**Sample Shared Mode Projects – Quik Facts**

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<tr>
<th>PROJECT NAME</th>
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<th>PROJECT HIGHLIGHTS</th>
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| City of Pocatello/ Fifth Avenue, Barton Road to Humbolt Street | Provide safe transportation for Idaho State University Students living to the south of the ISU campus. Three main corridors: 3rd, 4th, and 5th Avenues – no sidewalks on any of these. | • Pedestrian and bicycle enhancement project;  
  • Re-striped existing lanes for a shared roadway bicycle lane from Logan Street to Humbolt Street  
  • Separate shared-use path from Barton Road to Logan St.  
  • Decorative streetlights along the separated path; and  
  • A bus transit shelter at the intersection of Barton Road | TRADITIONAL TRANSPORTATION ENHANCEMENT PROJECT  
  • Construction Value: $250,000  
  • Federal Assistance: $231,650 Transportation Enhancement  
  • Match: 7.34% Local Match ($18,350) from city General Fund |
| City of Payette/ 7th Avenue North | Need to improve deficiencies in the existing roadway pavement section, and provide bicycle and pedestrian facilities. | • Administered by the Local Highway Technical Assistance Council  
  • Project goals were to modify intersections, provide underground storm drain system and curb and gutter, sidewalk and provide bicycle and pedestrian facilities | TRADITIONAL PROJECT USING STP-URBAN FUNDING  
  • Construction Value: $1.5 Million  
  • Federal Assistance: $1,389,900 from Surface Transportation Program - Urban  
  • Match: 7.34% Local Match from city General Fund |
| City of Culdesac/ Shared Use Bridge | A vehicular bridge began having structural failure - specifically, large holes began appearing in the deck of the bridge. Bridge needed to be replaced. | • Pedestrian and bicycle enhancement project  
  • Ironically, original bridge was mixed use – vehicles plus pedestrians/cyclists  
  • But the new design didn’t initially include bike/ped facilities  
  • The City requested B/P features to be included, so these were incorporated in mid-design – increased design costs. | CREATIVE SOURCING OF LOCAL MATCH  
  • The Local Highway Technical Assistance Council’s Local Rural Highway Investment Program helped with the match  
  • Construction Value: $1,362,400  
  • Federal Assistance: $1,262,400 from Surface Transportation Program-Bridge  
  • Match: 7.34% Local Match ($100,000) |
| City of Garden Valley/ Garden Valley Recreation District Pedestrian and Bicycle Enhancement | Need for a safe and usable multi-use pathway between Garden Valley Community Park and Garden Valley School | • Pedestrian and bicycle enhancement project in a rural, mountainous area  
  • Ten-foot wide multi-use path, approximately 2 ½ miles in length  
  • Followed the Old Crouch Road and Banks-Lowman Highway  
  • Segments of the path routed through agricultural fields within dedicated easements  
  • Certain challenges such as meeting ADA requirements | GREAT EXAMPLE OF A RURAL / SMALL TOWN PROJECT  
  • Sponsors established a “Recreation District” (Defined in I.C.Title 31, Chapter 43)  
  • The Garden Valley Recreation District receives $20,000 per year collected though property taxes ($15 per household)  
  • Special needs may have supported non-traditional funding  
  Given ADA requirements in a difficult environment, were there ADA-related funding programs which could have been used? |
| City of Caldwell/ 10th Avenue and Lindon Street – Traffic Signal Installation | 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. | • Redesigned the intersections and the approaches  
  • New Traffic Signal installation at 10th Avenue and Lindon Street  
  • Existing irrigation system components relocated | TRADITIONAL STP-URBAN FUNDED PROJECT  
  • Construction Value: $901,000  
  • Federal Assistance: $834,867  
  • Match: 7.34% Local Match ($66,133) from city General Fund  
  Could SR2S Funding have been used in combination with the STP-Urban funding? |
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| City of Nampa/16th Avenue North | 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. | • Redesigned the intersections and the approaches  
• Use Idaho ‘Governor’s Discretionary Funding’  
• Was a ‘last minute’ substitution for another project deemed ineligible  
• Upgrading all necessary handicap ramps  
• Improved facilities for safer crossing of street by pedestrians  
• Installing two HAWK signals to better serve the pedestrians in the area | NON-TRADITIONAL GOVERNOR’S DISCRETIONARY FUNDED PROJECT  
• Benefited from good timing i.e. being in the right place at the right time  
• Construction Value: $750,000  
• Federal Assistance: 100% using Idaho’s Governor’s Discretionary Funding (originating through the Department of Education)  
• Match: none needed |
| City of Post Falls/15th Avenue Bicycle and Pedestrian Facilities | No safe facilities for pedestrians. High volume of use by students. | • Providing bike lanes as safe routes for school children  
• Re-engineered handling of storm water to improve safety  
• Solar powered remotely controlled crossing beacons | TRADITIONAL TRANSPORTATION ENHANCEMENT PROJECT  
• Construction Value: $750,000  
• Federal Assistance: $450,000 Transportation Enhancement  
• Match: $300,000 from city General Fund  
What are some other funding sources that might have been considered? TIGGER? Energy Grants? |
| City of Post Falls/Idaho Street Reconstruction | Segment of Idaho Street was unsafe for pedestrians, cyclists, and school children. | • Reconstruction and widening on Idaho Street from Mullen Street northwards  
• Required rerouting of storm water sewer system to make room for other improvements  
• Added sidewalks  
• Added roadway illumination to improve early morning and late evening travel. | USE OF LOCAL DEVELOPMENT IMPACT FEES FOR PROJECT COSTS  
• Construction Value: $800,000  
• Federal Assistance: None  
• Local Funding: 100% from local Impact Fees |
| City of Idaho Falls/Pancheri Pathway | Safe transportation to school for Junior and Senior High School students | • Pathway to Eagle Rock Jr. High School  
• Collaborative effort involving BMPO, the IFCP, and the City of Idaho Falls  
• Includes a 10 foot asphalt pathway about 0.6 miles in length  
• Starting at the Pancheri Dr. and S. Bellin Rd. intersection  
• Ending at the crosswalk just before Eagle Rock Jr. High School. | SAFE ROUTES TO SCHOOL (SR2S) FUNDING  
• Construction Value: $91,000  
• Federal Assistance: SR2C (FHWA) Funding  
• Problem Statement: Safety for school children. |
| City of Idaho Falls/Snake River Landing | Safety for school children, pedestrians and cyclists | • Privately owned bicycle/pedestrian path  
• Serves both residential communities and commercial business  
• Connects nicely to the City of Idaho Falls existing pathway system  
• Nice addition for recreational users as well as commuters. | PRIVATE FUNDING  
• Privately Owned/Privately Built  
• Construction Value: Unknown  
• Federal Assistance: None |