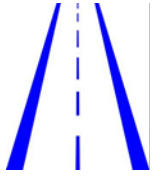


ROADWAY SYSTEM STRATEGIES AND INVESTMENTS

ACCESS MANAGEMENT

The following are important to ensure that the most up to date sound access management guidelines are in place and being used for the efficient movement and safety of traffic:

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



ROADWAY SYSTEM STRATEGIES AND INVESTMENTS

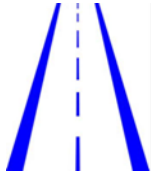
TRAFFIC FLOW AND CONGESTION

Expansion

Potential candidates for roadway widening projects:

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

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



ROADWAY SYSTEM STRATEGIES AND INVESTMENTS

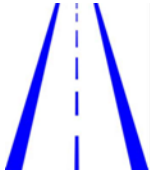
TRAFFIC FLOW AND CONGESTION

Minor Treatments

The following roadway segments due to various conditions may not be feasible to widen thus other minor treatments to relieve congestion may be useful and more cost effective. These treatments include but aren't limited to traffic signals, roundabouts, additional turning lanes, medians and turning restrictions. These treatments should be studied and considered on a case by case basis:

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

It should be noted that these roadway segments may benefit from roadway expansion projects elsewhere. Also minor treatments may only provide temporary congestion relief and thus in the future alternative measures may need to be employed.



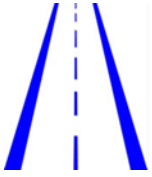
ROADWAY SYSTEM STRATEGIES AND INVESTMENTS

TRAFFIC FLOW AND CONGESTION

Planning

Prior to making improvements to the roadway network the following planning efforts are essential:

- Mutually agree upon a regional funding plan for the development of “High Capacity Roadways” Study
 - Identify alignments, re-alignments, widenings, river crossings and interchanges for strategic arterials and expressways (beltways)
 - Potential investments that address US-20 interchanges from Science Center to I-15
- Continue to fund traffic signal synchronization studies
- Create task force to address traffic signal integration and coordination across jurisdictional boundaries and if necessary develop a MOU



ROADWAY SYSTEM STRATEGIES AND INVESTMENTS

SAFETY

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

BRIDGES

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

PAVEMENT

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



BICYCLE AND PEDESTRIAN STRATEGIES AND INVESTMENTS

- Implement Concept Plan priorities (LRTP Table 10) by evaluating and recommending projects for federal-aid funds

Most of the following bicycle and pedestrian strategies and investments are documented in the 2014 Connecting Our Communities Plan

PLANNING AND PROGRAMS

- Create a “Ride Our Trails” program and campaign
- Create and fund a full-time Bicycle and Pedestrian Coordinator (City of Idaho Falls)
- Be awarded Bicycle Friendly Community (BFC) designation
- Create walking and bicycle map
- Develop media campaigns to highlight rules of the road, safety, how to get started, etc.
- Develop a benchmark report to assess the progress of plan recommendations
- Implement a program to gather accurate and consistent data
- Identify and implement potential improvements related to future roadway and development projects (LRTP Figure 12)

SAFETY

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



PUBLIC TRANSPORTATION STRATEGIES AND INVESTMENTS

GENERAL SERVICES AND OPERATIONS

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



PUBLIC TRANSPORTATION STRATEGIES AND INVESTMENTS

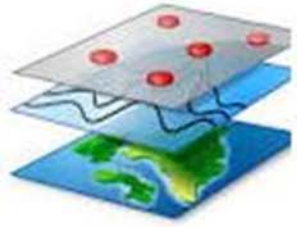
PLANS AND PROGRAMS

- Create a public transportation user committee (possibly joint TRPTA/BMPO that reports to TRPTA Board and TAC/Policy Board)
 - Identify roles and responsibilities
 - Meet annually with bike and pedestrian committee
 - Input from mobility management
- 2017 Short Range Transportation Plan
 - Evaluate efficiency of existing fixed routes and demand response services outside a ¾ mile radius of the fixed routes
 - Evaluate potential expansion of service area including routes and stops, frequency, hours and weekends of operations
 - Future transit corridors (mode priority with standards; see Chapter 3 A. Roadways I. Access Management and Mode Priorities)
 - Identify downtown routing and bus stops
 - Review the positive (complement) and negative (competitor) impacts of car sharing on existing public transit services
 - Feasibility of implementing rideshare program
 - Update transit land use design standards from 2006 SRTP (accepted and used – plan reviews)
- Capital Investment Plan
 - Schedule bus stop location improvements such as shelters and signage (convenience, safety and awareness to increase ridership)
 - Five-year bus replacement program



REGIONAL TRANSPORT 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
- Reassess truck route designations to assure the movement of freight is efficient and safe
- The impact of at-grade rail crossings on the flow of goods should be monitored



OTHER STRATEGIES AND INVESTMENTS

COMPLETE STREETS

- Encourage local entities to pass a resolution that promotes the consideration of the Complete Street Strategies in the design and re-design of the roadway network
- Review all roadway projects to identify if they meet the intentions of the Complete Street Strategies

GEOGRAPHICAL INFORMATION SYSTEMS (GIS)

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

ECONOMIC BENEFITS AND IMPACTS

- Determine the mechanism to evaluate economic benefits and impacts related to major transportation investments (factor in project evaluation process)