (Crowley) ²	8600	11500	15000			
Sunnyside	45th E (Crowley) to Schwieder	2100	6600	10700			
US-20	I-15 IC to Lindsay IC	28000	40000	50500			
US-20	Lindsay IC to Fremont IC	35000	49500	62200			
US 20	Fremont IC to Science Center IC	30000	42800	54000			
US 20	Science Center IC to Lewisville IC	21000	31800	41600			
US 20	Lewisville IC to St Leon IC	23400	33300	42900			
US 20	St Leon IC to Hitt IC ²	23000	31600	40000			
US 20	Hitt IC to Ucon IC	28500	37400	45400			
US 20	Ucon IC to 145th IC	29000	39000	48200			
US 26	81st N to Ammon	7600	9800	11900			
US 26	Ammon to Woodruff	10100	14100	17800			
US 26	Woodruff to Lomax	14600	19500	23900			
US 26	Lomax to 1st	22000	27800	33500			
US-26	1st St to E St ¹	14700	18100	21400			
US 26	E St to Broadway	17900	21900	25100			
US 26	Broadway to 17th St	12500	16700	20600			

Appendix E - Traffic Volumes by Roadway Segments 2019, 2035 and 2050

Roadway	Segment	Traffic Volume					
		2019	2035	2050	2019	2035	2050
US 26	17th St to Jameston	16800	23900	29700			
US 91	Jameston to 65th S (south of) ²	12000	15600	20000			
Utah	Lindsay Blvd to Broadway ²	10100	12800	15000			
Utah	Broadway to River Walk	14000	17300	20000			
Utah	River Walk to Pioneer	6600	9400	12400			
Utah	Pioneer to Pancheri	11800	13500	15100			
Woodruff	US 26 to Lincoln	17600	20400	22800			
Woodruff	Lincoln to 12th	24800	28300	31700			
Woodruff	12th to 17th	22100	24800	27300			
Woodruff	17th to 25th	15300	18400	20900			
Woodruff	25th to 15th E (St Clair)	8300	12000	15000			
Woodruff	15th E (St Clair) to Sunnyside	12000	16800	21500			

¹Used model volumes

²Increased a volume to the next category

³Old volume with model growth rate

1-4999 = 0

5000-9999 = 1

10000-14999 = 2

15000-19999 = 3

20000-24999 = 4

25000-29999 = 5

30000-34999 = 6

35000-34999 = 7

40000 > = 8

Exceeds 50,000 = 8+

Appendix F - Planned Projects 2035-2050* Adjustments to TransCAD Build Model Networks

- 1st Street, 25th East (Hitt) to 45th East (Crowley) – widen to 5 lanes (note Ammon to 45th E will be widened to 3 lanes and then eventually to 5 lanes)
- 15th East (St. Leon), US-20 to US-26 – widen to 5 lanes and signals at US-20 IC ramps
- 17th Street, Ammon to 45th East (Crowley) – widen to 5 lanes
- 25th East (Hitt), US-20 to US-26 – widen to 5 lanes
- 25th East (Hitt), ½ mile north to 49th South
- 49th South (Township), 5th West to 25th East (Hitt) – widen to 5 lanes and add signals at 5th East (Holmes) and 15th East (St. Clair)
- 45th East (Crowley), US-26 to Sunnyside – widen to 5 lanes and add signal at Sunnyside and mini-roundabout at 21st Street
- Ammon Road, US-26 to 17th Street – widen to 5 lanes and add a roundabout at Iona
- Ammon Road, Sunnyside to 49th South (Township) – widen to 5 lanes and add a mini-roundabout at Township
- Lincoln Road, Ammon to 45th East (Crowley) – widen to 5 lanes
- Sunnyside Road, Ammon to 45th East (Crowley) – widen 5 lanes and add a roundabout at Crowley

Note: I-15/US-20 realignment was not added to the model at this time. It is anticipated that the impacts will be substantial and addressed in an upcoming LRTP amendment.

*Projects may be completed before 2035. However, because there currently are no identifiable funding sources for the projects, they were included in the 2050 model.

Appendix G - 2015-2019 LHSIP Eligible Intersection Locations

Map Relationship	N-S STREET	E-W STREET	# of Total Accidents	# of Fatal Type "A" Accidents
1	25TH E (HITT)	17TH S	94	1
2	WOODRUFF AVE	1ST ST	73	4
3	HOLMES AVE	17TH S	75	3
4	I 15	BROADWAY ST	71	1
5	US-26 (YELLOWSTONE)	SUNNYSIDE RD	66	1
6	ASHMENT AVE	17TH S	58	1
7	WOODRUFF AVE / 15TH E (ST CLAIR)	SUNNYSIDE RD	56	1
8	AMMON (35TH E)	1ST ST	55	1
9	AMMON (35TH E)	17TH S	53	1
10	25TH E (HITT)	IONA RD	52	1
11	US 26	IONA RD	50	3
12	15TH E (ST LEON)	IONA RD	48	3
13	CURLEW DR	17TH S	47	2
14	CURTIS AVE	17TH S	43	2
15	HOOPE AVE	17TH S	42	1
16	25TH E (HITT)	1ST ST	39	1
17	25TH E (HITT)	25TH ST	39	1
18	US 26 (YELLOWSTONE)	LINCOLN RD	39	1
19	WOODRUFF AVE / 15TH E (ST LEON)	US 26 (YELLOWSTONE)	39	2
20	US 26 (YELLOWSTONE)	PANCHERI DR / 17TH S	37	4
21	HOLMES AVE	LOMAX ST	36	2
22	CHANNING WAY	SUNNYSIDE RD	35	1
23	SKYLINE DR	BROADWAY ST	35	2
24	25TH E (HITT)	49TH N	34	2
25	45TH E (CROWLEY)	US 26 (RIRIE HWY)	33	1
26	AMMON (35TH E)	SUNNYSIDE RD	32	1
27	25TH E (HITT)	DERRALD AVE	30	2
28	ROLLANDET ST	17TH S	30	1
29	FREMONT AVE	US 20	29	1
30	SOUTH BLVD	SUNNYSIDE RD	29	2
31	HOLMES AVE	ANDERSON ST	28	1
32	SOUTH BLVD	17TH S	27	2

Appendix G - 2015-2019 LHSIP Eligible Intersection Locations

Map Relationship	N-S STREET	E-W STREET	# of Total Accidents	# of Fatal Type "A" Accidents
33	US 26	49TH N	27	1
34	CALKINS AVE	17TH S	26	3
35	I 15	SUNNYSIDE RD	26	2
36	15TH E (ST LEON)	US 20	25	1
37	FALCON DR	17TH S	25	1
38	AMMON (35TH E)	49TH S (TOWNSHIP)	24	1
39	I 15	65TH S (YORK)	24	1
40	SATURN AVE	BROADWAY ST	23	1
41	5TH E	US 20	22	1
42	MIDWAY AVE	17TH S	19	1
43	ROLLANDET ST	SUNNYSIDE RD	19	1
44	AMMON (35TH E)	IONA RD	18	1
45	HOLMES AVE	JOHN ADAMS / 5TH ST	18	1
46	SH 43	US 26	18	2
47	US-26	65TH S (YORK)	18	1
48	US-26 (YELLOWSTONE)	BIRCH / D ST	18	1
49	15TH E (ST CLAIR)	49TH S (TOWNSHIP)	17	2
50	15TH E (ST CLAIR)	65TH S (YORK)	17	1
51	WASHINGTON PKWY	SUNNYSIDE RD	17	1
52	WOODRUFF AVE	12TH ST	17	1
53	US-26 (YELLOWSTONE)	HEYREND WAY	15	1
54	EAGLE DR	SUNNYSIDE RD	14	1
55	HOLLIPARK DR	LINCOLN RD	14	1
56	PARK AVE	BROADWAY ST	14	1
57	TIEBREAKER DR	1ST ST	13	1
58	HANSEN AVE	BROADWAY ST	12	3
59	WABASH AVE	LOMAX ST	12	1
60	AMMON (35TH E)	65TH S (YORK)	11	1
61	HOOPES AVE	12TH ST	10	1
62	US 26 (YELLOWSTONE)	B ST	10	1
63	FIFE AVE	17TH S	9	1
64	HOLMES AVE	CLEVELAND ST	9	1

Appendix G - 2015-2019 LHSIP Eligible Intersection Locations

Map Relationship	N-S STREET	E-W STREET	# of Total Accidents	# of Fatal Type "A" Accidents
65	15TH E (ST CLAIR)	1ST ST	8	2
66	BONNEVILLE DR	1ST ST	8	1
67	HOLMES AVE	25TH ST	8	1
68	JUNIPER DR	17TH S	8	1
69	LINDSAY BLVD	BROADWAY ST	8	2
70	McNEIL DR	SUNNYSIDE RD	8	1
71	UTAH AVE	PANCHERI DR	8	1
72	POTOMAC WAY	SUNNYSIDE RD	7	1
73	SATURN AVE	GRANDVIEW DR	7	1
74	1ST E	97TH S	6	1
75	35TH W	65TH S (YORK)	6	1
76	45TH E (CROWLEY)	JOHN ADAMS PKWY	6	1
77	5TH E	81ST N	6	1
78	RIVIERA DR	17TH S	6	1
79	US 26 (YELLOWSTONE)	PEDERSEN ST	6	1
80	15TH E (ST CLAIR)	97TH S	5	1
81	41ST E	IONA RD	5	1
82	45TH W	17TH S	5	1
83	AMMON (35TH E)	GARNET ST	5	1
84	HOLMES AVE	15TH ST	5	2
85	HOLMES AVE	65TH S (YORK)	5	1
86	15TH E (ST LEON)	COMMERCE WAY	4	1
87	AUSTIN AVE	17TH S	4	1
88	RUSTIC LN	SUNNYSIDE RD	4	1
89	SOUTH BLVD	14TH ST	4	1
90	BITTERN DR	TETON ST	4	1
91	25TH E (HITT)	MESA ST	3	1
92	5TH W (EAST RIVER)	FAIRWAY BLVD	3	1
93	GRIZZLY AVE	17TH S	3	1
94	HIGBEE AVE	7TH ST	3	1
95	HOLMES AVE	CASTLEROCK LN	3	1
96	LINDSAY BLVD	LANDBANK ST	3	2
97	PIONEER RD	SUNNYSIDE RD	3	1

Appendix G - 2015-2019 LHSIP Eligible Intersection Locations

Map Relationship	N-S STREET	E-W STREET	# of Total Accidents	# of Fatal Type "A" Accidents
98	1ST E	113TH S	2	1
99	1ST E	73RD S	2	1
100	1ST E	81ST S	2	1
101	45TH E (CROWLEY)	BURKE CIR	2	2
102	5TH W (EAST RIVER)	PLEASANT ST	2	1
103	AMMON (35TH E)	81ST S	2	1
104	AMMON (35TH E)	SAN CARLOS ST	2	1
105	LADINO DR	1ST ST	2	1
106	MOONBEAM DR	105TH N	2	1
107	SUMMIT RUN TR	SUNNYSIDE RD	2	1
108	UTAH AVE	PIONEER RD	2	1
109	15TH E (ST CLAIR)	113TH S	1	1
110	15TH W (JAMESTON)	81ST S	1	1
111	25TH E (HITT)	ANN AVE	1	1
112	42ND E	109TH N	1	1
113	45TH W	81ST S	1	1
114	5TH W	113TH S	1	1
115	5TH W	COMMONS RD	1	1
116	COTTONTREE LN	HAZELWOOD DR	1	1
117	DOUG ANDRUS DR	65TH S (YORK)	1	1
118	FALCON DR	CHASEWOOD DR	1	1
119	FOOTHILL RD	81ST N	1	1
120	HIGBEE AVE	6TH ST	1	1
121	HIGHLAND DR	CANAL ST	1	1
122	HILLVIEW AVE	BEACON DR	1	1
123	HOLMES AVE	GREENWAY ST	1	1
124	JACK JENKINS RD	IONA RD	1	1
125	KOLOB DR	BRADY DR	1	1
126	MEMORIAL DR	I ST	1	1
127	ORLINDA LN	KATHLEEN ST	1	1
128	STONEBROOK LN	STONEBROOK PL	1	1
129	WADSWORTH DR	DUNBAR DR	1	1
130	WESTHILL AVE	CRESTVIEW AVE	1	1

Appendix H – Bridge Conditions

Appendix H - Bridge Conditions								
Year Built	Year Reconstructed	Road	Waterway	Condition	Deck	Super	Sub	Notes
1957		HIGBEE ST	BUTTE ARM CANAL	Poor	3	3	6	Programmed FY21
1947		33RD N	GREAT WESTERN CANAL	Poor	5	5	4	Completed
1930	1960	33RD S	GREAT WESTERN CANAL	Poor	6	6	4	
1953	1971	121ST S	IDAHO CANAL	Poor	6	6	3	Programmed FY21
1956		5TH W	IDAHO CANAL	Poor	6	5	4	
1957		45TH E	SAND CREEK	Poor	6	4	5	Programmed PD
1954	1971	55TH E	ANDERSON CANAL	Fair	5	5	6	
1961		97TH N	ANDERSON CANAL	Fair	5	5	6	
1950		81ST S	BUTTE ARM CANAL	Fair	5	5	5	
1956		EMERSON ST	BUTTE ARM CANAL	Fair	5	5	6	
1956		17TH N	EAST LATERAL CANAL	Fair	5	5	5	
1964		81ST S	EAST SAND CREEK	Fair	5	5	6	
1959		65TH N	IDAHO CANAL	Fair	5	5	5	
1963		25TH E	NORTH FORK WILLOW CR	Fair	5	5	6	
1959		33RD S	PORTER CANAL	Fair	5	5	5	
1952		35TH W	PORTER CANAL	Fair	5	5	5	
1963		BELLIN RD	PORTER CANAL	Fair	5	5	6	
1957	1975	17TH ST	SAND CREEK	Fair	7	5	5	
1953		55TH E	SAND CREEK	Fair	5	5	5	
1963	1979	65TH S	SNAKE RIVER	Fair	5	6	5	
1955		21ST ST	BUTTE ARM CANAL	Fair	5	6	7	
1943	1978	ROLLANDET ST	BUTTE ARM CANAL	Fair	6	5	6	
1975		BRENTWOOD DR	EAST LATERAL CANAL	Fair	6	6	5	
1940	1959	17TH N	GREAT WESTERN CANAL	Fair	7	6	5	
1928		26TH W	GREAT WESTERN CANAL	Fair	6	6	5	
1960		49TH N	GREAT WESTERN CANAL	Fair	7	7	5	
1951		65TH S	GREAT WESTERN CANAL	Fair	6	5	7	
1952		129TH S	IDAHO CANAL	Fair	5	6	6	
1951		97TH S	IDAHO CANAL	Fair	6	6	5	Programmed FY21
1951	1989	9TH ST	IDAHO CANAL	Fair	7	6	5	
1960		IONA RD	IDAHO CANAL	Fair	6	6	5	
1984		LINCOLN RD	IDAHO CANAL	Fair	6	5	6	
1958		45TH E	NORTH FORK WILLOW CR	Fair	6	6	5	Programmed PD
1963		55TH E	NORTH FORK WILLOW CR	Fair	6	6	5	
2005		MILLIGAN RD	PORTER CANAL	Fair	6	6	5	
1962		1ST E	SAND CREEK	Fair	7	6	5	
1966	1983	AMMON RD	SAND CREEK	Fair	6	6	5	
1957		IONA RD	SAND CREEK	Fair	6	6	5	
1971	1999	PANCHERI DR	SNAKE RIVER	Fair	6	5	6	
At least one of the three criteria categories is a 4 or below. Bridge is considered in poor condition								
Two or all three of the three criteria categories is a 5. Bridge is considered in fair condition								
Only one of the three criteria categories is a 5. Bridge is still considered in fair condition								
Note there are 101 bridges in the MPA; 62 bridges are identified as in good condition, 33 in fair condtion and 6 in poor condtion.								