

Technical Memorandum

TO: Darrell M. West
Director, Bonneville Metropolitan Planning Organization

FROM: Stephen J. Lewis, P.E., PTOE
Senior Transportation Engineer, Keller Associates

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SUBJECT: Amendment to City of Iona Transportation Capital Investment Plan



BACKGROUND

The primary objectives of the City of Iona Capital Investment Plan (CIP) are to identify transportation needs and prioritize potential projects. This prioritized list is used by the City and the Bonneville Metropolitan Planning Organization (BMPO) in scheduling new projects, making annual programming modifications based on project readiness, making cost adjustments, and identifying priorities for available funding.

The City of Iona's current transportation CIP was adopted in 2014, following a study of then-existing infrastructure, future conditions and needs, and public involvement. Since that time, there have been changes in projects completed and local priorities, insomuch that the City has requested a review of and re-ranking of CIP projects.

METHODOLOGY

For purposes of this CIP amendment, pavement condition assessments, public involvement, or cost estimates were not performed; it was assumed that results from these 2014 CIP tasks were largely unchanged. Keller Associates met with City staff and elected officials to update the project lists, based on those projects that have been completed and new projects desired by the community. Keller Associates then worked with the City in prioritizing the project lists based on the goals established for each project type, as described in the following sections. Project priorities are identified separately for roadway improvements and pedestrian improvements.

ROADWAY PROJECTS

The first-ranked 2014 roadway project was dropped from the new CIP list, the Denning Avenue extension from Crook Road to Olsen Avenue; this project has been constructed. One other roadway project was dropped, the Main Street & Owens Avenue Roundabout; this project was mentioned in the 2014 CIP document but not placed in a prioritized list. New roadway projects were added that involve paving gravel alleyways along Longhurst Avenue, Wilde Avenue, and Walker Avenue. The four goals in ranking of the revised roadway projects are as follows:

1. Rehabilitate or reconstruct streets with failed and poor pavement condition¹.
2. Perform pavement maintenance on a regular schedule, prioritizing those older streets constructed to outdated standards². The City typically budgets one mile of chip sealing per year, so that all streets are chip sealed once every five years.
3. Pave existing gravel alleyways.
4. Construct or restore roadside drainage swales to preserve pavement condition and service life.

The revised roadway projects list is shown below in **Table 1**.

Table 1: Roadway Improvement Priorities

Rank	Project Name
1	Free Avenue Pavement Reconstruction: Crook Rd. to Dayton St.
2	Free Avenue Pavement Reconstruction: Dayton St. to 55th East
3	Pavement Maintenance as determined by PASER ratings
4	Longhurst Avenue Alleyway Paving
5	Wilde Avenue Alleyway Paving
6	Walker Avenue Alleyway Paving
7	Construct or Restore Drainage Swales (various locations)

PEDESTRIAN PROJECTS

Within new subdivisions, the City of Iona requires separated sidewalk facilities, with a drainage swale (a.k.a. borrow pit) between the edge of road and sidewalk. In older areas of the City where separated sidewalks are not feasible, or where residential subdivisions do not exist, the City has adopted a policy of constructing “shoulder paths” to accommodate bicycles and pedestrians. Shoulder paths consist of an eight-foot-wide paved shoulder adjacent to either a 14-foot travel lane (collector streets) or a 12-foot travel lane (local streets), and have been shown to be well used by residents and easy for the City to maintain. Existing shoulder paths in the City are typically signed and marked as bike lanes, but in practice, they are used by both bicyclists and pedestrians.

The first-ranked 2014 pedestrian project was dropped from the new CIP list, Main Street from Owens Avenue to Denning Avenue; this segment of Owens already has sufficient shoulder paths. Several new shoulder path projects were added along streets that do not currently have any pedestrian facilities. The five goals in ranking of the revised pedestrian projects are as follows:

¹ The City of Iona uses the Pavement Surface Evaluation and Rating (PASER) scale. PASER is a 1-10 rating system for road pavement condition, which uses visual inspection to evaluate pavement surface conditions. The rating categories are: Excellent 9-10, Good 7-8, Fair 5-6, Poor 3-4, and Failed 1-2.

² Many roads in the original town site were constructed with Bituminous Surface Treatment (BST), also known as a seal coat or chip seal, on top of existing soil with no underlying base material.

1. Provide safe walk routes to and from Iona Elementary School, in particular along Main Street and Olsen Avenue.
2. Extend or tie into an existing pedestrian facility, or fill in a pedestrian network gap.
3. Improve pedestrian access in the original town site area.
4. Connect neighborhoods and subdivisions to each other.
5. Connect existing detached sidewalks to intersection corners, to accommodate pedestrians crossing the street.

The revised pedestrian projects list is shown below in **Table 2**.

Table 2: Pedestrian Improvement Priorities

Rank	Project Name
1	Denning Avenue: E of Sawmill Cir. to W of Ashwood Ln.
2	Main Street: Freedom Field Estates to Rockwood Ave.
3	Olsen Avenue: Rushton Rd. to Rockwood Ave.
4	Rushton Road: Rushton Cir. to Olsen Ave.
5	Olsen Avenue: Denning Ave. to Free Ave.
6	Free Avenue: Crook Rd. to Olsen Ave.
7	Crook Road: Free Ave. to Tanner Dr.
8	Dayton Street: Scoresby Ave. to Free Ave.
9	Free Avenue: Main St. to Dayton St.
10	Rockwood Avenue: Haderlie Ln. to Main St.
11	Rockwood Avenue: Main St. to 55 th East
12	Steele Avenue: Haderlie Ln. to Main St.
13	55 th East: Steele Ave. to Owens Ave.
14	Connect Detached Sidewalks to Intersection Corners (various locations)