



Bonneville Metropolitan Planning Organization

2035 Long Range Transportation Plan

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BMPO

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Serving the citizens of Bonneville
County and the Cities of Ammon,
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BMPO BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

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, 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 2035. 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
- assist as needed in the public involvement process and review the Plan for applicability and content.



The Committee recommends that a “Final” Plan be approved by the BMPO Technical Advisory Committee and BMPO Policy Board.

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

Public Involvement

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

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

Committee and public comments are identified with a response in Appendix B.

BMPO BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

Existing/Future Conditions and Needs Assessment

Demographics

Population and employment demographics are based on current and projected land use characteristics and are used to determine traffic volumes, travel patterns and the efficiency of the public transportation services.

Population and employment is identified under existing conditions and was projected for 2020 and 2035 within the BMPA.

A. POPULATION and EMPLOYMENT

I. Existing Data

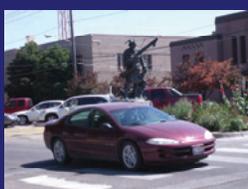
The 2008 BMPA population was estimated to be about 102,800, which is an increase of 25,200 from the 2000 population of 77,600. Most of the growth occurred in the eastern and southern areas of the BMPA and had a dramatic effect on the roadway network in those areas.

Figure 2 identifies the annual average population growth by five regions and compares it to the traffic growth of the area roadways. The correlation is evident as most of the roadways that experienced high or very high growth rates are in the eastern and southern areas. It is important to note the increase in traffic on 35th West/33rd South and decrease on Broadway, Pancheri, 17th South, 65th South and Bellin is because of the Sunnyside Interchange and expansion project. Other roadways where high and very high traffic growth has occurred can be explained by the development of a large single group of housing units or major employment centers.

2008 BMPA employment was estimated to be about 62,400 while 2000 employment was estimated at roughly 50,000, an increase of more than 12,000 jobs.

II. Future Projections

The 2020 and 2035 population is projected to be 127,400 and 165,600 respectively. Population growth estimated to be about 3.58 percent per year from 2000 to 2008 is projected to slow to about 1.81 percent per year through 2020 and 1.76 percent per year from 2020 to 2035. Thus popula-



tion growth in the future is projected to remain high but not uncharacteristically high as was the trend the previous few years.

Employment is projected to be about 77,600 in 2020 and 96,600 in 2035 within the BMPA. This is an increase of more than 34,000 employees between 2008 and 2035 with an annual increase of 1.83 percent through to 2020 and 1.47 percent from 2020 to 2035.

III. Growth Rate

Table 1 summarizes the current and projected population and employment numbers and average annual rates of growth between 2000 and 2008, 2008 and 2020 and 2020 to 2035.

TABLE 1
BMPA Population and Employment Growth

	2000	2008	2000-08 Growth Rate	2020	2008-20 Growth Rate	2035	2020-35 Growth Rate
Population	77,600	102,800	3.58%	127,400	1.81%	165,600	1.76%
Employment	50,000	62,400	2.81%	77,600	1.83%	96,600	1.47%

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 traffic signals and transportation 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, 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 the roadways and pedestrians walk on sidewalks that are often in the roadway right-of-way.

I. Functional Classification

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 highways which provide high speed intra-regional trips, arterials which provide access to major destinations within the region, collectors which collect and distribute traffic to the arterial roadways, and local streets which provide direct access to homes. The BMPA Master Roadway Plan shown in Figure 3 classifies the existing and proposed function of the roadway network.

Appendix C provides a more detailed list of the characteristics of the roadway functional classifications.

II. Traffic Volumes and Congestion

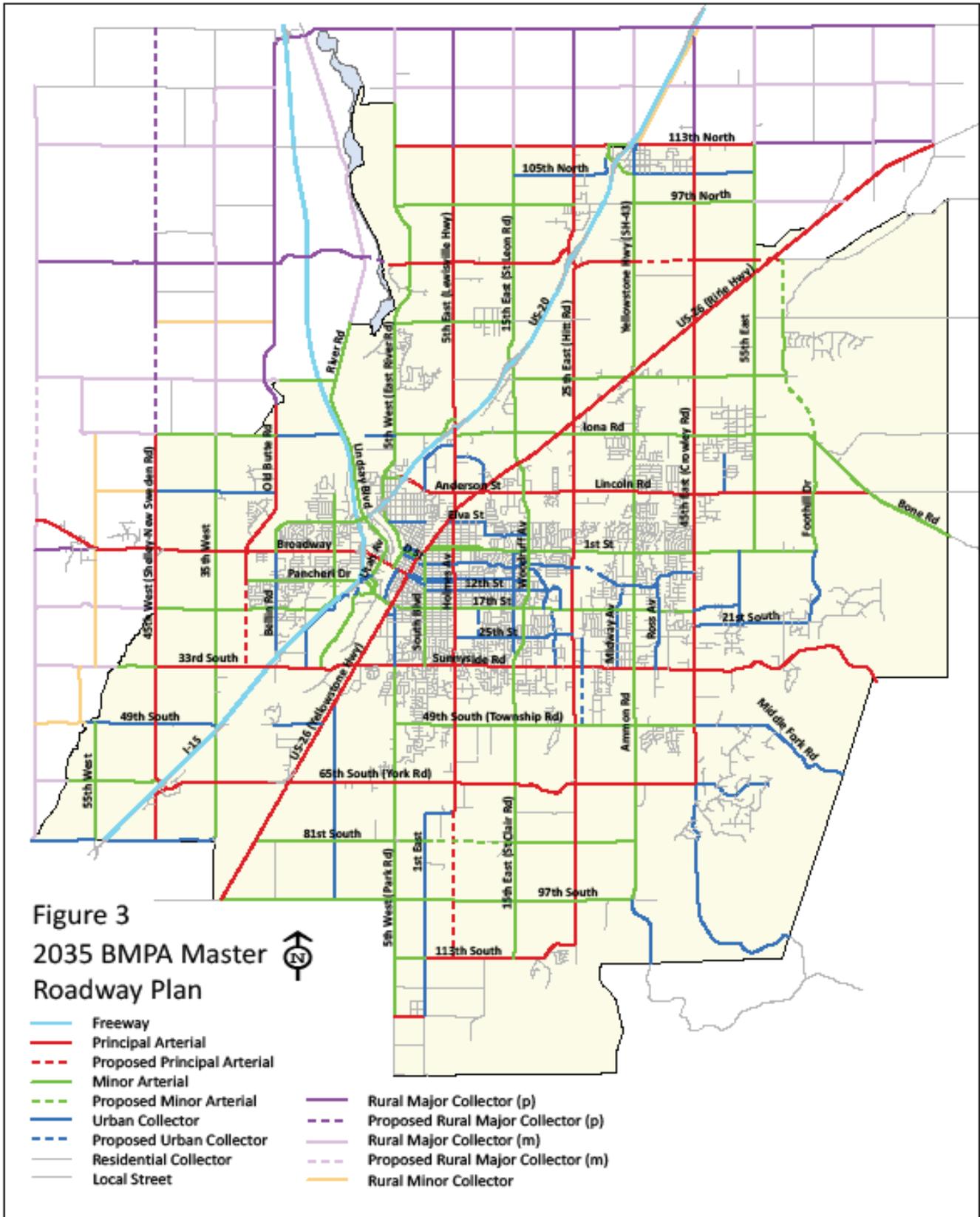
EXISTING DATA

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

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

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

Similar to grades in school, LOS is scored using letters A through F, where A represents the best conditions and F represents failure. For purposes of this document LOS A, B and C are considered uncongested. However, during the peak hour, there may be some delay at a controlled intersection. In particular, if the roadway is operating at an LOS C but nearing an LOS D, the roadway may be “approaching” moderately congested conditions. LOS D is considered “moderately” congested and LOS E and F are considered “highly” congested.



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 method previously described, Figure 5 graphically identifies the roadway segments considered highly congested, moderately congested or may be approaching moderately congested conditions.

RECENT IMPROVEMENTS TO ADDRESS CONGESTION

The completion of roadway capacity improvements on Lincoln Road and Sunnyside Road has improved conditions. 17th Street is experiencing more moderate congestion than failing congestion due to the shift of about 5,000 trips.

The two-lane section on Hitt Road between Mesa Street and John Adams Parkway was recently widened to five lanes, which has improved this highly congested area. The addition of a northbound lane on Woodruff Avenue north of Kearney Street addressed an area of roadway experiencing moderate congestion. US-26 north of Ammon Road was widened to five lanes, which not only increased capacity but addressed safety problems.

Two other projects were completed that may aid in reducing roadway and intersection congestion. An Idaho Falls city-wide traffic signal coordination study was completed and recommendations carried out. Intersection improvements were made and a new traffic signal installed at the Old Butte Road and Broadway Avenue intersection.

FUTURE PROJECTIONS

Household (which is the basis for population) and employment growth were added to a trip generation model to forecast 2020 and 2035 traffic volumes. 2035 traffic volumes are plotted in Figure 6 which provides a summary of projected traffic on the primary roadway network. Comparing Figure 4 with Figure 6 identifies that the same pattern of roadway traffic is projected as existing conditions. However a noticeable difference between the two figures is that traffic volumes are substantially higher in the future and traffic spreads further out from the urbanized area.

The forecasted traffic volumes are also used to determine the effects of the additional traffic demand. The same level of service method used to identify existing roadway congestion was applied to 2020 and 2035 traffic forecasts. Figure 7 graphically identifies the roadway segments considered highly congested, moderately congested or may be approaching moderately congested conditions by 2035.

Table 2 BMPA Congested Roadway Segments not only lists the congested roadway segments identified in Figure 5 and Figure 7, but also tracks when each roadway segment will experience congested conditions and at what level.

TABLE 2
BMBA CONGESTED ROADWAY SEGMENTS

Roadway Segment	Existing	2020	2035
17th Street from US-26 to Falcon			
17th Street from Falcon to 35th East (Ammon)			
17th Street from 35th East (Ammon) to Ross (five lanes)*			
17th Street from 35th East (Ammon) to Ross			
1st Street from US-26 to Holmes			
1st Street from Lomax to 25th East (Hitt)			
1st Street from 25th East (Hitt) to 35th East (Ammon) (five lanes)*			
1st Street from 25th East (Hitt) to 35th East (Ammon)			
1st Street from 35th East (Ammon) to Crimson (five lanes - 2035)*			
1st Street from 35th East (Ammon) to Crimson			
1st Street from 45th East (Crowley) to 55th East			
21st Street from 45th East (Crowley) to 52nd East			
25th Street from Holmes to St. Clair			
33rd South from 35th West to I-15			
33rd South from I-15 to US-26			
35th West from Broadway to 65th South (York)			
45th West from 49th South (Township) to 65th South (York)			
5th West from 33rd South (Sunnyside) to 49th South (Township)			
5th West from 49th South (Township) to 65th South (York)			
5th West from 65th South (York) to 97th South			

35th East (Ammon) from US-26 to 33 North (Iona)			Yellow
35th East (Ammon) from 33 North (Iona) to 1st Street	Yellow	Red	Red
35th East (Ammon) from 1st Street to 17th Street	Red	Red	Red
35th East (Ammon) from 17th Street to 33rd South (Sunnyside)			Yellow
35th East (Ammon) from 33rd South (Sunnyside) to 49th South (Township) (five lanes)*			
35th East (Ammon) from 33rd South (Sunnyside) to 49th South (Township)		Yellow	Red
35th East (Ammon) from 49th South (Township) to 65th South (York)			Yellow
Anderson Street from N. Boulevard to US-26		Yellow	Orange
Birch Street from US-26 to S. Boulevard			Yellow
Broadway Avenue from 35th East to Skyline			Yellow
Broadway Avenue from Skyline to Saturn		Yellow	Red
Broadway Avenue from Saturn to Utah	Yellow	Yellow	Red
Broadway Avenue from Utah to Memorial			Yellow
Broadway Avenue from Memorial to Capital	Yellow	Red	Red
Broadway Avenue from Capital to Eastern			Yellow
Capital Avenue from Constitution to Broadway			Red
Capital Avenue from Broadway to Pancheri			Yellow
Channing Way from 17th Street to Coronado	Red	Red	Red
Channing Way from Coronado to 33rd South (Sunnyside)		Yellow	Red
Crane Drive from Pancheri to Pier View			Red
45th East (Crowley) from 1st Street to 17th Street			Red
45th East (Crowley) from 17th Street to 33rd South (Sunnyside)			Yellow
D Street from Memorial to US-26			Yellow
E Street from Memorial to Capital			Red
E Street from Capital to US-26 (additional eb lane)*			
E Street from Capital to US-26			Red
5th West (East River) from 65th North (Tower) to University			Red
Elm Street from Eastern to S. Boulevard	Yellow	Yellow	Red
F Street from Memorial to US-26			Yellow
Fremont Avenue from University to US-20			Red
Grandview Drive from Buckboard to Skyline			Yellow

Grandview Drive from Skyline to Saturn (five lanes)*	Yellow		
Grandview Drive from Skyline to Saturn	Yellow	Red	Red
25th East (Hitt) from 105th North to 81st North		Yellow	Red
25th East (Hitt) from 81st North to US-26			Red
25th East (Hitt) from John Adams to 17th Street	Yellow	Yellow	Red
25th East (Hitt) from 17th Street to Derrald	Yellow	Yellow	Red
25th East (Hitt) from Derrald to 33rd South (Sunnyside)			Yellow
25th East (Hitt) from 33rd South (Sunnyside) to 49th South (Township) (five lanes)*			
25th East (Hitt) from 33rd South (Sunnyside) to 49th South (Township)		Yellow	Red
25th East (Hitt) from 49th South (Township) to 65th South (York)			Yellow
Holmes Avenue from US-20 to Anderson			Yellow
Holmes Avenue from US-26 to John Adams		Yellow	Yellow
Holmes Avenue from John Adams to 10th Street	Yellow	Yellow	Red
Holmes Avenue from 10th Street to 17th Street	Red	Red	Red
Holmes Avenue from 33rd South (Sunnyside) to 65th South (York)			Red
33rd North (Iona) from 25th East (Hitt) to 45th East (Crowley)			Yellow
John Adams Parkway from St. Clair to Woodruff			Yellow
Lewisville Highway from 97th North to 65th North (Tower)			Yellow
Lewisville Highway from 65th North (Tower) to US-20		Yellow	Red
17th North (Lincoln) from US-26 to Woodruff			Yellow
17th North (Lincoln) from 25th East (Hitt) to 35th East (Ammon)	Yellow	Yellow	Red
17th North (Lincoln) from 35th East (Ammon) to 50th East			Yellow
Lindsay Blvd from US-20 to Utah			Yellow
Lomax Street from Freeman to US-26			Red
Memorial Drive from F Street to E Street	Yellow	Yellow	Red
Memorial Drive from E Street to Broadway	Red	Red	Red
26th West (Old Butte) from 33rd North to Broadway			Yellow
Pancheri Drive from Grizzly to Skyline (five lanes to Bellin)*	Yellow		
Pancheri Drive from Grizzly to Skyline	Yellow	Red	Red
Pancheri Drive from Skyline to Utah (five lanes)*	Red		Yellow
Pancheri Drive from Skyline to Utah	Red	Red	Red
Pancheri Drive from Utah to US-26		Yellow	Red
Riverside Drive from US-20 to Memorial			Yellow

Rollandet Avenue from 17th Street to 33rd South (Sunnyside)			Red
St. Clair from 33rd South (Sunnyside) to 49th South (Township)		Red	Red
St. Clair from 49th South (Township) to 97th South			Red
St. Leon from US-20 to 49th North (Telford) (center-turn lane)*			Yellow
St. Leon from US-20 to 49th North (Telford)			Red
Science Center Drive from Fremont to US-20			Red
Science Center Drive from US-20 to N. Boulevard			Yellow
SH-43 (Yellowstone Hwy) from 105th North to US-26			Red
Skyline from Grandview to Broadway	Yellow	Red	Red
Skyline from Broadway to Pancheri (center-turn lane)*	Yellow	Yellow	Yellow
Skyline from Broadway to Pancheri	Yellow	Yellow	Yellow
South Blvd from 17th Street to 33rd South (Sunnyside)		Yellow	Red
33rd South (Sunnyside) from US-26 to 25th East (Hitt)		Yellow	Red
33rd South (Sunnyside) from 25th East (Hitt) to 35th East (Ammon)			Yellow
33rd South (Sunnyside) from 35th East (Ammon) to 45th East (Crowley)			Red
33rd South (Sunnyside) from 45th East (Crowley) to the east			Yellow
49th North (Telford) from St. Leon to 25th East (Hitt)			Yellow
US-20 from Saturn to Lindsay Interchange	Red	Red	Red
US-26 from 49th North (Telford) to Lomax			Yellow
US-26 from Lomax to 1st Street		Yellow	Red
US-26 from 1st Street to E Street	Yellow	Red	Red
US-26 from E Street to Broadway		Red	Red
US-26 from Broadway to 17th Street			Yellow
US-26 from 17th Street to 65th East (York)			Red
Utah Avenue from Lindsay to Broadway		Red	Red
Utah Avenue from Broadway to Simplot	Yellow	Yellow	Red
Utah Avenue from Simplot to Pancheri	Yellow	Red	Red
Woodruff Avenue from US-26 to 17th North (Lincoln) (five lanes)*	Yellow		White
Woodruff Avenue from US-26 to 17th North (Lincoln)		Red	Red
Woodruff Avenue from 17th North (Lincoln) to 1st Street (center-turn lane)*	Yellow		Red
Woodruff Avenue from 17th North (Lincoln) to 1st Street	Yellow	Yellow	Red
Woodruff Avenue from 1st Street to John Adams	Yellow	Red	Red
Woodruff Avenue from John Adams to 12th Street	Yellow	Red	Red

Woodruff Avenue from 12th Street to 17th Street (center-turn lane)*	Approaching Moderate Congestion	Moderate Congestion	Heavy Congestion
Woodruff Avenue from 12th Street to 17th Street	Approaching Moderate Congestion	Moderate Congestion	Heavy Congestion
Woodruff Avenue from 17th Street to 33rd South (Sunnyside)	Approaching Moderate Congestion	Approaching Moderate Congestion	Approaching Moderate Congestion
65th South (York) from 45th W to US-26	Approaching Moderate Congestion	Moderate Congestion	Heavy Congestion
65th South (York) from US-26 to 5th W	Approaching Moderate Congestion	Approaching Moderate Congestion	Heavy Congestion

*2020 roadway improvements

	Approaching Moderate Congestion
	Moderate Congestion
	Heavy Congestion

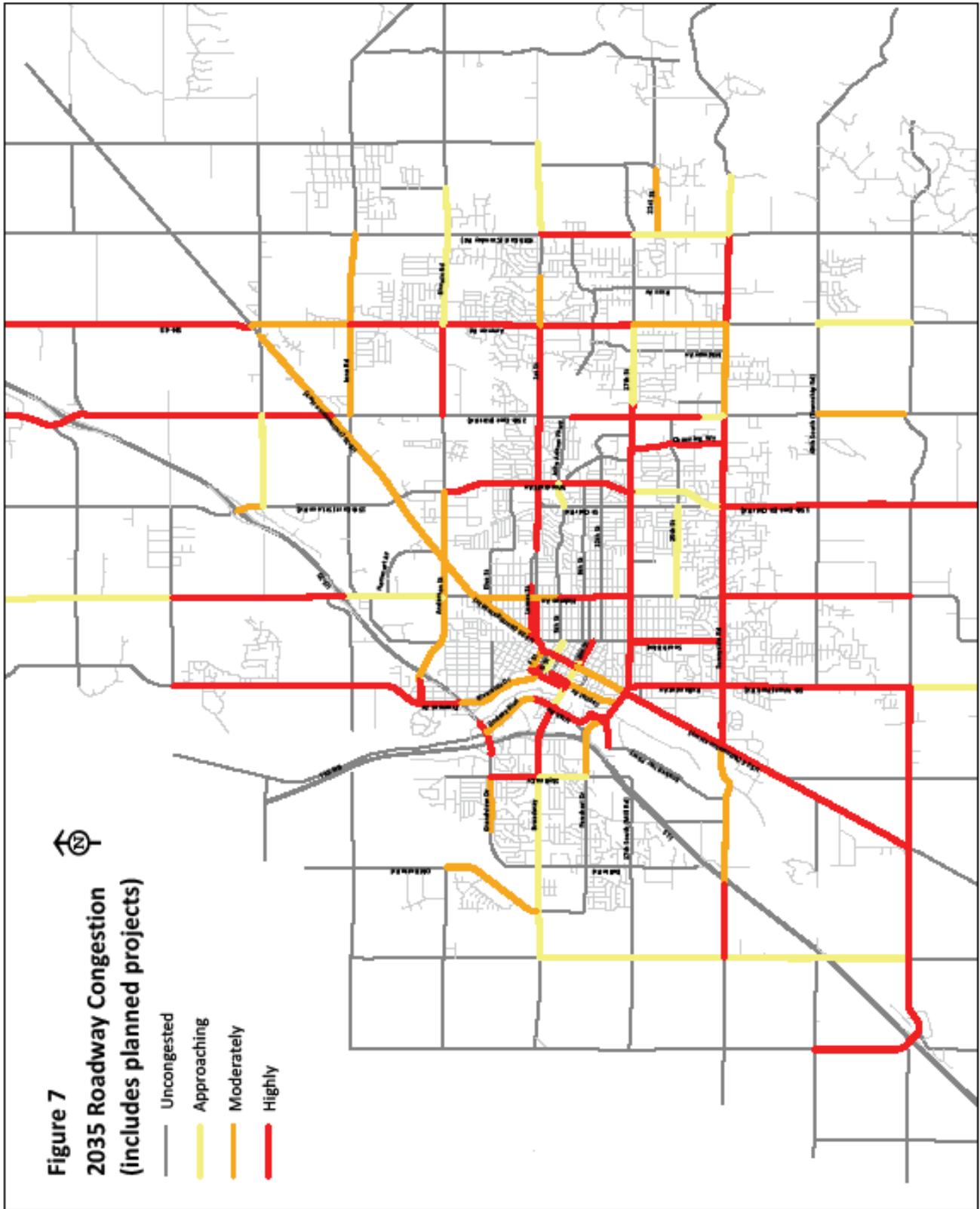
An evaluation of Table 2 identified that the roadway system currently has 9 roadway segments operating at highly congested conditions and is projected to increase to 18 by 2020 and 58 by 2035.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS CONGESTION

It should be noted that the local entities identified roadway segments where roadway capacity increasing improvements, regardless of funding sources, are planned to be completed by 2020. These segments are identified with an asterisk in Table 2 and were included in the model. The following row highlighted in gray, identifies the same segments and the effects of congestion if the prescribed improvements are not completed. A quick comparison of the roadway segments with and without the improvements identifies the benefits of each improvement.

NEEDS ASSESSMENT

The level of service analyses indicates that many congestion problems will need to be addressed throughout the roadway network by 2035. The continued application of sound access management guidelines and traffic signal coordination planning is important. Also a combination of new roadway improvements, strategies, and technologies will be required.



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 that are 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. Therefore 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 that the capacity for the roadways crossing the Snake River was about 7,750 vehicles per day per lane (vpdpl).

Before the construction of the Sunnyside—Snake River Bridge, it was assessed that the number of lanes on US-20, Broadway Avenue and Pancheri Drive were within a range where the traffic volumes may exceed capacity. With the new bridge and additional lanes Figure 8 identifies that existing traffic demand of 4,295 vpdpl can be accommodated by the existing crossings. However it is projected that by 2035 traffic demand will increase to 9,000 vpdpl, thus exceeding available capacity.

SUNNYSIDE INTERCHANGE AREA

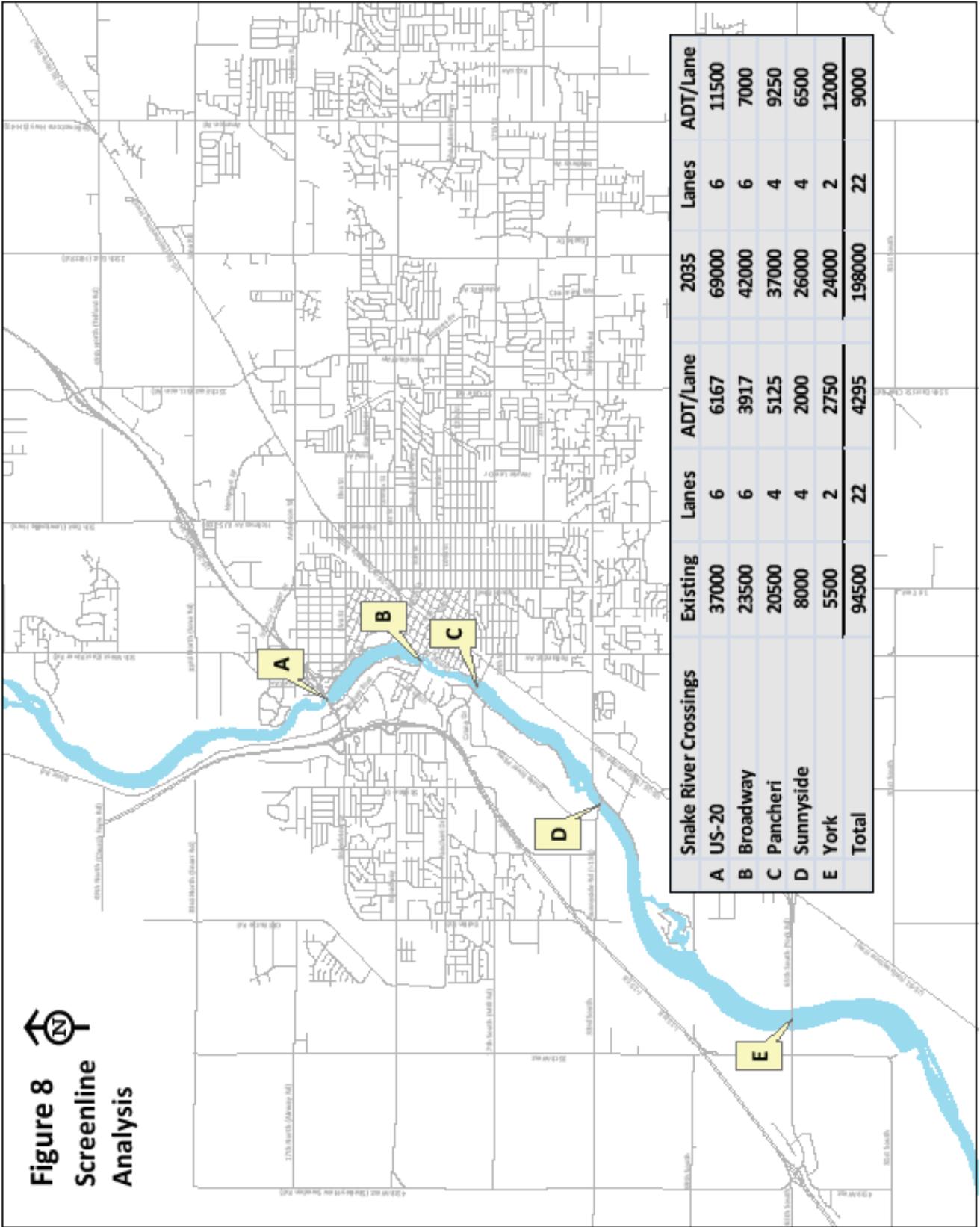
Access to the Sunnyside interchange on the west side is constrained because there is a lack of north-south streets in the vicinity. The closest north-south street is 35th West located about a mile to the west. Access can be achieved by heading east and taking a north-south street on the east side of I-15, but this requires crossing I-15 on Pancheri Drive then backtracking to the interchange. The extension of Old Butte Road, which is about a third of a mile west, would dramatically improve access to I-15, but the development of this project is unknown.

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

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

OTHER AREAS

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



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

RECENT IMPROVEMENTS TO ADDRESS CONSTRAINED ACCESS AND TRAFFIC FLOW

As discussed previously, the Sunnyside Interchange and Snake River Bridge added another location where east-west trips can be made. As development has occurred, unfinished segments such as Hoopes Avenue have been connected.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS CONSTRAINED ACCESS AND TRAFFIC FLOW

The following are near future projects intended to improve the movement of traffic:

- Pancheri Drive/I-15 Bridge replacement and widening.

D Street Railroad Underpass improves a deficient facility that provides east-west access.

NEEDS ASSESSMENT

The screenline analysis indicates that before 2035 there will probably be a need for an additional Snake River and I-15 crossing. Also as traffic increases the need to improve access to the Sunnyside Interchange, address the closely spaced interchanges in the vicinity of US-20 and I-15, and fill in other gaps in the network will be essential.

V. Safety

ITD collects accident history for the entire state. Using this data, BMAPA high accident locations occurring between 2006 and 2008 were identified by sorting the accidents into four different categories.

High accident locations were identified by the following four methods:

- 1) Number of accidents occurring at an intersection. This provides a quick view of where the most accidents are occurring but does not speak to whether the number of accidents is an abnormal occurrence.
- 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 but does not speak to whether the frequency of accidents is an abnormal occurrence.

- 3) Accident cost when the 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.
- 4) Frequency of accidents compared with averages of intersections with similar volumes and type. The frequency of accidents over an average number is identified, thus providing a list of intersections with an above average frequency. Because this method compares intersections with other intersections, it is probably the most effective way to identify where an abnormal occurrence of accidents exist.

Table 3 identifies the intersections where the frequency exceeds the average and by how much. The table also indicates for those intersections their overall frequency of accidents, number of accidents and rank of the accidents by cost. Figure 9 graphically identifies the intersections listed in the table.

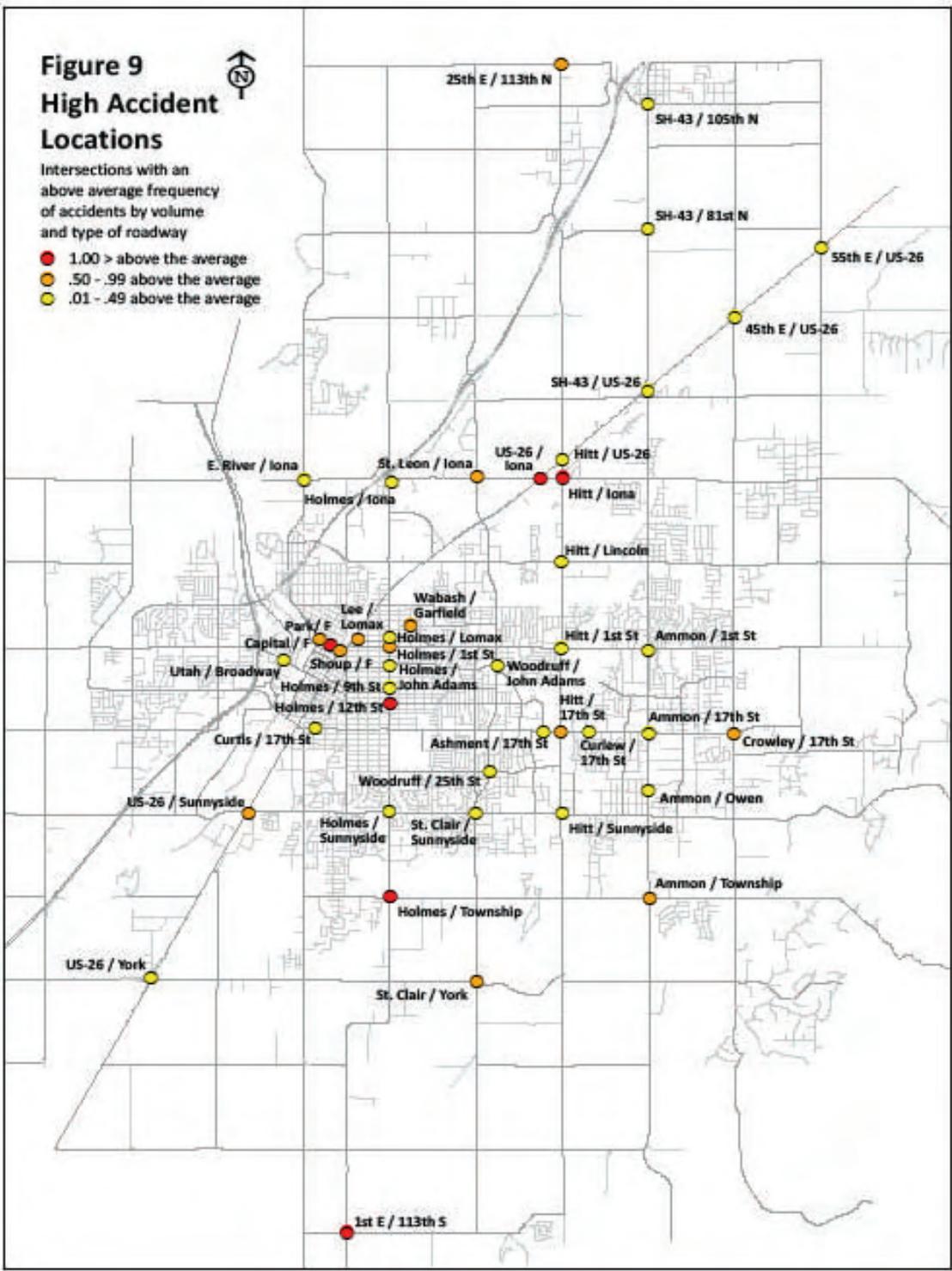
TABLE 3
HIGH ACCIDENT LOCATIONS
(Listed in order of frequency above the average)

N-S STREET	E-W STREET	Frequency Above the Average	Frequency	Number of Accidents	Rank by Cost
1st E	113th S	2.77	4.42	9	NA
Holmes	49th S (Township)	1.97	2.62	13	8
US-26	33rd N (Iona)	1.59	2.13	29	1
Park	F	1.38	1.92	14	NA
Holmes	12th St	1.18	1.71	42	7
25th E (Hitt)	33rd N (Iona)	1.16	1.69	18	NA
Wabash	Garfield	0.98	2.13	7	NA
25th E (Hitt)	17th St	0.77	1.30	63	NA
Capital	F	0.73	1.89	7	NA
St. Leon	33rd N (Iona)	0.73	1.27	14	4
35th E (Ammon)	49th S (Township)	0.70	1.36	7	28
St. Clair	65th S (York)	0.70	1.36	7	NA
Holmes	1st St	0.70	1.24	28	15
25th E (Hitt)	113th N	0.69	2.34	3	NA
Shoup	F	0.60	1.14	7	NA

45th E (Crowley)	17th St	0.57	1.22	7	46
Lee	Lomax	0.56	1.10	9	59
US-26	33rd S (Sunnyside)	0.53	1.07	29	10
55th E	US-26	0.48	1.13	10	9
35th E (Ammon)	17th St	0.46	1.00	27	16
25th E (Hitt)	1st St	0.44	0.98	25	24
5th W (E. River)	33rd N (Iona)	0.43	0.97	5	NA
35th E (Ammon)	1st St	0.39	0.93	23	2
US-26	65th S (York)	0.39	1.04	19	5
Curtis	17th St	0.38	0.91	23	22
25th E (Hitt)	17th N (Lincoln)	0.36	0.90	24	NA
SH-43	81st N	0.36	1.01	5	61
25th E (Hitt)	33rd S (Sunnyside)	0.31	0.85	22	NA
Holmes	Lomax	0.26	0.79	15	NA
SH-43	105th N	0.24	0.89	5	44
Curlew	17th St	0.21	0.75	23	12
25th E (Hitt)	US-26	0.21	0.86	17	3
35th E (Ammon)	Owen	0.20	0.74	4	135
SH-43	US-26	0.17	0.83	11	6
Ashment	17th St	0.17	0.71	19	137
Utah	Broadway	0.17	0.71	24	107
45th E	US-26	0.17	0.82	8	13
Holmes	33rd S (Sunnyside)	0.14	0.67	21	20
Woodruff	25th St	0.11	0.65	8	110
Holmes	9th St	0.08	0.62	11	54
Holmes	John Adams	0.07	0.61	13	55
Holmes	33rd N (Iona)	0.05	0.58	11	25
St. Clair	33rd S (Sunnyside)	0.04	0.58	17	21
Woodruff	John Adams	0.01	0.54	17	29

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.



The following are recent projects intended to improve the safety of the roadway or intersections:

- Old Butte Road/Broadway Avenue intersection improvements and traffic signal
- US-26 widening to five lanes north of Ammon Road

Holmes Avenue lane reduction from four to three lanes between Elva Street and 12th Street

NEEDS ASSESSMENT

High accident locations should be frequently monitored to determine if the accident rates remain stable, continually increase, or are abnormalities. When a roadway project is planned for, proper consideration needs to be given to address high accident intersections that are located within the boundaries of the project. Also the continued application of sound access management guidelines is necessary.

B. BICYCLE AND PEDESTRIAN NETWORK AND FACILITIES

The bicycle and pedestrian network is an important part of the transportation system as the use of the facilities can provide health benefits to the users and have a positive effect on air quality and, when used extensively, traffic congestion.

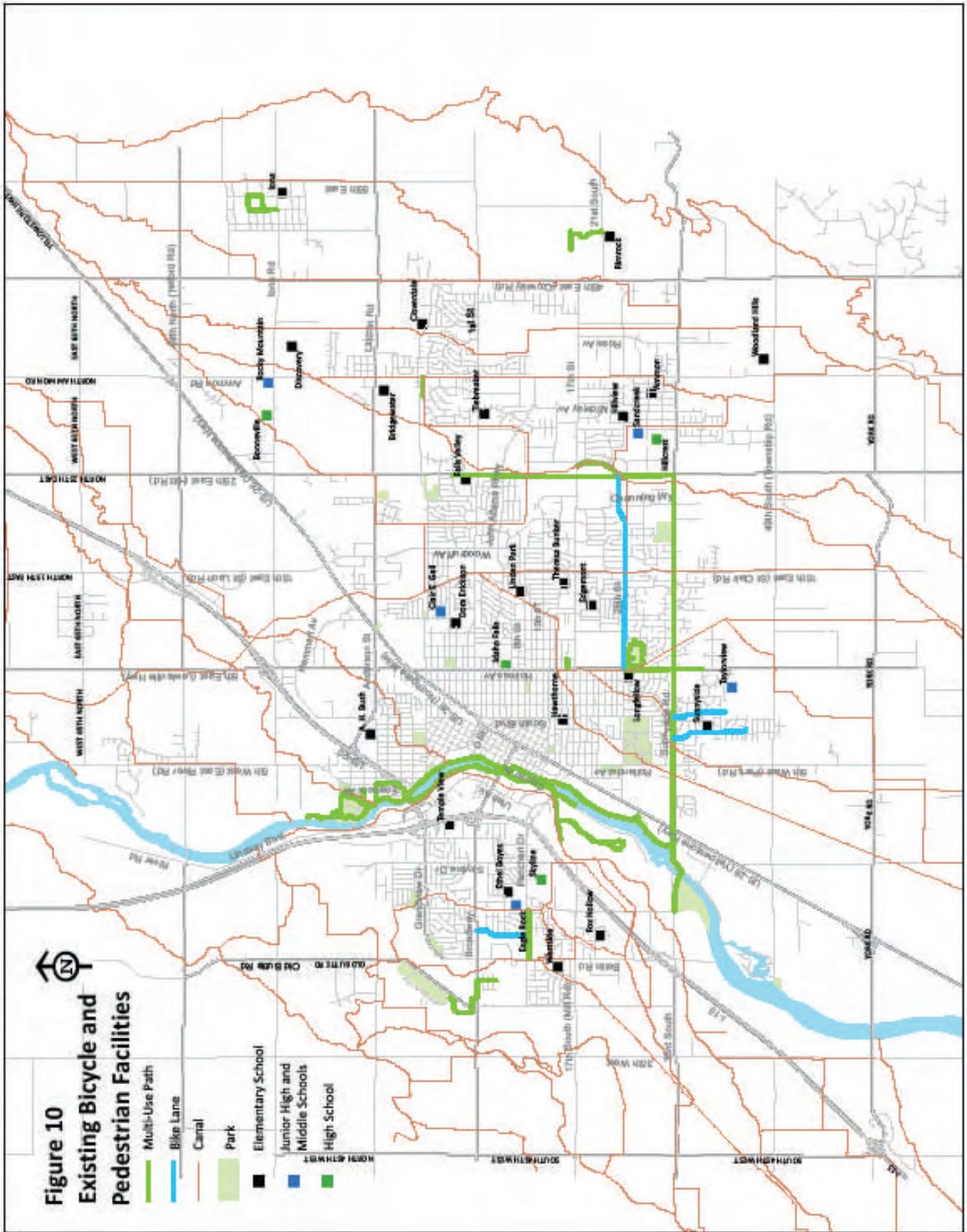
A 2008 BMPO Bicycle and Pedestrian Plan was developed to address the importance of bicycle and pedestrian travel. The plan is repeatedly monitored and updated to address bicycle and pedestrian concerns and priorities. Following are highlights from the Bicycle and Pedestrian Plan.

I. Types of Facilities

Four primary types of bicycle and pedestrian facilities accommodate bicycling and walking; multi-use paths, bike lanes, shared roadways and sidewalks.

Multi-use paths are separated from the roadway and accessible to bicyclists, pedestrians and various other non-motorized users. The BMAPA currently has 25.3 miles of designated multi-use paths. Figure 10 graphically identifies the location of the multi-use paths.

Bike lanes are the part of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Currently, 4.2 miles of designated bike lanes exist and are identified in Figure 7.



Shared roadways are open to both motor vehicle travel and bicyclists. The ability for a bicyclist to safely navigate a roadway depends on whether the roadway has wide curb lanes or paved shoulders.

Sidewalks are right-of-way designated for the preferential or exclusive use by pedestrians. The location and condition of sidewalks vary throughout the BMAPA. , nothing documents all the locations and conditions of the BMAPA sidewalks.

The [2008 BMPO Bicycle and Pedestrian Plan](#) and Appendix E provide a more detailed definition of the types of bicycle and pedestrian facilities.

II. Constraints and Deficiencies

The Bicycle and Pedestrian Committee is the current process used to identify constraints and deficiencies in the BMAPA. The Committee is composed of local governments, school districts, law enforcement, hospitals, profit and non-profit organizations and local bicycle and pedestrian enthusiasts.

Representatives from Idaho Falls Community Pathways (IFCP), a non-profit bicycle and pedestrian advocacy group, help identify bicycle and pedestrian constraints and deficiencies. Together, the Bicycle and Pedestrian Committee and IFCP are charged with developing and updating the BMPO Bicycle and Pedestrian Plan. The Plan, through a public participation process, documents the constraints and deficiencies related to the current bicycle and pedestrian network and its use. Following is a summary of the results of that process:

- 1) The bicycle and pedestrian network is deficient of paths, lanes, roadway widths and sidewalks to safely connect users directly to major destinations including schools, parks and commercial areas.
- 2) I-15 and the Snake River constrain east-west travel because of a lack of facilities and current facility deficiencies.
- 3) Poorly maintained bicycle and pedestrian facilities create an unsafe environment, thus discouraging the use of the existing facilities.
- 4) Education is deficient for both drivers and bicyclists regarding the laws and rules that govern bicycle use.
- 5) Lack of enforcement of laws that govern bicycle and pedestrian use.
- 6) Lack of bicycle parking.

- 7) Lack of pedestrian crosswalks and insufficient time allotted to cross some existing crosswalks safely.
- 8) Roadway crowns that impede the use of wheelchairs at some crosswalks.

The entire deficiencies and constraints list can be found in the 2008 Bicycle and Pedestrian Plan.

RECENT IMPROVEMENTS TO ADDRESS CONSTRAINTS AND DEFICIENCIES

Two multi-use paths were completed with Safe Routes to School funding to provide connections to schools. A local funded pedestrian bridge was built over the Idaho Canal to provide safe access from neighborhoods east of the canal to Taylorview Junior High.

- South side of Pancheri Drive from Bellin Road to Eagle Rock Junior High
- Holmes Avenue from Sunnyside Road to Taylorview Junior High
- Kinswood Pedestrian Bridge

The greenbelt path from South Tourist Park to Sunnyside Road and under the Sunnyside River Bridge and east of the river was completed with Transportation Enhancement funding to provide connections to the greenbelt.

The Bicycle Rodeo has been held the past 4 years during Earth Day. This event helps teach young cyclists the laws and rules associated with safe bicycling. They get the chance to participate in skills stations and learn about bicycle safety.

Bicycle parking facilities have been provided with various funding sources. Locations for future bicycle parking will continue to be evaluated.

Idaho Falls Community Pathways (IFCP) developed, funded and continues to maintain a Pedestrian Flag Program to make pedestrians more visible at several roadway crossings.

Several sidewalk segments in poor condition have been repaired with Community Development Block Grant (CDBG) funds.

Over the past 3 years, various elementary schools have participated in International Walk to School Day which is celebrated during October. Schools choose a date to participate and encourage children, parents and the community to walk or bike to school.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS CONSTRAINTS AND DEFICIENCIES

The following are near future projects that will improve bicycle and pedestrian connections and safety.

- Pancheri/I-15 Bridge project
 - ◆ Phase 1 - Replacement and widening of Pancheri Bridge will replace deficient bicycle and pedestrian facilities on the bridge.
 - ◆ Phase 2 - Widening of Utah Avenue to Skyline Drive with added bicycle and pedestrian facilities.
 - ◆ Phase 3 - Widening of Skyline Drive to Bellin Road with added bicycle and pedestrian facilities.
- Sunnyside Bridge Pedestrian Underpass will extend the existing greenbelt pathway under Sunnyside Bridge and make a safer crossing.
- D Street Railroad Underpass will replace existing bicycle and pedestrian facilities and provide improved east/west connection.

NEEDS ASSESSMENT

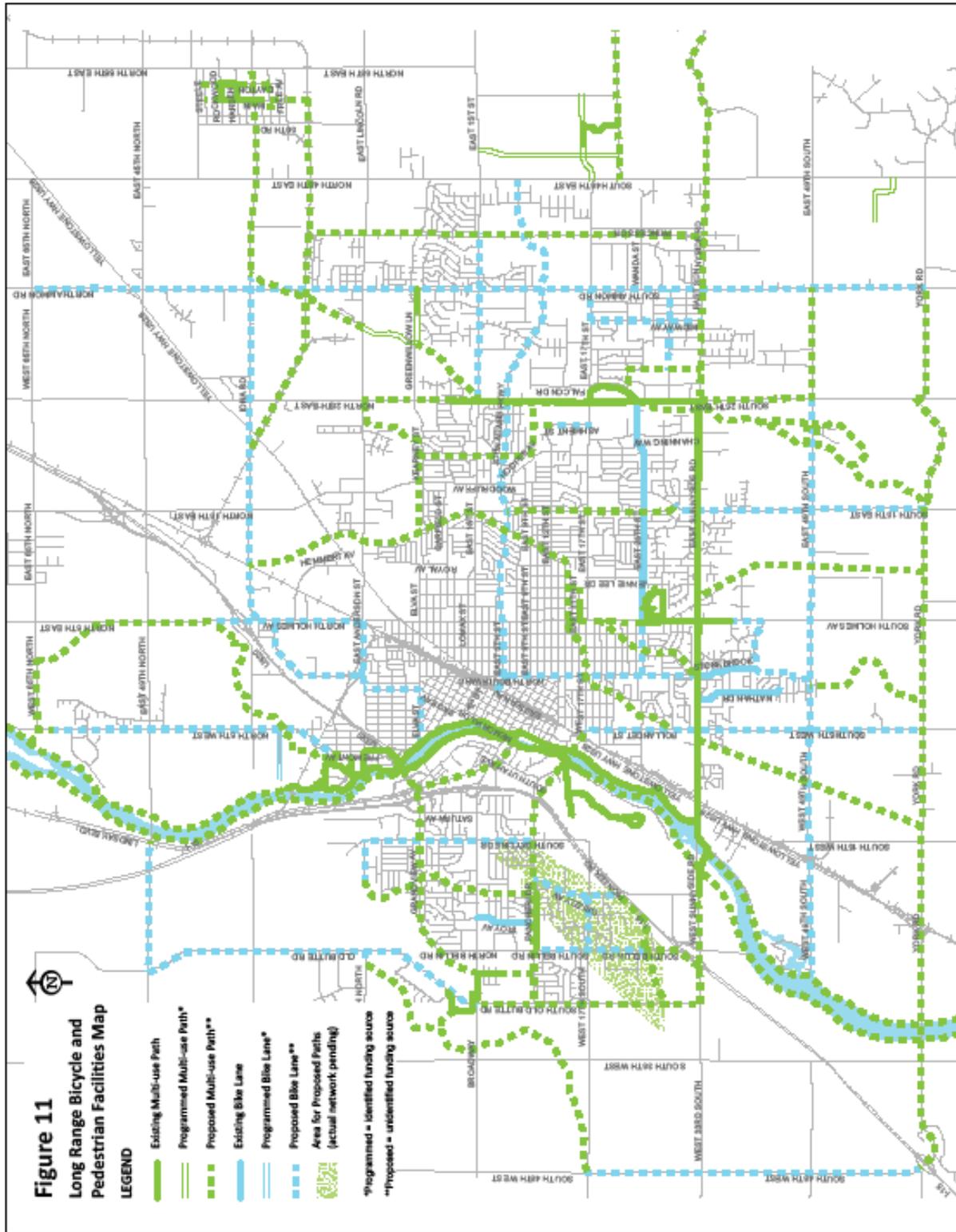
To the extent possible the Bicycle and Pedestrian Committee should continue to identify and prioritize improvements as well as potential funding sources that address the eight constraints and deficiencies listed above. Figure 11 the Long Range Bicycle and Pedestrian Facilities Map should continue to be used as the tool to establish the priorities and to identify potential facilities and improvements to be included and considered part of future roadway and development projects.

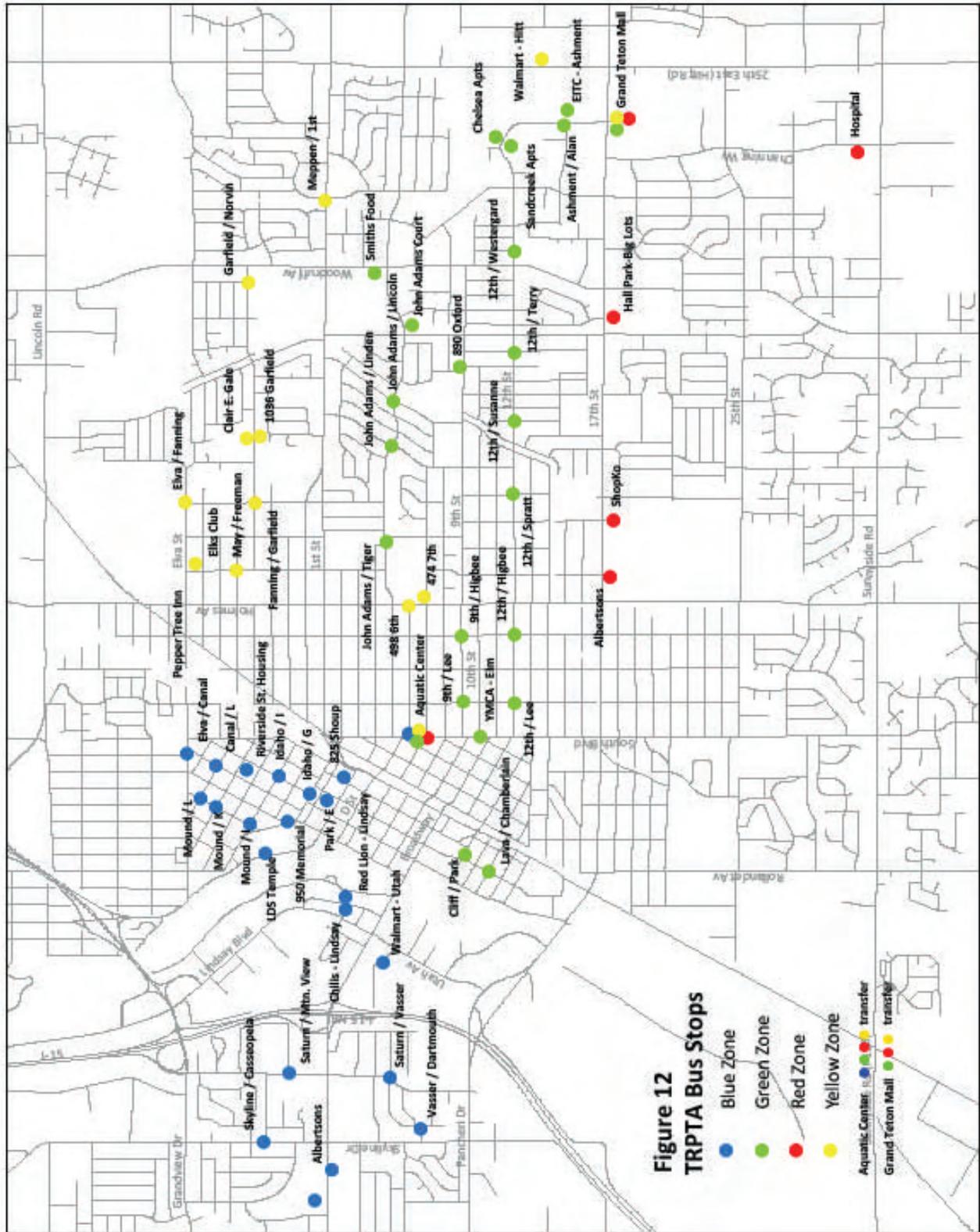
C. PUBLIC TRANSPORTATION

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, cannot to drive or have access to a personal vehicle.

I. Services

Public transportation services are provided in the BMTA by the Targhee Regional Public Transportation Authority (TRPTA). TRPTA buses run hourly on four routes from 7:00 am to 6:00 pm Monday through Friday as shown in Figure 12. The four routes deviate three-quarters of a mile from a route to pick up pre-scheduled requests. All four routes stop at the Idaho Falls Aquatic Center and three routes stop at the Grand Teton Mall where schedules are coordinated to accommodate transfers.





The four route system uses 4 buses and 1 backup bus and is run by 8 full and part-time employees. The system continues to grow as ridership has increased from about 27,000 in 2003 to about 42,330 in 2008, which is a 57% increase for the past 5 years.

The regular passenger fare is \$1.25 for a one-way trip. Fares are discounted for the elderly, disabled and students. Additional discounts are offered for monthly passes.

II. Constraints and Deficiencies

The 2007-2012 Short Range Transit Plan (SRTP), based on analysis and an on-board survey, identifies the constraints and deficiencies of the existing service. The constraints and deficiencies are primarily related to increased service days, hours and areas. The SRTP Plan provides more detail about the public transportation needs of the area.

RECENT IMPROVEMENTS TO ADDRESS CONSTRAINTS AND DEFICIENCIES

A lack of local funds to match available federal dollars to replace outdated buses has been a problem. However, recently two federal aid programs, one with limited and the other with no local match requirement, have been used to buy new buses. Two new buses were bought with STP-Urban Program funds and 7 new buses were obtained from American Recovery and Reinvestment Act (ARRA) funds. Also, a new transit facility/regional and intercity bus terminal was constructed to provide bus pickup, connections with other providers and TRPTA Administration offices.

PLANNED AND PROGRAMMED PROJECTS TO ADDRESS CONSTRAINTS AND DEFICIENCIES

In 2010 TRPTA and BMPO contracted with a consultant to develop a plan that evaluated existing TRPTA services. The recommendations of the plan are being reviewed and if TRPTA implements the preferred service plan, services would be modified from a checkpoint to a fixed route service. The preferred service plan also recommends two future fixed routes. The first new fixed route would serve the Department of Health, Idaho State University, University of Idaho, and the INL buildings. The second new fixed route would serve the Haven and Ruth House on Yellowstone Highway.

Operating, capital, maintenance and planning funds are programmed through 2013.

NEEDS ASSESSMENT

With limited resources it is important TRPTA focus on the most important needs in an efficient and safe manner. To accomplish this TRPTA should implement a fixed route service while limiting demand response service to outside a ¾ mile radius of the new fixed routes, as recommended in the plan.

D. OTHER MODES

REGIONAL AIRPORT

The Idaho Falls Regional Airport is a primary commercial service airport providing airport transit for personal or business travel to locations in the state or connectivity to larger commercial airports. In 2010, the State of Idaho completed the Idaho Airport System Plan (IASP). The Plan provides guidance and recommendations of specific Plan elements such as: activity forecasts, role analysis, economic impacts and airport land use guidelines.

REGIONAL PASSENGER BUS SERVICE

Regional passenger bus service is provided by Salt Lake Express to communities north of Idaho Falls into Montana and south into Utah. TRPTA provides services between Idaho Falls and several outlying Idaho communities. Alltrans provides service to Idaho Falls from Wyoming and Utah. Both Salt Lake Express and TRPTA receive FTA funding. ITD completed a program review of intercity bus service and identified corridors where services are replicated, and gaps where there are no services. The review also pointed out the lack of proximity between stops creates interconnectivity problems between TRPTA and Salt Lake Express.

FREIGHT

Highways and arterial roadways provide for the primary movement freight. Truck routes have been identified, however the approval and application by the local jurisdictions is unknown. Also 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 ASSESSMENT

The application of recommendations from the state plans and reviews need to be considered. The need to improve public transportation services to the airport should also be assessed. To assure the movement of freight is efficient and safe truck route designations should be reassessed. Also the impact of at-grade rail crossings on the flow of goods should be monitored.

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. ROADWAYS

I. Access Management

Access management is the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding roadway system in terms of safety, capacity and speed.

This process has been documented in the “Access Management Plan for the Idaho Falls Metropolitan Area.” The 2035 Roadway Master Plan (Figure 3) is the tool used to classify roadways for the application of access management guidelines and updates the Long Range Functional Classification Map found in the Access Management Plan.

The 2035 Roadway Master Plan classifies roadways both now and into the future. In those cases where land uses adjacent to a roadway are completely or nearly developed the existing function of the roadway is identified. However, there are situations where a roadway does not function effectively because appropriate access management guidelines were not applied. Opportunities to make corrections should be evaluated for these situations, such as when roadway improvements are being made. In those cases where land uses adjacent to a roadway have not yet been fully developed, the roadway can better be preserved for its intended function if access management guidelines are accurately applied. Table 1 updates and summarizes the key elements of the Access Management Plan for preservation of a functionally classified roadway.



Table 1

BMPA Master Roadway Plan Guidelines for Roadway Preservation

	Principal Arterial / Rural Major Collector (p)	Minor Arterial / Rural Major Collector (m)	Urban Collector / Rural Minor Collector
Roadway right-of-way width	100'	100'	80'
Intersection right-of-way width (from intersection center point or section corner for 400')	120'	120'	NA
Intersection right-of-way width (from intersection center point or section corner for 300')	NA	NA	100'
Intersection Spacing	1/2 mile	1/4 mile	300'
	Minimum Driveway Spacing		
Unsignalized Access Spacing for Driveways (Minimum Use - less than 50 vehicle trips per day)	225'	160'	105'
Unsignalized Access Spacing for Driveways (Minor Generator - 51 to 5,000 vehicle trips per day)	360'	240'	175'
Unsignalized Access Spacing for Driveways (Major Generator - over 5,000 vehicle trips per day)	450'	320'	210'

Appendix F provides a list of roadways that do not meet or exceed the prescribed right-of-way standards.

UPDATE ACCESS MANAGEMENT PLAN

The BMPO and participating jurisdictions should continue to apply the existing principles, methods and standards as outlined in the Access Management Plan. However, the Access Management Plan should be revised to identify if guidelines reflect the current best practices and to include the following additions:

- Strategic Arterial standards
- Roundabout standards

- Outer Beltway standards
- Corridor Preservation standards
- General drawings of typical cross sections

Immediate Actions

Update and provide a copy of an Updated Access Management Plan to the local engineering and planning departments and, as appropriate, recommend adoption of standards or compliance relative to roadway and land use development plans.

II. Modify Functional Classifications

The definition and description of functional classifications can be found in Chapter 2. It should be noted roadways are designated so that standards can be applied for the purpose of the roadway functioning as intended.

MODE PRIORITIES

The Transportation System Alternatives (TSA) Study recommends the Roadway Functional Classifications shown in Chapter 2, Figure 3 be expanded to include standards to better accommodate other modes using the roadway. Mode priority identifies the roadways that can best accommodate other modes or vehicle types and then applies standards to better facilitate that mode or type. The TSA Study established the guidelines on how to implement mode priority. Mode priority will be established for:

- Public Transportation
- Bicycle and Pedestrians
- Truck Traffic

Immediate Actions

Update the Roadway Functional Classifications with mode priorities. The standards designed to give priority to the specified modes and vehicular types will be documented in the updated Access Management Plan.

COMPLETE STREETS

One concept, called complete streets, is intended to safely and conveniently provide for vehicular, public transportation, bicycle and pedestrian travel where multiple modes are to be accommodated. In addition to lanes that accommodate travel for automobiles and buses, Complete Streets include pullouts for buses, paths or lanes for bicyclists and sidewalks to facilitate pedestrian travel.

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

This document does not intend to identify streets that might be retrofitted for Complete Streets but encourages consideration of the concept in roadway projects.

Immediate Actions

The BMPO Bicycle and Pedestrian Committee have been assigned the task of developing Complete Street policies and strategies to be considered for approval by the local entities.

Short- and Long-Term Actions

Once Complete Streets policies and strategies are approved, the local entities will be encouraged to identify and implement the concepts.

III. Traffic Volumes and Congestion

The level-of-service analysis from the need assessment indicated 58 roadway segments are projected to be operating under highly congested conditions.

STRATEGIC ARTERIALS

To address these congestion problems without widening each segment, the TSA Study recommended strategic arterials be developed to better carry traffic at higher speeds for longer distances. The TSA Study recommends four strategic arterials--Iona Road, Sunnyside Road, Ammon Road and Old Butte Road--be designed and constructed to create an inner belt around the urban core.

The transportation model projected that development of strategic arterials would, on average, lower the number trips made on the highly congested roadway segments by more than 3,100 (about 14.6 percent). When traffic volumes are projected to be around 30,000 or more, an average of over 5,300 trips are removed (about 15.6 percent).

The general infrastructure improvements to develop the proposed strategic arterials are listed below. The update of the Access Management Plan and a High Capacity Roadways Study will recommend specific improvements and alignments. Also, the High Capacity Roadways Study would provide a phasing plan for project development.

- New 26th West (Old Butte) segment from Pancheri to 33rd South
- Widening of segments on 33rd North (Iona), 35th East (Ammon) and 26th West (Old Butte)
- Application of approved standards on all proposed strategic arterials

Immediate Actions

Update Access Management Plan to establish standards for the strategic arterials. Perform a High Capacity Roadways Study to identify where the designated strategic arterials need to be enhanced, widened or re-aligned and the location of new alignments.

Short- and Long-Term Actions

Begin to implement strategic arterial standards and priorities identified in the High Capacity Roadways Study.

OTHER ARTERIALS AND CAPACITY INCREASING IMPROVEMENTS

Two projects on Pancheri Drive, Bellin to Skyline and Skyline to Utah are currently shown in the Transportation Improvement Program (TIP). The seven other roadway segments proposed to be expanded to five lanes as identified in Chapter 2, Table 2 but not yet programmed in the TIP should continue to be considered for implementation. The seven roadway segments are as follows:

- 1st Street – 25th East (Hitt) to 35th East (Ammon)
- 1st Street – 35th East (Ammon) to 45th East (Crowley)
- 17th Street – 35th East (Ammon) to 45th East (Crowley)
- 35th East (Ammon) – 33rd South (Sunnyside) to 49th South (Township)
- Grandview Drive – Skyline to Saturn
- 25th East (Hitt) – 33rd South (Sunnyside) to 49th South (Township)
- Woodruff Avenue – US-26 to 17th North (Lincoln)

An assessment was performed to identify if there was sufficient level-of-service improvements on the seven roadway segments with the development of the strategic arterials. It was identified that, even though the v/c ratios improved, all the segments would continue to experience major or minor congestion conditions. However, when the roadway segments were widened and strategic arterials implemented, it was projected that none of the roadway segments would experience major congestion conditions.

Also, this document does not attempt to identify all improvements, strategies and technologies that might aid in the reduction of traffic congestion. It does recognize that other improvements such as center turn lanes and lane additions at intersections through re-striping or widening, new traffic signals and roundabouts should continually be assessed. Appendix G identifies those types of improvements already assessed and that appear to be warranted.

Immediate, Short- and Long-Term Actions

Continually evaluate the arterials and other types of improvements to determine priorities based on congestion conditions, project costs and funding/programming opportunities.

OUTER BELTWAYS

The TSA Study also recommended preparation should begin for a system of high capacity roadways outside the strategic arterial belt. On this outer beltway could be either an expressway or freeway where access would be more limited than on the strategic arterials. The system would form a belt around the region moving traffic quickly in multiple directions to regional destinations. The TSA Study proposed corridors be selected on or in the vicinity of existing roadways such as 81st North, 65th South, 45th East and 45th West.

Immediate Actions

Update Access Management Plan to establish standards for the outer beltway roadways and develop corridor preservation guidelines. Perform a High Capacity Roadways Study to identify alignments for the outer beltways.

Short- and Long-Term Actions

Identify a phasing plan for corridor preservation once corridor preservation guidelines have been approved and corridors defined.

IV. Constrained Access and Traffic Flow

The need to provide additional access and improve traffic flow between areas was identified in Chapter 2 and discussed as part of the TSA Study and it will be fully addressed in the High Capacity Roadways Study. The TSA Study identified strategic arterial and outer beltway crossings over the Snake River and connections to I-15 near the vicinity of 33rd North (or 49th North if a connection near 33rd North is not possible) and 81st North.

I-15/US-20 INTERCHANGES

Also, as part of the High Capacity Roadways Study, an assessment and recommendations will be made to address the needs related to the I-15/US-20 Interchange as well as the other tightly spaced interchanges along US-20.

Immediate Actions

Perform a High Capacity Roadways Study to identify alignments for crossings, connections and I-15/US-20 solutions.

Short- and Long-Term Actions

The High Capacity Roadways Study will identify a phasing plan so that projects can be implemented to address constrained access and traffic flow.

V. Safety

The needs assessment recommends that, when a roadway project is being planned, safety issues be evaluated and taken into consideration. Twelve intersections have been identified as high-accident locations where capacity increasing projects and other improvements are listed in this document. In conjunction with these projects and improvements, it should be identified if safety issues are also being addressed. The twelve intersections are:

- 1st Street / 35th East (Ammon)
- 1st Street / 25th East (Hitt)
- 1st Street / Holmes Avenue
- 12th Street / Holmes Avenue

- 17th Street / (25th East) Hitt
- 17th Street / 35th East (Ammon)
- 17th Street / 45th East (Crowley)
- 35th East (Ammon) / 49th South (Township)
- 25th East (Hitt) / 33rd South (Sunnyside)
- Holmes Avenue / John Adams Pkwy
- St. Leon Road / 33rd North (Iona)
- Woodruff Avenue / John Adams Pkwy

Immediate, Short- and Long-Term Actions

The High Capacity Roadways Study will include a regional long range safety component to identify the potential safety benefits associated with the implementation of strategic arterials and the outer beltways. The local entities should continually look for opportunities to address high-accident locations, either through planned roadway projects or specific projects to address the problems.

VI. Operations and Maintenance

Operational and maintenance activities are carried out by the local entities and the Idaho Transportation Department (ITD) and include re-paving, striping, signage, traffic signal operations, snow removal, lighting, etc.

Projects needs are generally identified by the jurisdictions that operate and maintain the systems. The BMPO does not attempt to prioritize operational and maintenance type projects unless they will require federal aid. Such projects are presented and reviewed on an individual basis by the BMPO Technical Advisory Committee.

Immediate, Short- and Long-Term Actions

The local entities and ITD should continue to evaluate all operational and maintenance needs and, as appropriate, present those needs to BMPO for funding and programming opportunities.

B. INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) is a term used to describe a range of technologies including processing, control, communication and electronics applied to a transportation system. ITS technologies can be applied to all modes of transportation.

Chapter 2 indicated a city-wide traffic signal coordination plan was recently carried out. Funds are also programmed to continue updating the plan every five years to ensure it is meeting the demands of traffic. However, beyond that, ITS applications are minimal in the area. The TSA Study recommended a Regional ITS and Traffic Systems Management Plan be developed to evaluate such topics as:

- Identify opportunities and mechanisms for traffic signal integration and coordination so that operations and maintenance are consistent across jurisdictional boundaries.
- Identify the possibility of using adaptive signal control strategies that allow for real-time adjustments throughout the day as conditions vary.
- Identify the location for and implement automatic traffic recorders (ATR) to gather and improve the collection of traffic data. ATRs should be considered for inclusion in all new roadway and traffic signal projects.
- Identify what ITS applications currently exist and the need to expand for safety, weather conditions, roadway operations and maintenance, traveler information, incident management, traffic monitoring, etc.

The TSA Study also recommended the initiation of a Transportation Systems Management Subcommittee to provide guidance to the BMPO on ITS and other system coordination issues.

Immediate Actions

Initiate a Transportation Systems Management subcommittee.

Develop a Plan for ITS applications and Traffic Systems Management.

Short- and Long-Term Actions

Continue to discuss possible projects and priorities to fill needs identified in the Plan or through the sub-committee.

C. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a general term for strategies that result in more efficient use of transportation resources. A variety of strategies for commute options include the use of carpools, vanpools, buses, bicycling, walking, compressed work hours, or working from home. The TSA Study recommended BMPO initiate a Regional TDM Program.

Immediate Actions

The actions to be performed immediately include:

- Explore the opportunity and need to implement a carpool/vanpool/rideshare program(s) that provide businesses, employees and the public with alternative transportation options.
- Identify the feasibility of applying other TDM measures such as employer incentives, parking restrictions, education programs, etc.
- Begin to educate and encourage employer based initiatives.

Short- Term and Long-Term Actions

Continue to expand the TDM program based on needs.

D. BICYCLE AND PEDESTRIAN

The 2008 BMPO Bicycle and Pedestrian Plan prioritizes programs and projects to address the needs of the area.

- Grandview Drive / US-20 / John's Hole Bridge – improvements include sidewalks/pathways, install and line up curb cuts, concrete barrier, signage and bridge. Note the Grandview widening project would address some of the issues.
- West Broadway – improvements for access to greenbelt and downtown.
- South Blvd – improvements include restriping roadway from 4 to 3 lanes, reduce speeds and install signs and sharrow markings.
- Gustafson Canal Bicycle and Pedestrian Bridge – replace or widen existing bridge.
- John Adams Pkwy – improvements include restriping roadway from 4 to 3 lanes, reduce speeds and install signs and sharrow markings. Note this is identified as a roadway project.
- Riverside Drive – improvements include restriping roadway from 4 to 3 lanes and add bicycle lanes.

- Greenbelt Pathways – where needed, widen path on both sides of the Snake River.
- Ammon City Bicycle Paths – incorporate in coordination with development.

An important component of facilitating the needs of bicyclists and pedestrians includes minor infrastructure and non-infrastructure projects and programs. The following are identified as needs in the area.

- Bicycle racks at various locations
- Education with emphasis on safety
- Signage and crosswalk improvements

Also, the TSA Study recognized the need to accommodate bicycle and pedestrian travel and recommended selected roadways be assigned a bicycle and pedestrian mode priority as discussed previously in chapter.

Immediate, Short- and Long-Term Actions

Continue to seek funding and programming opportunities. Review all roadway projects for potential bicycle and pedestrian improvements and evaluate the impacts roadway projects might have on bicycle and pedestrian travel. The Bicycle and Pedestrian Plan will be updated in 2012 by the Bicycle and Pedestrian Committee.

E. PUBLIC TRANSPORTATION

The 2007 Short Range Transit Plan and 2011 TRPTA Checkpoint Service Study identify improvements can be made to the system to increase ridership and expand service to accommodate growth. Both documents recommend TRPTA operate a fixed-route system. Based on the study findings, TRPTA is currently evaluating if they can operate and maintain this type of service. The TSA Study recommended a Public Transportation subcommittee be formed to provide guidance to BMPO and TRPTA on intermediate and long-term public transportation needs.

The TSA Study recommended TRPTA provide services to the Idaho Falls downtown area. Since the location of routing and stops would need to be determined, it is recommended a Downtown Public Transportation Study be developed. The TSA Study also recommends a Long Range Transit Plan be

developed to address future expansion needs and possibilities related to projected growth and the location of major transportation infrastructure investments. Mode priority, which was discussed previously in this chapter, will be used to identify and plan for future transit corridors with applicable standards.

Immediate Actions

Initiate a Public Transportation subcommittee to provide input on immediate needs related to the existing services.

Initiate a Downtown Public Transportation Study.

Short- and Long-Term Actions

Update the Short Range Transit Plan in 2015 and include an element to address potential downtown services and long range transit needs.

F. OTHER STRATEGIES

The TSA Study recommended economic impacts and benefits be assessed when considering transportation investments. This would be accomplished by bringing together those organizations and companies that promote area growth, transport goods and supplies, manage other infrastructure investments, etc. The TSA Study also recommended the initiation of an Economic Development subcommittee to provide policy guidance to the BMPO.

Immediate Actions

Initiate an Economic Development subcommittee responsible for, but not limited to, developing growth forecasts, evaluating land use impacts and transportation investments, etc.

Short- and Long-Term Actions

Initiate a study to identify the economic benefits of the Long Range Transportation Plan.

BMPO BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

Transportation Investment Plan

Purpose

The primary purpose of the Long Range Transportation Plan is to outline how federal transportation funds will be spent over the planning period. To accomplish this, the plan establishes general guidelines on how to use federal funds and develops investment priorities that can be committed to those funds. The estimated project costs of the priorities are compared to anticipated revenues and fiscally constrained over the life of the Long Range Transportation Plan.

This document does not identify or prioritize every transportation project in the area. Major investments are listed but smaller projects or initiatives are grouped and not identified individually. These projects are eligible for funding through various federal-aid programs if they are consistent with the strategies and actions of the Long Range Transportation Plan. Decisions on which of these projects receive federal funds are made through the existing BMPO planning and Transportation Improvement Program (TIP) processes. Appendix G provides a short list of smaller projects routinely implemented by the local jurisdictions and area agencies.

A. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program identifies the short-term funding commitments and represents the implementation program of the Long Range Transportation Plan. 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. This means federal resources anticipated to be available for development of projects have been committed to the programmed projects. Currently, over \$38 million of roadway, bridge, pavement, public transportation, planning, bicycle and pedestrian type projects are programmed for federal funding within the metropolitan planning area.



B. FINANCIAL CAPACITY ANALYSIS for ROADWAYS

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

I. Revenues

Based on historical trends and currently programmed projects, revenues for major capacity increasing projects, smaller capacity enhancements, other system improvements such as bridge and rail crossings, and operations and maintenance including pavement preservation have been estimated.

It is estimated an annual average of \$15,800,000 will be available for transportation operations, maintenance and improvements. The estimated funds include a mix of federal, state and local resources that have been reduced to account for inflation. Also, based on historical trends, it is assumed the estimated funds will be used in a similar way as shown below:

Operations and Maintenance including Pavement Projects	\$8,900,000
Major Capacity Increasing Projects	\$3,250,000
Other System Projects including Bridge and Rail Crossings	\$1,750,000
Other Smaller Projects including Intersection Improvements	<u>\$1,700,000</u>
TOTAL	\$15,600,000

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

II. Cost Estimates

It is assumed that operating and maintenance, other system and smaller capacity projects costs will equal what revenues are actually available. The development of projects will be prioritized and selected on an annual basis, based on rating measures, analysis, studies and public input to determine the most immediate needs.

MAJOR CAPACITY INCREASING PROJECTS

The High Capacity Roadway Study will establish more detail for the strategic arterial alignments and connections. However, a cost estimate for the currently known general strategic arterial improvements is provided below. These improvements were identified in Chapter 3. The cost estimate excludes the implementation of standards as they will be developed later and approved as part of the Access Management Plan.

26th West (Old Butte) segment from Pancheri to 33 rd South	\$10,000,000
Segment widening on 33rd N (Iona), 35th E (Ammon) and 26th W (Old Butte)	<u>\$29,000,000</u>
TOTAL	\$39,000,000

In order to complete seven capacity increasing projects identified to be the highest priorities, the estimated cost would be approximately \$23,100,000.

1 st Street – 25th E (Hitt) to 35th E (Ammon)	\$4,300,000
1 st Street – 35th E (Ammon) to 45th E (Crowley)	\$4,100,000
17 th Street – 25th E (Ammon) to 45th E (Crowley)	\$3,800,000
25th E (Ammon) – 33rd S (Sunnyside) to 49th S (Township)	\$4,300,000
Grandview Drive – Skyline to Saturn	\$1,100,000
25th E (Hitt) – 33rd S (Sunnyside) to 49th S (Township)	\$3,800,000
Woodruff Avenue – US-26 to 17th N (Lincoln)	<u>\$1,700,000</u>
TOTAL	\$23,100,000

REVENUE AND COST COMPARISON

Of the projected \$3,250,000 annual revenue for major capacity increasing projects, approximately 25 percent or \$830,000 comes from federal resources. When already planned and programmed projects are reduced from federal resources, then \$12,450,000 is available for major capacity increasing projects through 2035.

The projected \$12,450,000 of federal resources is well short of the total estimated cost of what would be needed to construct the highest priority projects and strategic arterials at a cost of \$62,100,000. It can be assumed that several of the projects will be completed with state and local resources prior to 2035. Given historical trends, if projected state and local revenues of over \$58,000,000 were used for the major capacity increasing projects and development of the strategic arterials, there would potentially be sufficient resources to address all the projects identified. However, it is possible the use of state and local resources to accomplish this will be influenced by the correlation between the distribution of funds and the location of projects.

Also, the High Capacity Roadway Study and other studies proposed to be completed within the next 5 years will identify additional information and needs to be considered and included in the future

project prioritization process. Some of these needs are projected to be substantial including the consideration of an outer beltway, connections that may include freeway and river crossings, and possible modifications to the I-15/US-20 interchange and multiple interchanges on US-20. The costs for these additional projects are also likely to exceed the current forecasts of revenue; therefore, new sources of funding will need to be identified. An update to the Long Range Transportation Plan will be necessary including the development of a list of illustrative projects and methods for funding them.

C. FINANCIAL CAPACITY ANALYSIS for BICYCLE AND PEDESTRIAN PROJECTS

Bicycle and pedestrian projects are funded through multiple resources. Federal resources include such programs as Surface Transportation, Safe Routes to School and Recreational Trails. State and local resources are also used. It is important to note that many bicycle and pedestrian facilities are incorporated into roadway projects.

The annual amount of funds that might be available for bicycle and pedestrian projects is irregular because most funding programs are award based. On an annual basis, the BMPO Bicycle and Pedestrian Committee will match potential funding opportunities with those projects identified as priorities in Chapter 3.

D. FINANCIAL CAPACITY ANALYSIS for PUBLIC TRANSPORTATION PROJECTS

The Federal Transit Administration Urbanized Area Formula Program (5307) is the primary resource of funds for public transportation projects. Targhee Regional Public Transportation Authority (TRPTA) is the grant recipient of the 5307 funds. This area is allocated approximately \$950,000 annually for operations, maintenance, capital purchases and planning activities. Over the course of 25 years at a historical 3 percent increase, this translates into \$36,500,000 of federal aid available for public transportation projects. To access these funds, a local match of 50 percent for operations and 20 percent for capital projects is required. If all allocated federal funds were matched, approximately \$60,950,000 for public transportation projects. This amount is based on a historical trend of TRPTA expending approximately 70 percent of available revenue to operate and maintain the current system, with the remaining 30 percent used for capital.

Adequate funds are available to operate and maintain the existing public transportation system. In other words, TRPTA provides services at a level of available funding resources given matching dollars. However, the Short Range Transit Plan identifies a need to expand system boundaries, service hours and days, and replace vehicles. Federal funds are available to meet these needs but matching

dollars are lacking. Also, the need to move toward a more fixed route system is a high priority recommended in the TRPTA Checkpoint Service Study. This includes improving or implementing facilities such as transfer points, bus stops and park and ride lots. Federal funding resources are available to accomplish many of these improvements and, in some cases, the funds can be matched with land donations or other resources.

BMPO BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

Transportation Plan Evaluation

A. ENVIRONMENTAL 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. BMPO will forward a draft of the LRTP to the following environmental resource agencies. Contact information is outlined in the BMPO Public Participation Plan.

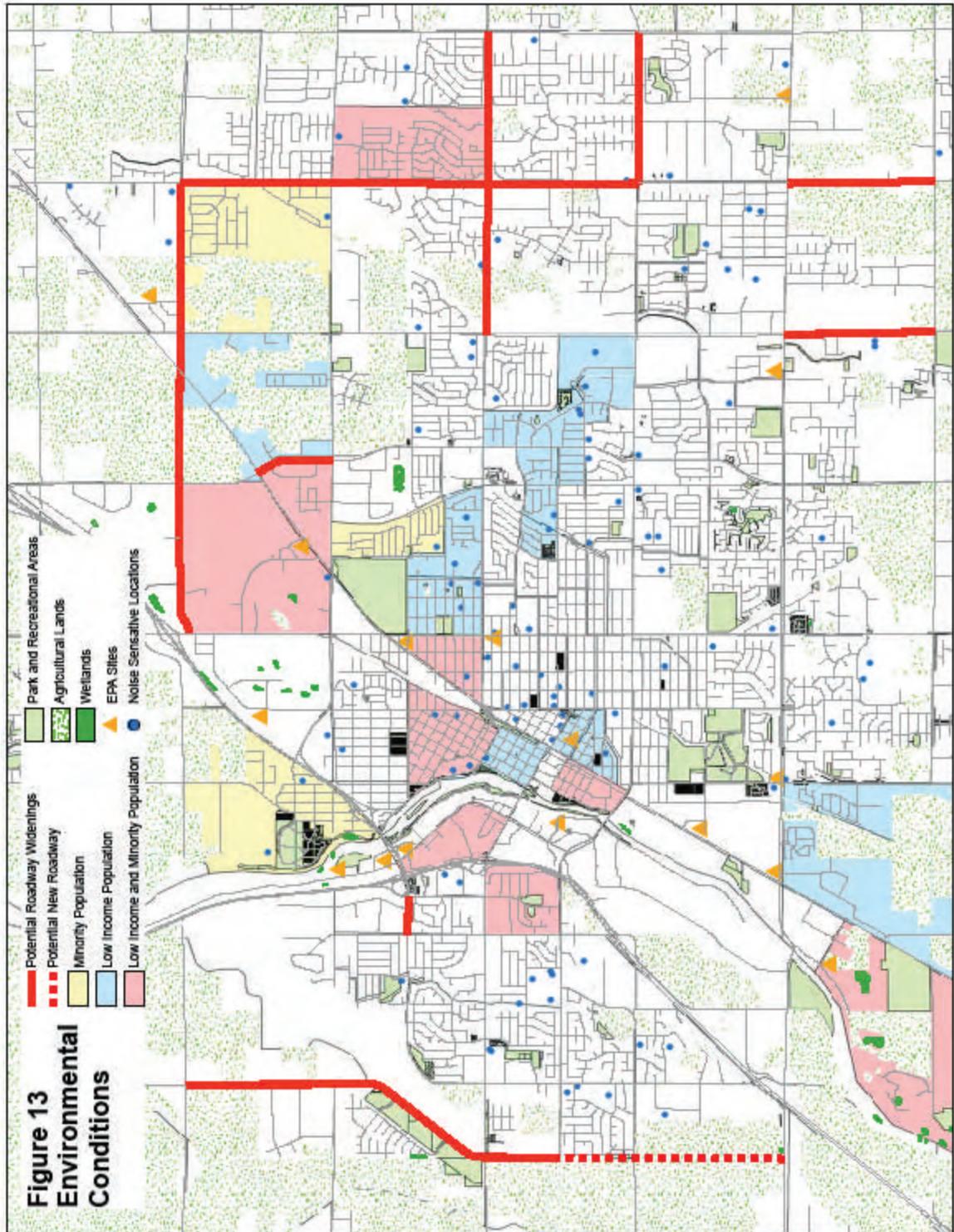
Bureau of Land Management
 Idaho Fish and Game
 Environmental Protection Agency
 State Historic Preservation Office
 Department of Air Quality
 Department of Environmental Quality
 Federal Emergency Management Administration

B. ENVIRONMENTAL MITIGATION

Environmental conditions including park and recreational areas, agricultural lands, wetlands, EPA sites and noise sensitive locations have been documented in Figure 13. This provides a brief overview of where further environmental reviews might be required in relation to the potential projects. However, it does not 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.

The Idaho Department of Fish and Game has requested to work directly with the BMPO to coordinate and adequately address wildlife sensitive and conflict zones within the planning area. Idaho Department of Fish and Game, acting under the supervision of the Idaho Fish and Game Commission, has the statutory authority to preserve, protect, perpetuate, and manage wildlife and fisheries resources in the State of Idaho (ICS 36-103(a)). Fish and Game has identified wildlife sensitive areas in the East and South Regions of Figure 2 of this plan. Fish and Game staff will develop additional maps and figures identifying the wildlife sensitive and potential conflict areas to be included in and used by the BMPO as a planning tool for future plans.

C. ENVIRONMENTAL JUSTICE

Areas with minority and low income populations have been mapped and compared with the location of the highest priority projects and strategic arterials to determine if any proportionally high or adverse effects exist.

Figure 13 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.

Ammon Road and Iona Road are both proposed as strategic arterial traverse areas with a higher than average distribution of minority and low income populations. A more detailed analysis should be accomplished to determine possible impacts. However, the strategic arterials 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.

D. SAFETY AND SECURITY

Federal SAFETEA-LU legislation expanded the emphasis on safety and security by untying the two concepts and elevating their status. This was accomplished by establishing a new Highway Safety Improvement Program (HSIP), structured and funded to significantly reduce highway fatalities and provide states with the flexibility to target their most critical safety needs. In Idaho, these safety needs are identified in the Strategic Highway Safety Plan (SHSP)¹. The Idaho Transportation Department defines an SHSP as a state-wide coordination safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The goal of the SHSP is to reduce the number of fatalities and to decrease the economic impact from highway-related accidents. This goal is incorporated into the LRTP.

The BMPO has developed a plan to address the infrastructure and safety needs of bicyclists and pedestrians through the 2008 BMPO Bicycle & Pedestrian Plan. This comprehensive plan analyzed the area's needs and included recommendations and action steps to enhance the safety of bicyclists and pedestrians.

The Transportation System Alternatives (TSA) Study examines the current and planned future roadway network, identifies causes of congestion and explores options for reducing congestion. In addition to examining capacity constraints, it identifies methodologies for improving systems efficiency and providing modal choices. Safety is a priority in the TSA Study, partly because roadway incidents are a significant source of traffic congestion. The BMPO is moving forward with implementation of the TSA Study and integrating those objectives into the LRTP.

Security is a key element in planning transportation infrastructure. Transportation not only provides facilities to support mobility and goods movement, but it 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 have damaging effects on a region's transportation network and the nation 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 a federal funding source make them a great place to coordinate services in a region. The safety and security of the traveling public has been the focus on many agencies in the nation and our region.

The Bonneville County Office of Emergency Management/Homeland Security 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.

On October 30, 2000, the President signed into law the Disaster Mitigation Act of 2000, also known as DMA2K. To remain eligible for Federal disaster assistance and grant funds, local and State governments must develop and adopt Hazard Mitigation Plans (HMPs). The purpose of a mitigation plan is to rationalize the process of determining appropriate hazard mitigation actions. The document includes a detailed characterization of natural hazards in Bonneville County; a risk assessment describing 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.

Bonneville County established its Storm Ready Plan in 2004 and it must be updated every two years. This plan is to serve the community and local government agency with effective communications safety skills needed to save lives and property before and during storm events. Each year, citizens in Bonneville County deal with severe weather such as thunderstorms, floods, earthquakes, winter storms, intense summer heat, high winds, wild fires and other deadly weather impacts. Storm Ready communities are better prepared to save lives from the onslaught of severe weather through advanced planning, education and awareness.

Bonneville County, along with the eight counties in ITD District 6, has proposed the Northeast Idaho Coordination Plan to the governing bodies of those counties. In the event of a disaster, this document provides a plan for evacuation based on the location of the disaster. It is expected the Northeast Idaho Coordination Plan will be accepted by the counties in 2011.

These disaster plans provide strategy and mitigation for the security of the BMPA. Disaster plans for the area are developed in coordination with transportation and law enforcement. The plans address concerns such as evacuation, containment, and first-responder actions. We need to ensure the proper facilities, routes, and technology is in place to allow the providers to perform their tasks listed in the plan.

E. 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. The strategies and investments are identified and prioritized based on whether immediate, short- or long-term actions are required. Investment costs are projected against possible revenues and 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
L RTP-TSA Steering Committee/Participants

Name	Organization
Amanda Ely	TRPTA
Bill Shaw	ITD District 6
Bill Skinner	INL
Blake Rindlisbacher	ITD District 6
Brad Andersen	Iona Mayor
Carl Balmforth	Bingham County Public Works
Casey Bingham	Jefferson County Public Works
Chris Fredericksen	Idaho Falls Public Works
DaNiel Jose	BMPO
Darrell West	BMPO
Dean Nielson	Life, Inc.
Deborah Tate	INL
Denise Myler	LMMN
Doug Siddoway	Jefferson School District 251
Eddy Frasure	INL
Jake Cordova	TRPTA Board
Jan Brown	Yellowstone Business Partnership
Jared Fuhriman	Idaho Falls Mayor
Jeff Osgood	CTAI
Kathy Pope	Salt Lake Express
Kevin Eckersell	Bonneville County Public Works
Lance Bates	Ammon Public Works
Lee Staker	Bonneville County Commission
Linda Martin	Grow Idaho Falls, Inc.
Lori Porreca	FHWA
Lynn Seymour	TRPTA
Margaret Wimborne	Idaho Falls School District 91
Mark McNeese	ITD Planning
Mike Lehto	Idaho Falls Council
Paul Scoresby	Iona and Ucon
Renee Magee	Idaho Falls Planning
Robin Piet	Idaho Falls Community Pathways
Ron Folsom	Ammon Planning
Russ Spain	EICAP
Scott Frey	FHWA
Scott Lyman	INL
Serina Cunningham	Idaho Falls Community Pathways
Sharon Parry	Idaho Falls Council
Shawn Weingartner	HDR Engineering
Sonna Lynn Fernandez	ITD
Steve Fuhriman	Ammon Mayor
Tami Sherwood	Grow Idaho Falls, Inc.

Appendix B

LRTP-TSA Study Public Comments and Responses

On Thu, Jan 13, 2011 at 8:28 AM, Ken Hahn <Ken.Hahn@itd.idaho.gov> wrote:

Bill,

Please keep in mind the needs of bicycles and pedestrians as you go through the process of identifying needed transportation improvements in and around Idaho Falls. If the long range plans include developing better cross town through-ways, than look at using the off streets as more and better developed bike and walking routes through town. I believe the IF community is ready for alternate transportation but they find the current state of streets and sidewalks in a condition that makes it more difficult and less inviting. As part of the overall transportation long range planning effort I will remind you that only through early discussion of plans to design, purchase R/W (if necessary) and build or rebuild pathway facilities can the costs be more successfully included in the final plans. There need to be statements in the plan that identify the bike ped planning as integral to the overall success of the long range planning and not just a side bar, feel good, toss it out when the little extra money is needed to complete the plan and actually build something.

One final note, as the plans come together you must prepare, consider and equip the City of Idaho Falls for the long term maintenance of any facility. This should include summer and winter maintenance of pathways and streets and belt loops. Currently the City is not prepared to plow city streets or much more sidewalk. If you design a city maintained "beltway" or similar type facility the questions must asked what level of service can be maintained summer and winter. I suggest that a "beltway" would require the City to plow on a regular basis. This type of issue should not be taken lightly or dismissed because of the potential added expense to the City budget. We are discussing a facility with the potential size and scope unlike any the City currently has. So they should not expect to manage in the same manner as they currently manage Holmes Ave or Sunnyside.

My two cents. We stand at the edge of future, think big, draw your line in the sand and don't let anyone make the dream smaller than we need it to be.

Call or email your questions or comments.

Ken Hahn
Operations Engineer
ITD - D6 - Rigby
745-5640

Response:

Dear Ken,

Thank you very much for your interest in the Transportation System Alternatives (TSA) Study and for your helpful suggestion. We are working hard to include a bicycle system that is effective and that meets the needs of the region's cyclists. Much of this work has been done and will continue to be done by the BMPO Bicycle and Pedestrian Committee, and your comment will also be passed on to them.

I also agree with your comments about maintenance. New facilities will have to be maintained or they will not be effective. System management is one of the major elements of our recommendations and maintenance is certainly part of that.

We are in the final stage of preparing and presenting our recommendations. In the next month, you will have another opportunity to review the recommendations of the study, and I hope that you will take the opportunity to comment again.

Thanks again,

Bill

On Thu, Jan 13, 2011 at 11:19 AM, Jo Deurbrouck <jd77@earthlink.net> wrote:

As you study the question of how Idaho Falls can best meet its future transportation needs, please give significant weight to the likelihood that big societal changes are coming along with the projected \$5 gallon of gas and the unacceptable levels of obesity and its diseases among Americans.

The car-based culture we know today is almost certainly going to have to adapt. Here in Idaho Falls, let's plan toward creating infrastructure that will support change. Specifically, let's have a transportation system that incorporates mass transit; that consolidates parking; and that views pedestrian and human-powered transport not as recreation or a quality-of-life extra, but as an integral part of how the city works.

Let's meet the future instead of being rear-ended by it.

Thank you for your time,

Jo Deurbrouck
3660 W. 81 S.
Idaho Falls ID 83402

Response:

Dear Jo,

Thank you very much for your interest in the Transportation System Alternatives (TSA) Study and for your helpful suggestion. We are working hard to develop a strong multi-modal transportation system that will be appropriate for the future of the region as uncertain as it might be.

We are in the final stage of preparing and presenting our recommendations. In the next month, you will have another opportunity to review the recommendations of the study, and I hope that you will take the opportunity to comment again.

Thanks again,

Bill

On Sat, Jan 15, 2011 at 9:10 AM, Jackie <larsdoc@cableone.net> wrote:

Dear Sir:

I am a road biker and find the shoulders in Idaho Falls to be inadequate to say the least. Pathways are great, but not for road bikes, since they are often crowded with walkers and slow riders. A wider roadway with a bike strip would be safer and much appreciated by serious bikers.

Thanks for your consideration.

Dr. Steven J. Larsen

Response:

Dear Dr. Larsen,

Thank you very much for your interest in the Transportation System Alternatives (TSA) Study and for your helpful suggestion. We are working hard to include a bicycle system that is effective and that meets the needs of the region's cyclists. Much of this work has been done and will continue to be done by the BMPO Bicycle and Pedestrian Committee, and your comment will also be passed on to them.

We are in the final stage of preparing and presenting our recommendations. In the next month, you will have another opportunity to review the recommendations of the study, and I hope that you will take the opportunity to comment again.

Thanks again,

Bill

On Mon, Jan 17, 2011 at 12:53 PM, ROBIN PIET <robinpiet@msn.com> wrote:

Hello Bill and Darrell,

I would like to express my ideas about the TSA study being worked out for our area.

The idea of inner and outer loops, for easier transportation around the city of Idaho Falls is good. I would like to see, however, a dedicated bike/ped path on one of those two loops. There are lots of cyclists who need to get across town, too, so such a path would be well-used. Pedestrians are more likely to use sections of it, but use it they would!

There has been talk of re-doing the intersection of I-15 and US 20. This intersection has been problematic for bicyclists and pedestrians for years. It is difficult to ride or walk from Grandview DR, across the river, to the other side safely (and vice versa). When this intersection is re-built, there must also be facilities for bicyclists and pedestrians.

Thank you for all your work!

Sincerley,

Robin Piet

Roadway design should encourage, not punish, healthy lifestyles.

173 Springwood LN

Idaho Falls, ID 83404

208/535-7580 (home) 208/521-0628 (cell)

Response:

Hi Robin,

I wanted to thank you for your continued interest in the Transportation System Alternatives (TSA) Study and for your helpful suggestions. We are working to incorporate as many of the concepts that you have suggested as we can. As you know, the success of the project requires a careful balance between the modes used for transportation in the area, and we are trying to identify which roads are best used for which modes. This will be one of the topics of our workshop on Wednesday. Working together, I think we can find a good way to provide good pedestrian and bicycle connections while also being able to move cars and trucks safely.

Thanks again for your participation in the study.

Bill

On Mon, Jan 17, 2011 at 2:03 PM, Lala Chambers <mlalas@cableone.net> wrote

Hello Bill:

I moved here from Oak Ridge, TN in 2000 and can compare the transportation infrastructure of a small town to a small city.

I also lived in Knoxville, TN, a metropolitan area the size of Salt Lake City area, for years.

I would STRONGLY URGE you to look at what other communities have done to improve transportation. Learn from their successes and mistakes.

Cities often put in a outer access corridor, which works until the city grows out to that corridor. Zoning can control what is located along these corridors, but zoning has to be enforced.

However, Idaho Falls desperately needs a transportation ways, East/West and North/South, for non-motorized sources - walking, cycling, wheelchair.

Suggestions:

1) John Adams and South Boulevard - put in middle R/L turn lane, leave a wide lane that can be shared by motorists and cyclists, AND/OR create a shoulder by taking out green space and sidewalk. A SHOULDER is usable by cyclists, pedestrians, and wheelchair riders.

Streets and shoulders would be plowed, but sidewalks do not always get shoveled.

2) Create mobility connections between neighborhoods that are wide enough for cyclists, pedestrians and wheelchairs, but block ATVs (like those in Freeman Park).

a) From Lincoln Rd: Create a way for non-motorized transport to get from Ammon St. through a neighborhood to 1st St, without going through the crazy Ammon/1st St intersection.

b) From 17th, East of Ammon St, create a direct path across Ammon to Target.

Cyclists, Pedestrians, wheelchair riders prefer to transport in areas that have a slower speed limit and are not congested.

3) Relative to the internal network, right turn lanes would help move traffic along more quickly.

4) Widen 1st Street from the Ammon St. intersection to 45th East, put in a middle turn lane all the way to 45th East, reduce two lane each way to one wide lane each way and a shoulder, and REDUCE the speed limit to 25 or 30 mph.

5) Widen Lincoln Rd from Hitt Rd East, include shoulders, and reduce the speed limit to 35 mph.

6) 17th Street definitely needs right turn lanes at the major cross streets - South Blvd., Holmes, Woodruff, and Hitt.

7) Ammon St., put in middle turn lane where needed, keep wide lanes, keep shoulders, reduce speed limit.

Thank you for the opportunity to comment.

Lala Chambers

Intermountain West Citizens for Sustainability
<http://citizensforsustainability.wordpress.com/>

Response:

Hi Lala,

Thank you very much for your interest in the Transportation System Alternatives (TSA) Study and for your helpful suggestions. We have incorporated many of the concepts that you have suggested in our recommendations. As you know, the TSA study is a regional analysis of alternatives, and many of your suggestions will be dealt with at a local level by individual cities. But your concepts have helped to form a very useful regional framework.

We are in the final stage of preparing and presenting our recommendations. In the next month, you will have another opportunity to review the recommendations of the study, and I hope that you will take the opportunity to comment again.

Thanks again,

Bill

On Wed, Jan 26, 2011 at 5:30 PM, SERINA CUNNINGHAM <serinaane@yahoo.com> wrote:

I would like to express the importance of including enhanced streetscapes, wide sidewalks, bike lanes, multipurpose pathways and trails to encourage and support a walkable community. This will provide our city/surrounding area the advantages of choice for transportation, health, and a desirable and attractive place to live. I would like to address a few ideas:

The Inner and Outer Roadway

We must incorporate some type of pathway or bicycle route... that said, considering the fact that this will be a beltway and the traffic speed will be higher, the safest option would be to have a path set off the road. Pathways on/parallel to the beltway are important for those who need a way to connect to the bike/pedestrian paths in town. This also creates an opportunity for recreation or exercise for those who live near the proposed beltway.

Highway 20/Ririe Highway

Highway 20 and the Ririe Highway also create a wonderful opportunity to incorporate a bike/multipurpose path parallel to the highway. Legacy Highway (Utah) is a great example of how you can incorporate highway and pathway. Having a connection like that from Rigby to Idaho Falls and Ririe to Idaho Falls not only benefits our citizens and communities, but it looks aesthetically pleasing to those who pass through our area.

Sunnyside Road

Sunnyside must have its pathway continued; at least, to the last subdivision on the Foothills...which I believe is Hawks Landing at this point. Sunnyside is a major connection route to our city and can be a major artery for bike/pedestrian paths to feed into. We also cannot ignore the fact that east Sunnyside Road to Bone Road is used by many for fitness and training. If a pathway extension on east Sunnyside Rd. to Bone Rd. were added, the safety factor for current users would be greatly enhanced and others would be encouraged to make use of the area.

The Foothills

It is a fact that much of our community's growth will occur on the outskirts. We are very fortunate to have the Foothills and the amazing panoramic view from their vantage point of the city of Idaho Falls and the sunsets. We should incorporate a multipathway along the foothills connecting neighborhoods and smaller communities to major bike/pedestrian arteries, such as Sunnyside. It could also be a destination point for recreation.

17th Street

I cannot ignore 17th Street! Certainly it works for automobiles; however, it is a nightmare for bike/pedestrian! I am not sure what can be done about 17th Street...perhaps wider sidewalks to start. East of Ammon Lincoln, there are NO

sidewalks or pathways of any kind. The safety of our citizens on 17th Street is too important to ignore!

Thank you for taking the time to hear my input and for the opportunity to express it.

Serina Cunningham

Idaho Falls Community Pathways

Response:

Hi Serina,

I wanted to thank you for your continued interest in the Transportation System Alternatives (TSA) Study and for your helpful suggestions. We are working to incorporate as many of the concepts that you have suggested as we can. As you know, the TSA study is a regional analysis of alternatives, and many of your suggestions will be dealt with at a local level by individual cities. But your concepts have helped to form a very useful regional framework.

The success of the project will require a careful balance between the modes used for transportation in the area, and we are trying to identify which roads are best used for which modes. This will be one of the topics of our workshop on Wednesday. Working together, I think we can find a good way to provide good pedestrian and bicycle connections while also being able to move cars and trucks safely.

Thanks again for your participation in the study.

Bill



IDAHO DEPARTMENT OF FISH AND GAME
UPPER SNAKE REGION
4279 Commerce Circle
Idaho Falls, Idaho 83401

C.L. "Butch" Otter / Governor
Virgil Moore / Director

May 2, 2011

Ms. DaNiel Jose
Transportation Planner

Bonneville Metropolitan Planning Organization
1810 W. Broadway, Suite 15
Idaho Falls, ID 83402

RE: Draft 2035 Long Range Transportation Plan

Dear Ms. Jose:

Idaho Department of Fish and Game (Department) received a request from the Bonneville Metropolitan Planning Organization (BMPO) to review and comment on Draft 2035 Long Range Transportation Plan (Draft Plan). The purpose of the Draft Plan is to identify existing and future transportation deficiencies, problems, and needs; and develop strategies to protect, preserve, and maintain the transportation network within the Bonneville Metropolitan Planning Area from now until 2035. Of more importance for the Department, the Draft Plan seeks to identify potential impacts and remedial strategies that will maintain the environmental integrity of the planning area. Department staff has reviewed the Draft Plan and applaud your efforts to produce a proactive, long range plan dealing with transportation issues.

The Department, acting under the supervision of the Idaho Fish and Game Commission, has the statutory authority to preserve, protect, perpetuate, and manage wildlife and fisheries resources in the State of Idaho (Idaho Code Section 36-103(a)). Our interest in the Draft Plan is to identify potential wildlife sensitive areas, assist with remedial strategies that will maintain the integrity of wildlife resources, and minimize roadway and wildlife conflicts within the planning area. We offer the following comments to further identify potential environmental issues in Chapter 5 of the Draft Plan.

The Department has identified wildlife sensitive areas in the East and South Regions of Figure 2 that should be included in the Draft Plan. We recommend you request to work with Department staff to develop additional maps and figures that identify the wildlife sensitive and potential conflict areas. We also recommend you add one section in Chapter 5 that discusses the wildlife sensitive zones.

For the benefit of wildlife protection and public safety, we recommend the BMPO, the Long Range Transportation Plan Steering Committee, and the BMPO Policy Board agree to work on a

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<http://fishandgame.idaho.gov>

strategy that includes working directly with the Department to adequately address wildlife sensitive and conflict zones within the planning area

The Department appreciates the opportunity to review and comment on Draft 2035 Long Range Transportation Plan and offer our support and technical assistance to further enhance the plan. If you have questions or require further assistance concerning our comments, please contact our Environmental Staff Biologist, Tom Bassista, at 208.525.7290.

Sincerely,



Steve Schmidt
Regional Supervisor

SLS:tpb:jms

cc: Sharon Kiefer (IDFG-Boise)
Terry Thomas (IDFG-Region 6)
Daryl Meints (IDFG-Region 6)

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<http://fishandgame.idaho.gov>

Response:

The following information was added to Chapter 5 – B. Environmental Mitigation:

The Idaho Department of Fish and Game has requested to work directly with the BMPO to coordinate and adequately address wildlife sensitive and conflict zones within the planning area. Idaho Department of Fish and Game, acting under the supervision of the Idaho Fish and Game Commission, has the statutory authority to preserve, protect, perpetuate, and manage wildlife and fisheries resources in the State of Idaho (ICS 36-103(a)). Fish and Game has identified wildlife sensitive areas in the East and South Regions of Figure 2 of this plan. Fish and Game staff will develop additional maps and figures identifying the wildlife sensitive and potential conflict areas to be included in and used by the BMPO as a planning tool for future plans.

Appendix C

General Roadway Functional Classification Characteristics

	Activity Centers	Land Use	Spacing	Trips Served/Length	Travel Demand
Freeway	No direct access to activity centers.	No direct access to land use.		Serves trips passing through urban area or between the urban area and outlying communities.	Daily traffic volumes in excess of 15,000.
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.		
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

Level of Service (LOS) Description and Methodology

The following provides a more descriptive definition of roadway congestion.

- a Uncongested Level of Service A, B and C (when the v/c ratio is between 0.60 and 0.70) are those corridors that generally operate in free-flow conditions, where a driver tends to be able to drive without undue delay except for when impeded by stop signs or traffic signals. During peak hours, some delay may be experienced at controlled intersections.
- a Approaching Moderate Congestion Level of Service C is generally considered uncongested but due to heavier volumes congestion at the controlled intersections may approach those conditions similar to LOS D. A roadway that has a v/c ratio between 0.70 and 0.75 would fall into this category.
- a Moderate Congestion Level of Service D are those corridors where the driver can travel under free flow conditions during the off peak hours, but moderate delays at the controlled intersections during peak hours are expected.
- a Congested Level of Service E and F are those corridors where traffic volumes have reached or exceeded capacity and delays during the peak hour may be excessive.

Methodology to Compute Level of Service (LOS)

	A		B		C		D		E		F	
	ADT Range	V/C Ratio	ADT Range	V/C Ratio	ADT Range	V/C Ratio	ADT Range	V/C Ratio	ADT Range	V/C Ratio	ADT Range	V/C Ratio
Urban Collector												
Two Lanes	< 4,725	< 0.45	4,726 - 6,300	0.45 - 0.60	6,301 - 7,875	0.60 - 0.75	7,876 - 8,925	0.75 - 0.85	8,926 - 10,500	0.85 - 1.00	10,501 >	1.00 >
Three Lanes	< 5,850		5,851 - 7,800		7,801 - 9,750		9,751 - 11,050		11,051 - 13,000		13,001 >	
Four Lanes	< 9,225		9,226 - 12,300		12,301 - 15,375		15,376 - 17,425		17,426 - 20,500		20,501 >	
Five Lanes	< 11,250		11,251 - 15,000		15,001 - 18,750		18,751 - 21,250		21,251 - 25,000		25,000 >	
Minor Arterial												
Two Lanes	< 5,625	< 0.45	5,626 - 7,500	0.45 - 0.60	7,501 - 9,375	0.60 - 0.75	9,376 - 10,625	0.75 - 0.85	10,626 - 12,500	0.85 - 1.00	12,501 >	1.00 >
Three Lanes	< 7,200		7,201 - 9,600		9,601 - 12,000		12,001 - 13,600		13,601 - 16,000		16,001 >	
Four Lanes	< 11,700		11,701 - 15,600		15,601 - 19,500		19,501 - 22,100		22,101 - 26,000		26,001 >	
Five Lanes	< 13,950		13,951 - 18,600		18,601 - 23,250		23,251 - 26,350		26,351 - 31,000		31,000 >	
Principal Arterial												
Two Lanes	< 6,300	< 0.45	6,301 - 8,400	0.45 - 0.60	8,401 - 10,500	0.60 - 0.75	10,501 - 12,600	0.75 - 0.90	12,601 - 14,000	0.90 - 1.00	14,001 >	1.00 >
Three Lanes	< 8,325		8,326 - 11,100		11,101 - 13,875		13,876 - 16,650		16,651 - 18,500		18,501 >	
Four Lanes	< 13,950		13,951 - 18,600		18,601 - 23,250		23,251 - 27,900		27,901 - 31,000		31,001 >	
Five Lanes	< 16,650		16,651 - 22,200		22,201 - 27,750		27,751 - 33,300		33,301 - 37,000		37,001 >	
Six Lanes	< 21,150		21,151 - 28,200		28,201 - 35,250		35,251 - 42,300		42,301 - 47,000		47,001 >	
Seven Lanes	< 25,200		25,201 - 33,600		33,601 - 42,000		42,001 - 50,400		50,401 - 56,000		56,001 >	
Freeway												
Four Lanes	< 29,050	< 0.35	29,051 - 45,650	0.35 - 0.55	45,651 - 58,100	0.55 - 0.70	58,101 - 74,700	0.70 - 0.90	74,701 - 83,000	0.90 - 1.00	83,001 >	1.00 >
Six Lanes	< 43,400		43,401 - 68,200		68,201 - 86,800		86,801 - 111,600		111,601 - 124,000		124,001 >	

Level of Service (LOS) is computed by comparing the average daily traffic (ADT) volume with the estimated capacity of the roadway. The capacity is determined by a roadway's function and number of lanes and is identified as the upper limit volume of the LOS E ADT Range. For example a two-lane urban collector which has an ADT of 8,500 trips would be compared with the capacity of 10,500. The results would identify that the roadway operated at a LOS D falling within a range of 7,876 to 8,925 with a volume to capacity ratio (v/c ratio) of 0.81 ($8,500/10,500 = 0.81$).

Appendix E

Description of Types of Bicycle and Pedestrian Facilities

Recommended Five Year Priority List

A Recommended Five Year Priority List was established by the Committee to prioritize projects. The List is reviewed by the Committee on an annual basis prior to the Intent to Apply deadline for Transportation Enhancement project proposals.

An update for each project established as a priority in the 2001 Plan and continued as a priority for the 2008 Plan is provided in alphabetical order. A project description, status, and consensus (from the Committee) are provided for each project in the following pages.

- **Ammon City Bike Path** - Various improvements.
- **Bicycle Parking Facilities** - Determine appropriate locations and implement.
- **Bicycle and Pedestrian Coordinator** - Select entity/person to achieve responsibilities.
- **Greenbelt** - Various improvements including extension of multi-use path.
- **June Avenue/16th Street** - Bridge and multi-use path extension.
- **School/Community Education and Safety Programs**
- **South Boulevard** - Reconfigure roadway and provide bike lanes.
- **Sunnyside Bicycle/Pedestrian Facilities** - Ensure and encourage implementation. Look at extension projects West of I-15.
- **25th Street Bridge and Bike Lanes** - Provide for improvements to bicycle/pedestrian bridge over the Gustafson Canal and, where appropriate, provide bike lanes along 25th Street between South Boulevard and Holmes.

Transportation Enhancement Projects (TE)

Transportation Enhancement Projects submitted in 2007 for 2011 project year:

Iona - Continued bicycle/pedestrian path along 33rd North (Iona Road), 55th East, and 41st North. City of Iona is the sponsor for the TE project.

Idaho Falls - Greenbelt path from South Tourist Park to Sunnyside and under the Sunnyside River Bridge east of the river. Submitted for TE funding and sponsored by Idaho Falls Parks and Recreation and Idaho Falls Community Pathways (IFCP) helping with the application process.

*Additional features of the Long Range Bicycle and Pedestrian Facilities Map and Plan are provided in detail in Section 4 of this document.

Recommended Five Year Priority List - Project Description, Status, and Consensus

Ammon City Bike Path - various improvements.

Project Status - 25th Street access has been improved; overall plan is from East 17th Street to Crowley. Ammon planners continue to educate developers on bicycle and pedestrian accommodations.

Consensus - Keep this an on-going priority.



Bicycle Parking Facilities - Determine appropriate locations and implement.

Project Status - Six bike racks have been installed in the downtown area.

Consensus - Look at locations and add bicycle parking to design of new facilities.



Bicycle racks funded through grant monies obtained by the Idaho Falls Downtown Development Corporation

Bicycle and Pedestrian Coordinator - Select entity/person to achieve responsibilities.

Project Status – Bicycle and Pedestrian Coordinator was designated in 2005 to reform the Bicycle and Pedestrian Committee, update the 2001 Plan and continue to address concerns and issues.

Consensus - Keep this an on-going priority.



BMPO Bicycle/Pedestrian Coordinator



Members of the Bicycle and Pedestrian Committee and the Idaho Falls Community Pathway (IFCP)

Greenbelt - Various improvements including extension of multi-use path.

Project Status - Multi-use path has not been completed; underpass from Broadway under Pancheri has been completed.

Consensus - Continue to monitor multi-use path to connect westside to greenbelt. Replace old and restorable paths with new pathway projects, require new paths meet specific width standards, and spend money to widen old paths.



**Multi-use Path
Underpass from Broadway under Pancheri**



View heading South out of Underpass

June Avenue/16thStreet - Bridge and multi-use path extension.

Project Status - On-going; transportation enhancement project has been rejected 3 years in a row.

Consensus - Keep as a low priority.



School/Community Education and Safety Programs

Project Status - The following programs and events were organized and participated in:



Earth Day 2006 - Combined efforts with Idaho Falls Police and Bike to Work cyclists. Provided BMPO information booth, Bike/Ped survey, youth helmet giveaway and bike safety information.



Earth Day 2007- Combined efforts with Idaho Falls Police, bicycle advocates and volunteers with a Bicycle Rodeo.

International Walk to School Day - October 4, 2006 - Organized and participated with A.H. Bush Elementary. First school in the area to participate in the event.

International Walk to School Day-Idaho Falls
October 4th, 2006



2006 International Walk to School Day

International Walk to School Day - October 4, 2007 - Nearly the entire Tiebreaker Elementary school participated. Six (6) local schools participated in the event that day.



2007 International Walk to School Day

Safe Routes to School (SR2S) - Program introduced and promoted to both school districts in 2006. Applications were submitted in January 2007 and School District 93 was awarded 5 projects for infrastructure and non-infrastructure SR2S projects.

Consensus - Keep this an on-going priority.

- **School District 93 applied**
- **Funding awarded!**
- **\$110,000.00 total**
- **Infrastructure**
- **Non infrastructure**
- **Total of 5 projects**

Guy Bliesner,
Health & Safety Coordinator,
Bonnevill Joint School
District 93

Wendy Horman, Bonnevill
Joint School District 93,
Trustee



South Boulevard - Reconfigure roadway and provide bike lanes. South Boulevard is a north/south connector as well as a roadway capacity issue.

Consensus - On-going; continue to be addressed by the Committee. Keep as a need and look at other alternatives. Refer to Public Safety Committee.



Changes made to South Blvd. in October 2007



Changes made to South Blvd. in October 2007

Sunnyside Bicycle/Pedestrian Facilities - Ensure and encourage implementation.

Project Status - Possibility of bike lanes being added to Sunnyside. Committee members requested to be involved in the process.

Sunnyside Multi-Use Path - East side of Sunnyside was completed in 2006 and Holmes to Sunnyside was completed in November of 2007. Possibility of extending path along the canal for Sunnyside and Hitt.

Consensus - Keep as a priority and continue to monitor. Look at extension projects West of I-15.



Sunnyside Multi-Use Path looking west to I-15 Interchange with path extending toward the Greenbelt (completed in 2007)



Sunnyside Multi-Use Path looking to the West and East

25th Street Bridge and Bike Lanes and Gustafson Canal - Provide for improvements to bicycle/pedestrian bridge over the Gustafson Canal and, where appropriate, provide bike lanes along 25th Street between South Boulevard and Holmes.

Project Status - Recent photos revealed no changes over the Gustafson Canal and chain linked fence detached at bottom.

Consensus - Address as a Committee to Public Works; keep as a top priority.



Submitted to Public Works in October of 2007

Additional Priorities requested from the Bicycle and Pedestrian Committee in 2007:

- Public Relations - Continue to involve and educate the public on bicycle and pedestrian issues/concerns.
- Developers - Communicate with developers and hold them accountable for building biking/walking paths.
- Add Holmes/17th as a priority (Engineering).
- Explore possibility of paths from Ivan's acres to Lincoln via Progressive Canal Company.
- Add Bellin and Pancheri as a priority (BMPO).
- List the School Zone Safety Study as a priority (District 93 - Committee member).
- List SR2S for Sunnyside/Holmes to be applied for in January 2008 (Committee member).
- Regarding the facilities map: Identify corridors and continue to connect the communities of Iona to Idaho Falls, Ucon and Ammon.

Appendix F Right-of-way Differences

Roadway	Segment	Existing Right of Way	Classification
Bellin	Broadway to 17th South (south of)	70'	Urban Collector (80')
Park	Chesterfield to 49th South	80'	Minor Arterial (100')
49th South	Yellowstone (west of)	90'	Urban Collector (80')
Holmes	Sunnyside to 49th South	90'	Principal Arterial (100')
St. Clair	49th South (north of)	90'	Minor Arterial (100')
Old Butte	Broadway (north of)	90'	Principal Arterial (100')
Woodruff	65th North to Lincoln	90'	Minor Arterial (100')
17th Street	Grizzly (west of)	90'	Minor Arterial (100')
Hitt		114'	Principal Arterial (100')
Sunnyside	I-15 (west of)	114'	Principal Arterial (100')
York		120'	Principal Arterial (100')

Appendix G

Other Potential Improvements to Address Congestion

Location	Transportation Network Modification	Notes
1st Street - Higbee to Holmes	Two eastbound lanes with left at Holmes	
1st Street / Ammon Road	Traffic signal with lefts	
17th Street / Woodruff Avenue	Dual lefts and rights	Recommendation of 17th Street Traffic Study
Ammon Road / Sunnyside Road	Traffic signal	
D Street Underpass	Lefts at US 26	
E Street - Park to Yellowstone	Two eastbound lanes with dual lefts and right at Yellowstone	Shown in Chapter 2, Table 2
Hitt Road / 17th Street	Dual lefts and rights (east leg right is assumed but uncertain)	
Holmes Avenue - 12th St to 17th St	Center turn lane	
Holmes Avenue / 17th Street	Additional lanes at intersection	
John Adams Parkway - So. Blvd to Hitt	Three lanes	East of Montcliffe is an increase, west is a reduction
Memorial Drive	Two lanes (realignment) with right turn pockets	
South Blvd / 17th Street	South bound right lane will be right + thru, two southbound lanes to	
Skyline Drive - Broadway to Pancheri	Center turn lane	Shown in Chapter 2, Table 2
St. Clair Road / 17th Street	Three lanes with left, thru and thru+right	
St. Leon Road - US 20 to US 26	Center turn lane	Shown in Chapter 2, Table 2
St. Leon Road / Iona Road	Roundabout	
Woodruff Avenue - Lincoln to 1st St	Center turn lane	Shown in Chapter 2, Table 2 - has been completed
Woodruff Avenue - 12th St to 17th St	Center turn lane	Shown in Chapter 2, Table 2 - has been completed