

**CHAPTER 2
BRIDGE AND STREET REGULATIONS**

SECTION:

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10-2-1: **INTENT:** The City Council finds and declares as follows:

- (A) The development of new subdivisions and developments around the periphery of the City is impacting the City's bridges and arterial and collector streets, and
- (B) The development of new subdivisions outside the City, but which require private access to streets and ways within the City also impacts City bridges and arterial streets and otherwise reduces the ability of such streets and bridges to adequately handle traffic flow.
- (C) The increased traffic volume generated by such new subdivisions and developments requires the construction of new collector and arterial streets and bridges, and
- (D) It is not equitable to fund the entire cost of constructing such arterial street improvements and bridge construction entirely from ad valorem tax revenues, and
- (E) The annexation of subdivisions to the City is creating the need for improvements to streets and bridges and the developers thereof should therefore pay a portion of the cost thereof, and

10-2-2: **DEFINITIONS:** Whenever the following words or terms are used in this Code, they shall have the meanings ascribed below:

ARTERIAL STREET: A major roadway designated in the BMPO Access Management Plan to serve through traffic and where access to abutting properties is restricted.

COLLECTOR STREET: A street designated in the BMPO Access Management Plan to provide for traffic movement between an arterial streets and a local streets.

DEVELOPER: Any person owning fee simple title to any parcel of real property, subject to this Chapter.

LOCAL STREET: A street designated in the BMPO Access Management Plan into which private access is freely allowed, and which is less than fifty (50) feet in width, as measured from the back of the curbs.

PRIVATE ACCESS: Any roadway, drive, or other privately-owned way used to obtain direct vehicular access to a public street or alley.

PUBLIC ACCESS: Any street, road, highway, alley or other publicly dedicated and accepted way designed for movement of vehicular traffic.

RE-SUBDIVISION: A change in any plat of an improved or recorded subdivision that affects the layout of any street or area reserved for public use, or which creates any additional lots.

SUBDIVISION: The division of land into two (2) or more lots for the purpose of sale, lease or development by a Developer, including any re-subdivision of land.

SUBDIVISION ORDINANCE: The Subdivision Ordinance of the City of Idaho Falls, as the same now exists or as modified hereafter. (Ord. 3181, 04-12-18; Ord. 3332, 09-10-20)

10-2-3: **SCOPE OF ORDINANCE:** This Chapter shall apply to all land annexed to the City and, except as expressly provided herein, to all land contiguous to any street located within the City and from which land public or private access is made to such street or for which City plat approval is required under Title 50, Chapter 13, Idaho Code.

10-2-4: **RESPONSIBILITIES OF DEVELOPERS:** The responsibilities of the Developer and of the City for the construction of bridges and streets shall be as follows:

(A) Costs associated with all bridges across canals, ditches, and streams lying entirely within or adjacent to a subdivision within the City or within property to be developed within the City, except arterial and higher classification streets, shall be the responsibility of the Developer.

(B) The design and construction of all collector and local streets, within or adjacent to the Developer's subdivision or property, shall be the Developer's responsibility. The Developer shall dedicate the right of way required to support the street classification designated in the BMPO Access Management Plan. The Developer shall be responsible for the design and construction of the roadway features including, but not limited to, all grading, excavation, base, paving, irrigation structures, utility relocations, landscaping, signals, illumination, sidewalk, curb and gutter and storm drainage facilities, along with any additional reconstruction or repair necessary due to the development-required utility work, needed grade adjustments, or turn lane additions. The ballast depth and width of any paved street surface for which the Developer has responsibility shall be in conformance with the Engineering Design Policy Manual.

(C) The design and construction of all arterial street expansion or reconstruction shall be the responsibility of the City. The Developer's proportionate share of the cost of arterial street improvements shall be payment of impact fees, as set forth in Title 10, Chapter 8, of

this Code. All design and construction of auxiliary lanes and appurtenances necessary for the specific development shall be paid for by the Developer independent of any impact fees due. The Developer shall dedicate the right-of-way required to support the arterial classification designated in the BMPO Access Management Plan.

(D) If any existing collector or local street in or adjacent to a subdivision is roughly parallel and adjacent to a canal, river, freeway, arterial street, or other such similar facility or topographical feature (as determined by the City), the Developer shall be responsible for the necessitated construction of both sides of street section and all sidewalk, curb and gutter and storm drainage facilities along subdivisions's street frontage. City shall be responsible for installation costs of additional street ballast and paving required for pavement widths greater than forty-three (43) feet, not including auxiliary lanes necessary for the subdivision.

(E) All streets, sidewalks, curbs, gutters or other public improvements which the developer is required to construct shall be constructed in accordance with the Engineering Design Policy Manual and the Standard Drawings and Specifications.

(Ord. 3467, 5-26-22)