

## Sample Shared Mode Projects – Quik Facts

	PROJECT NAME	PROBLEM STATEMENT	PROJECT HIGHLIGHTS	KEY FUNDING CHARACTERISTICS
1	City of Pocatello/ <b>Fifth Avenue, Barton Road to Humbolt Street</b>	Provide safe transportation for Idaho State University Students living to the south of the ISU campus. Three main corridors: 3 <sup>rd</sup> , 4 <sup>th</sup> , and 5 <sup>th</sup> Avenues – no sidewalks on any of these.	<ul style="list-style-type: none"> <li>• Pedestrian and bicycle enhancement project;</li> <li>• Re-striped existing lanes for a shared roadway bicycle lane from Logan Street to Humbolt Street</li> <li>• Separate shared-use path from Barton Road to Logan St.</li> <li>• Decorative streetlights along the separated path; and</li> <li>• A <u>bus transit shelter</u> at the intersection of Barton Road</li> </ul>	<b>TRADITIONAL TRANSPORTATION ENHANCEMENT PROJECT</b> <ul style="list-style-type: none"> <li>• Construction Value: \$250,000</li> <li>• Federal Assistance: \$231,650 Transportation Enhancement</li> <li>• Match: 7.34% Local Match (\$18,350) from city General Fund</li> </ul>
2	City of Payette/ <b>7<sup>th</sup> Avenue North</b>	Need to improve deficiencies in the existing roadway pavement section, and provide bicycle and pedestrian facilities.	<ul style="list-style-type: none"> <li>• Administered by the Local Highway Technical Assistance Council</li> <li>• Project goals were to modify intersections, provide underground storm drain system and curb and gutter, sidewalk and provide bicycle and pedestrian facilities</li> </ul>	<b>TRADITIONAL PROJECT USING STP-URBAN FUNDING</b> <ul style="list-style-type: none"> <li>• Construction Value: \$1.5 Million</li> <li>• Federal Assistance: \$1,389,900 from Surface Transportation Program - Urban</li> <li>• Match: 7.34% Local Match from city General Fund</li> </ul>
3	City of Culdesac/ <b>Shared Use Bridge</b>	A vehicular bridge began having structural failure - specifically, large holes began appearing in the deck of the bridge. Bridge needed to be replaced.	<ul style="list-style-type: none"> <li>• Pedestrian and bicycle enhancement project</li> <li>• Ironically, <u>original bridge was mixed use</u> – vehicles plus pedestrians/cyclists</li> <li>• But the <u>new design didn't initially include bike/ped facilities</u></li> <li>• The City requested B/P features to be included, so these were incorporated in mid-design – increased design costs.</li> </ul>	<b>CREATIVE SOURCING OF LOCAL MATCH</b> <ul style="list-style-type: none"> <li>• The Local Highway Technical Assistance Council's <i>Local Rural Highway Investment Program</i> helped with the match</li> <li>• Construction Value: \$1,362,400</li> <li>• Federal Assistance: \$1,262,400 from Surface Transportation Program-Bridge</li> <li>• Match: 7.34% Local Match (\$100,000)</li> </ul>
4	City of Garden Valley/ <b>Garden Valley Recreation District Pedestrian and Bicycle Enhancement</b>	Need for a safe and usable multi-use pathway between Garden Valley Community Park and Garden Valley School	<ul style="list-style-type: none"> <li>• Pedestrian and bicycle enhancement project in a <u>rural, mountainous area</u></li> <li>• Ten-foot wide multi-use path, approximately 2 ½ miles in length</li> <li>• Followed the Old Crouch Road and Banks-Lowman Highway</li> <li>• Segments of the path routed through agricultural fields within dedicated easements</li> <li>• Certain challenges such as <u>meeting ADA requirements</u></li> </ul>	<b>GREAT EXAMPLE OF A RURAL / SMALL TOWN PROJECT</b> <ul style="list-style-type: none"> <li>• Sponsors established a "Recreation District" (Defined in I.C.Title 31, Chapter 43)</li> <li>• The Garden Valley Recreation District receives \$20,000 per year collected though property taxes (\$15 per household)</li> <li>• <u>Special needs</u> may have supported <u>non-traditional funding</u></li> </ul> <p>Given ADA requirements in a difficult environment, were there ADA-related funding programs which could have been used?</p>
5	City of Caldwell/ <b>10<sup>th</sup> Avenue and Linden Street – Traffic Signal Installation</b>	75% of the intersection was narrow and needed widening for left turn bays. The intersection was un-signalized with only a 4-way stop. An elementary school and commercial shopping center in the vicinity sometimes caused delays during afternoon rush hours.	<ul style="list-style-type: none"> <li>• Redesigned the intersections and the approaches</li> <li>• New Traffic Signal installation at 10th Avenue and Linden Street</li> <li>• <u>Existing irrigation system components relocated</u></li> </ul>	<b>TRADITIONAL STP-URBAN FUNDED PROJECT</b> <ul style="list-style-type: none"> <li>• Construction Value: \$901,000</li> <li>• Federal Assistance: \$834,867</li> <li>• Match: 7.34% Local Match (\$66,133) from city General Fund</li> </ul> <p>Could SR2S Funding have been used in combination with the STP-Urban funding?</p>

	PROJECT NAME	PROBLEM STATEMENT	PROJECT HIGHLIGHTS	KEY FUNDING CHARACTERISTICS
6	City of Nampa/ <b>16<sup>th</sup> Avenue North</b>	Four lane road – 48 feet wide – with no room for bikes. Two parking lots serving Lakeview Park are on either side of 16th Avenue. Pedestrians from these parking areas along with the nearby Boys & Girls Club and Snake River Elementary School created a need for pedestrian traffic control and safer crossings on these streets	<ul style="list-style-type: none"> <li>Redesigned the intersections and the approaches</li> <li>Use Idaho ‘Governor’s Discretionary Funding</li> <li>Was a ‘last minute’ substitution for another project deemed ineligible</li> <li>Upgrading all necessary handicap ramps</li> <li>Improved facilities for safer crossing of street by pedestrians</li> <li>Installing two HAWK signals to better serve the pedestrians in the area</li> </ul>	<p><b>NON-TRADITIONAL GOVERNOR’S DISCRETIONARY FUNDED PROJECT</b></p> <ul style="list-style-type: none"> <li>Benefited from good timing i.e. being in the right place at the right time</li> <li>Construction Value: \$750,000</li> <li>Federal Assistance: 100% using Idaho’s <b><i>Governor’s Discretionary Funding</i></b> (originating through the Department of Education)</li> <li>Match: <b><i>none needed!</i></b></li> </ul>
7	City of Post Falls/ <b>15<sup>th</sup> Avenue Bicycle and Pedestrian Facilities</b>	No safe facilities for pedestrians. High volume of use by students.	<ul style="list-style-type: none"> <li>Providing bike lanes as safe routes for school children</li> <li>Re-engineered handling of storm water to improve safety</li> <li><u>Solar powered remotely controlled crossing beacons</u></li> </ul>	<p><b>TRADITIONAL TRANSPORTATION ENHANCEMENT PROJECT</b></p> <ul style="list-style-type: none"> <li>Construction Value: \$750,000</li> <li>Federal Assistance: \$450,000 Transportation Enhancement</li> <li>Match: \$300,000 from city General Fund</li> </ul> <p>What are some other funding sources that might have been considered? TIGGER? Energy Grants?</p>
8	City of Post Falls/ <b>Idaho Street Reconstruction</b>	Segment of Idaho Street was unsafe for pedestrians, cyclists, and school children.	<ul style="list-style-type: none"> <li>Reconstruction and widening on Idaho Street from Mullen Street northwards</li> <li>Required rerouting of storm water sewer system to make room for other improvements</li> <li>Added sidewalks</li> <li>Added roadway <u>illumination</u> to improve early morning and late evening travel.</li> </ul>	<p><b>USE OF LOCAL DEVELOPMENT IMPACT FEES FOR PROJECT COSTS</b></p> <ul style="list-style-type: none"> <li>Construction Value: \$800,000</li> <li>Federal Assistance: None</li> <li>Local Funding: <u>100%</u> from <u>local Impact Fees</u></li> </ul>
9	City of Idaho Falls/ <b>Pancheri Pathway</b>	Safe transportation to school for Junior and Senior High School students	<ul style="list-style-type: none"> <li>Pathway to Eagle Rock Jr. High School</li> <li>Collaborative effort involving BMPO, the IFCP, and the City of Idaho Falls</li> <li>Includes a 10 foot asphalt pathway about 0.6 miles in length</li> <li>Starting at the Pancheri Dr. and S. Bellin Rd. intersection</li> <li>Ending at the crosswalk just before Eagle Rock Jr. High School.</li> </ul>	<p><b>SAFE ROUTES TO SCHOOL (SR2S) FUNDING</b></p> <ul style="list-style-type: none"> <li>Construction Value: \$91,000</li> <li>Federal Assistance: SR2C (FHWA) Funding</li> <li>Problem Statement: Safety for school children.</li> </ul>
10	City of Idaho Falls/ <b>Snake River Landing</b>	Safety for school children, pedestrians and cyclists	<ul style="list-style-type: none"> <li>Privately owned bicycle/pedestrian path</li> <li>Serves both residential communities and commercial business</li> <li>Connects nicely to the City of Idaho Falls existing pathway system</li> <li>Nice addition for recreational users as well as commuters.</li> </ul>	<p><b>PRIVATE FUNDING</b></p> <ul style="list-style-type: none"> <li>Privately Owned/Privately Built</li> <li>Construction Value: Unknown</li> <li>Federal Assistance: None</li> </ul>