

Safe Routes to School Handbook of Best Practices

Appendix B – Community Reviews and Best Practice Recommendations

Individual City Surveys

Idaho Smart Growth conducted sixteen presentations on promoting policies that support safe routes to schools in 2010 across the state of Idaho. Participants from thirty-four communities attended and all responded to a survey on the level of policy and regulatory support for safe routes to schools within their communities.

Subsequently an independent review of the adopted policies and regulations in each community was initiated and one new city was added to the list. Documents reviewed include Comprehensive Plans, Transportation and/or Bicycle and Pedestrian Plans, zoning and subdivision codes and public works regulations. Recommendations were developed based on the policies and regulations ascertained in each community compared to the Best Practices identified in this handbook.

A summary of what was discovered in the communities reviewed and the recommendations developed for each follows.

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American Falls (population 4,457)

Mixed Use		
Policies		1. Encourage mixed use development by using the Planned Unit Development process. 2. Encourage the development of various housing types.
Zoning		No Mixed Use Zone, PUD Zoning, no residential in commercial, no accessory dwelling units
School Siting		
Policies		1. School recognized as community design elements and centers for neighborhoods. 2. New elementary schools should be sited so that students do not have to cross arterial streets.
Zoning		CU required; No standards.
Sidewalks		
Policies		1. Promote downtown circulation patterns that are pedestrian friendly. 2. Support to upgrade sidewalks. 3. Promote various modes of alternative transportation, which will reduce air pollution, noise and fuel consumption.
Plans -Maps		None
Development Regulations		Required for new development.
Design requirements		5' minimum width
Bicycle Facilities		
Policies		Encourage the development of pathways and open-space corridors throughout the City.
Plans -Maps		Direction to prepare a plan
Development Regulations		None
Design requirements		None
Connectivity		
Policies		1. Develop a street circulation master plan. 2. Encourage connectivity of streets and street patterns, e.g. limiting the use of cul-de-sacs. ★BP
Development Regulations		Streets and alleys laid out in any addition to the city shall be continuous with and correspond in directions and width to the streets and alleys of the city to which they are an addition ★BP
Design requirements		None
Pedestrian Crossings		
Design requirements		None
Recommendations		
		1. Amend Zoning Code to allow Mixed Use (that includes residential) with standards. 2. Consider permitting small multi-family residential in residential zones with CU and in commercial zones. 3. Develop a master plan for sidewalks and bicycles that addresses non motorized connectivity. 4. Adopt design standards for bicycle facilities, ADA standards on sidewalks, and school crossings. 5. Adopt standards for CU permit for school locations that include locational criteria and connectivity. 6. Review paved width standards for roadways, particularly local roads.

Ammon (population 13,816)

Mixed Use		
	Policies	None.
	Zoning	No MU zoning, have PUD Zoning
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Support for cooperation with district in the design and location of schools 2. General criteria identified 3. Map of existing and proposed school sites included in plan ★ BP
	Zoning	<ol style="list-style-type: none"> 1. CU required 2. Site plan required but does not address connectivity
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Comprehensive Plan support for a sidewalk network 2. Suggestion to addend Bonneville Metropolitan Planning Organization (BMPO) bicycle and pedestrian plan to City's Comprehensive Plan
	Plans -Maps	BMPO Bicycle and Pedestrian Plan
	Development Regulations	Required to conform to city Engineer specifications and standards
	Design requirements	5' minimum width, but may be required to be wider near schools.
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Comprehensive Plan support for a sidewalk network. 2. Suggestion to addend BMPO bicycle and pedestrian plan to City's Comprehensive Plan
	Plans -Maps	BMPO Bicycle and Pedestrian Plan
	Development Regulations	None
	Design requirements	Bike trail classifications defined in Comprehensive Plan but not adopted in regulations
Connectivity		
	Policies	<ol style="list-style-type: none"> 1. Support for network. 2. Suggestion to addend BMPO bicycle and pedestrian plan to city's Comprehensive Plan.
	Development Regulations	Block length requirements: 400' minimum, 1300' maximum.
	Design requirements	None
Pedestrian Crossings		
	Design requirements	Require high visibility signs and LED flashers as determined by city engineer
Recommendations		
		<ol style="list-style-type: none"> 1. Incorporate BMPO bicycle and pedestrian plan to city's Comprehensive Plan. 2. Adopt CU permit criteria for school that include location and connectivity. (10-7-1) 3. Amend Zoning Code to allow MU and standards. 4. Consider reducing block length requirements and adding connectivity standards 5. Identify bicycle and sidewalk networks with connections to schools, parks and other civic facilities. 6. Implement recommendations from BMPO's School Zone Study.

Boise (population 205,671)

Mixed Use		
Policies (adopted Comprehensive Plan)	<ol style="list-style-type: none"> 1. Mixed uses may be permitted by Conditional Use Permit within commercial districts. 2. Several locations identified for mixed use including: The Towne Square Mall, Fairview Avenue corridor, the Reserve; the Broadway Avenue corridor; and arterials in the Ten Mile Creek area. 	
Policies (proposed Comprehensive Plan)	<ol style="list-style-type: none"> 1. Various levels of activity centers with mixed use are proposed. 2. Ensure neighborhoods are served by a hierarchy of mixed-use activity centers including schools; ★ BP 3. Provide opportunities for residents to meet most daily needs within walking distance. 	
Zoning	<ol style="list-style-type: none"> 1. MU in allowed Residential-Office: Certain uses only allowed as part of MU development. 2. Downtown and C-4 districts allow MU. 3. Pedestrian Commercial Zone is a Mixed use zone developed for neighborhood sized activity centers 4. All MU require CUP 	
School Siting		
Policies (adopted Comprehensive Plan)	<ol style="list-style-type: none"> 1. Promote the concept of the neighborhood school with schools located and designed to function as focal points for family and community activity. 2. Create schools that are safe and accessible to students with a minimal need for school- operated busing, and schools that are compatible with and complimentary to their neighborhoods Elementary schools shall be located within residential neighborhoods and may be located on collectors, but not on arterial streets. Secondary schools may be located on collectors and arterials. High schools may be located on arterials 3. Work with schools and neighborhoods to explore options for access to elementary and secondary schools via local streets and/or micro-paths. 4. Sidewalks, cross walks, special signage and other traffic control measures shall be installed along routes to all schools; new developments near schools shall provide these features as a condition of approval; and existing neighborhoods shall be retrofit as funding becomes available or as land uses are redeveloped. 5. Specific locations identified for sub-areas within the city. 	
Policies (proposed Comprehensive Plan)	<ol style="list-style-type: none"> 1. Land Use Map principle is that schools should be centrally located within neighborhoods to allow for bike and pedestrian access and co-located with parks. ★ BP 2. Locate school close to established transit stops and limit student parking. 3. Goal to achieve stable neighborhoods and vibrant centers: (a) to ensure neighborhoods are served by a hierarchy of mixed-use activity centers including schools; (b) (a) to incorporate schools, plazas, libraries, parks, and open space, and other community facilities into activity centers where appropriate to serve the needs of neighborhood residents ★ BP 4. Goal to ensure that adequate school sites are provided; (a) work with the school district to identify future sites based on the land use map; (b) require developers to donate or fund school sites identified on the facilities map; (3) site should provide room for expansion. 	

		<p>5. Goal to create schools that are safe, accessible and compatible with their neighborhood: (a) coordinate school siting with other community facilities including parks, to create neighborhood centers. (b) provide neighborhood the opportunity to comment on proposed school sites.</p> <p>6. Support the “neighborhood schools” concept: smaller and more frequently sites for schools.</p> <p>7. Work with the school districts and private schools to: (a) create joint uses; (b) use schools as gathering places; (c) use schools to provide focus and identity in new neighborhoods; (d) use schools for civic functions when classes are not in session</p> <p>8. For at risk neighborhoods, retain existing schools and use schools to stabilize the neighborhood.</p> <p>9. Support the rehabilitation of historic schools.</p> <p>10. Work with the school districts to plan for future school closings or relocations and support transit accessibility as a key consideration in future school relocation efforts.</p>
	Zoning	CUP in all residential zones and A-1. Permitted use in A-2.
Sidewalks		
	Policies(adopted Comprehensive Plan)	Coordinate with ACHD and ITD to provide for the installation of sidewalks on all collectors and arterials, even if those roads are not on the five year list of improvements, where feasible
	Policies (proposed Comprehensive Plan)	<p>1. Work with the school district and neighborhood to map pedestrian access to schools.</p> <p>2. Install sidewalks, crosswalks, signage and traffic control along routes to schools. Require that new development near schools provide these features.</p> <p>3. Retrofit existing neighborhoods.</p>
	Plans -Maps	None
	Development Regulations	Required on both sides of street. Required in all new development of more than 4 lots. Paths required to connect to schools where other good pedestrian connections are absent.
	Design requirements	5’ next to curb. 4’ next to landscaping, Based on Bicycle Pedestrian Design Manual for Ada County
Bicycle Facilities		
	Policies (adopted Comprehensive Plan)	Coordinate with other local governments, including the school districts, to provide pathway safety education presentations and demonstrations for adults and school children at least once a year.
	Policies (proposed Comprehensive Plan)	Work with the school district and neighborhood to map bicycle access to schools.
	Plans -Maps	Adopted ACHD Bike/pedestrian Plan by reference
	Development Regulations	Paths required to connect to schools where other good bicycle connections are absent. ★BP
	Design requirements	Based on Bicycle Pedestrian Design Manual for Ada County, The Design Guide for Accessible Outdoor Recreation, and The Guide for the Development of Bicycle Facilities, or other nationally recognized design standards.

Connectivity		
	Policies(Comprehensive Plan)	Pedestrian crossings for access to public facilities, such as schools, event centers, swimming pools, and entrances to the green belt, are of highest priority. ★BP
	Policies (proposed Comprehensive Plan)	<ol style="list-style-type: none"> 1. Include or provide access to an activity center within each neighborhood to meet the daily needs of area residents and provide community gathering spaces. Apply this principle to designated Mixed-Use Activity Centers, as well as schools, libraries, and other community facilities intended for shared use. 2. Encourage transit ridership among high schools students. 3. Encourage schools to monitor the use of alternative modes of travel to school each year. 4. The ACHD Bicycle Pedestrian Transportation Plan and the ACHD Roadways to Bikeway Plan are adopted by reference as amended. 5. Close “gaps” in the bicycle network and improve bicycle connectivity. 6. Provide a continuous network of sidewalks, bicycle, and pedestrian paths, and roadways to connect different areas of neighborhoods. ★BP
	Development Regulations	Required in subdivisions where there is a reasonable expectation of adjacent parcel development utilizing the connections for local circulation. ★BP
	Design requirements	None
Pedestrian Crossings		
	Design requirements	Rely on ACHD guidance
Recommendations		
		<ol style="list-style-type: none"> 1. Adopt and Implement the Draft Comprehensive Plan. 2. Prioritize action items related to mixed use zoning, and pedestrian/bicycle safety and improvements. 3. Draft and adopt mixed use zones that can be administered as subdivisions once zoning is approved. 4. Adopt standards for CU permit for school locations that include locational criteria and connectivity. 4. Adopt a master plan in cooperation with the school district for sidewalks and bicycles that addresses connectivity and minimizes safety busing to schools. Coordinate with school district to monitor use. 5. Consider adopting a connectivity index or other measurement in subdivision requirements.

Caldwell (46,237)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Policies in many sections of the Comprehensive Plan encourage mixed use development and compact mixed use neighborhoods, i.e. Health and Wellness – 1-1; Encourage mixed use developments, neighborhood commercial uses and infill; Land Use 2; Create a strong sense of community and place through mixed use neighborhoods. 2. Mixed use to be allowed in land use designations through a Planned Unit Development process.
	Zoning	<ol style="list-style-type: none"> 1. Implemented through a Planned Unit Development process. 2. Mixed Use is a permitted use in city center.
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Support for schools as the social and cultural centers of neighborhoods. 2. Encourages shared use of school facilities. 3. Collector streets identified as preferred location for safe access and improved connectivity. 4. Strive for better connectivity, safer access and pedestrian friendly transportation options to schools. 5. Provide school district officials with demographic information to assist in analyzing growth. ★ BP 6. Adopted Public Facilities plan includes schools.
	Zoning	<ol style="list-style-type: none"> 1. Special use in all districts. 2. Development standards for new schools but none related to access. (10-02-14)
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Support for street design standards that balance needs and support pedestrian circulation. 2. Pathways and Bike Route Master Plan pathways provide continuity to the sidewalk system. 3. Develop a pathway system that connects recreational sites with neighborhoods and services. 4. Encourage detached sidewalks and tree-lined street in residential estate neighborhoods.
	Plans -Maps	<ol style="list-style-type: none"> 1. Establishing a continuous network of sidewalks identified as a high priority need in Comprehensive Plan. 2. Network with Pathways and Bike Route Master Plan paths
	Development Regulations	<ol style="list-style-type: none"> 1. Major pathways required in all residential subdivisions as part of the landscaping code. (10-07-11) 2. Detached sidewalk an amenity in Planned Unit Development code. (10-03-07)
	Design requirements	<ol style="list-style-type: none"> 1. 5', vertical curb on arterials/collectors, 4', rolled curbs on local roadways and in industrial areas. 2. 8' minimum width on major pathways. 3. PUD standards require 5' micro pathways connections to school bus pick up locations, but not schools.
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Pathways and Bike Route Master Plan, principles include safety, accessibility, continuity and destinations and identifies schools as a popular destination. The plan establishes design standards, corridors that should be completed to create a network and implementation steps. ★ BP 2. Require bike lanes on half-mile collector roads and other appropriate locations. 3. Require bicycle parking at new businesses and high density residential.
	Plans -Maps	Pathways and Bike Route Master Plan

	Development Regulations	<ol style="list-style-type: none"> 1. Major pathways required in all residential subdivisions as part of the landscaping code. (10-07-11) 2. Police Chief to designate bike paths standards induced in plan; no standards for roadways outside plan 3. Detailed bicycle parking for commercial and multi-family residential.
	Design requirements	Pathways and Bike Route Master Plan identifies pathway standards.
Connectivity		
	Policies	<ol style="list-style-type: none"> 1. Pathways and Bike Route Master Plan includes continuity as a principle for the bike network 2. Priority on sidewalks to connect important community facilities including schools. 3. Design local streets to provide good interconnectivity and connectivity to adjacent development. 4. Discourage cul-de-sacs 5. Require public street connections with existing streets or identified (future) connections. 6. Encourage safe interconnected bicycle and pedestrian ways in new residential development.
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Policies	Install traffic control devices, such as pedestrian crosswalks or traffic signals when schools are built.
	Design requirements	Traffic Commission determines location and design (09-05-09)
Recommendations		
		<ol style="list-style-type: none"> 1. Consider permitting multi-family residential in commercial zones and ad CU in all residential zones. 2. Develop Mixed Use Zone(s) for neighborhood activity centers, implement cooperatively or with overlay. 3. Review PUD process, streamline to improve incentives for implementing mixed use. 4. Amend school location standards (10-02-14) to add safe routes to school locational criteria and connectivity requirements. 5. Require safe convenient sidewalk/pathway connections to schools in new development, including PUD. 6. When permitting new schools, require sidewalks or pathways on the school site that offer safe convenient access from the perimeter to the school 7. Establish broad community stakeholder group to develop Complete Streets Criteria.

Cascade (population 939)

Mixed Use		
	Policies	No mention of Mixed Use, do encourage “variety of housing types” and “convenient neighborhoods”
	Zoning	1. Have specific non-residential uses listed in R-3 including courthouse and hotels. RC zone (residential commercial) allows retail in addition to all uses in R-3 2. CU Zoning, retail in multi-family, home occupation in R2/Multi family, all in commercial
School Siting		
	Policies	None
	Zoning	CU required; no standards.
Sidewalks		
	Policies	Comprehensive Plan calls for improving existing walkways, completing a missing section of greenbelt.
	Plans -Maps	None
	Development Regulations	Sidewalks or pedestrian walkways are required for new development
	Design requirements	4’ minimum width, meet ADA
Bicycle Facilities		
	Policies	Comprehensive Plan calls for improving existing bike paths, completing a missing section of greenbelt.
	Plans -Maps	Direction to prepare a plan
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	None
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		1. Provide for pedestrian circulation that is clear of snow in winter and mud in spring fall. 2. Complete pathways plan, connect major destinations (i.e. parks, schools, downtown, lake, river). 3. Develop consistent visible crossing standards on Hwy 55 4. Raise minimum sidewalk width to 5’ 5. Implement bike lanes, pathways and/or sidewalks whenever gravel roads are paved.

Chubbuck (population 13,922)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Mixed Use Designation on Land Use Map. 2. “New Neighborhood” design overlay identified as way to allow for a mix of uses.
	Zoning	No Mixed use zone Planned Unit Development (PUD) allowed
School Siting		
	Policies (Comprehensive Plan)	<ol style="list-style-type: none"> 1. Entire Comprehensive Plan Chapter 13 devoted to school siting and transportation, goal to deliver children safely to school objectives. Require the installation of sidewalks, crosswalks, special signage and other traffic control measures along routes to all schools. Require in new development retrofit existing as funding becomes available. ★ BP 2. Emphasizes neighborhood schools as focal point of community. 3. Policies to coordinate residential development and school location. 4. Objective to locate elementary schools on local streets (or collectors) not on arterials, middle schools on collectors or arteries, high schools on arterials
	Zoning	Conditional Use (CU) in all districts; no standards.
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Policy to require on both sides of street. 2. Objective to create a park master plan including path and bicycle routes.
	Plans -Maps	None, Comprehensive Plan recommends a regional approach by Bannock Planning Organization (BPO).
	Development Regulations	<ol style="list-style-type: none"> 1. Required on both sides of street for all new development (16.12.020) 2. Required connections with schools (16.12.030). ★ BP 3. A public pedestrian or bicycle circulation system and connecting to existing or planned pedestrian or bicycle routes outside the project is an optional required amenity for a PUD. (18.20.065)
	Design requirements	5’ or greater.
Bicycle Facilities		
	Policies	Recreation chapter objective to create a park master plan including path and bicycle routes.
	Plans -Maps	None
	Development Regulations	<ol style="list-style-type: none"> 2. A public pedestrian or bicycle circulation system within the project and connecting to existing or planned pedestrian or bicycle routes outside the project is an optional required amenity for a PUD. (16.12.030)
	Design requirements	None
Connectivity		
	Policies	Support for pedestrian oriented neighborhood within the “New Neighborhoods” overlay area.
	Development Regulations	Pedestrian circulation a consideration in design review; no standards.
	Design requirements	None

Pedestrian Crossings		
	Design requirements	None
	Recommendations	<ol style="list-style-type: none"> 1. Create a MU district or overlay to support policy direction. Include standards for safe routes to school. 2. Implement direction in chapter 13. 3. Adopt standards for new schools and other public uses that include locational criteria and connectivity. 4. Plan and map safe routes to schools. 5. Develop a plan for pedestrian pathways and bike routes. 6. Adopt design standards for bicycle, sidewalks, and school crossings. 7. Reconsider PUD optional as a required element to provide a pedestrian-bike circulation system and with connections to schools.

Coeur d'Alene (population 44,137)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Goal to plan for suitable mixed use zones and areas. 2. Mixed use is supported in the downtown, in the Appleway and Spokane River Districts and along the shoreline.
	Zoning	None mixed use zones Yes PUD provisions
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Objective for neighborhood services, public open spaces, parks, and schools located within a 5-to-10-minute walk connected with pedestrian and bicycle paths. ★ BP 2. Objective to encourage growth that complements and strengthens existing neighborhoods, public open spaces, parks, and schools while providing pedestrian connectivity.
	Zoning	None
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Adopted Complete Streets Policy to serve all users within the overall street network to be implemented through new construction and reconstruction with strong process for exceptions. ★ BP 2. Transportation objective to provide accessible, safe and efficient traffic circulation bicycle and pedestrian modes of transportation. 3. Objective for pedestrian and bikeway throughout the city and specific policy direction for specific neighborhoods. 4. Objective to plan for multiple choices to live, work, and recreate within comfortable walking/biking distances.
	Plans -Maps	None
	Development Regulations	Yes, 12.28.210
	Design requirements	5' minimum detached
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Adopted Complete Streets Policy to serve all users within the overall street network to be implemented through new construction and reconstruction with strong process for exceptions. ★ BP 2. Transportation objective to provide accessible, safe and efficient traffic circulation bicycle and pedestrian modes of transportation. 3. Objective for pedestrian and bikeway throughout the city and specific policy direction for specific neighborhoods. 4. Objective for multiple choices to live, work, and recreate within comfortable walking/biking distances
	Plans -Maps	Adopted Bike Routes Plan
	Development Regulations	None
	Design requirements	None
Connectivity		

	Policies	Objective on connectivity to promote bicycle and pedestrian connectivity and access between neighborhoods, open spaces, parks, and trail systems, but not schools.
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	Crosswalk required through any block exceeding one thousand feet (1,000') in length or in any block of lesser length where crosswalk is to provide circulation or access to schools. ★ BP
Recommendations		<ol style="list-style-type: none"> 1. Expand existing Comprehensive Plan policies to address connectivity with schools. 2. Implement plan objectives for mixed use through zoning. 3. Plan and map safe routes to schools. 4. Develop a plan for pedestrian pathways, similar to the Bikeways Map. 5. Adopt standards for CU permit for school locations that include locational criteria and connectivity. 6. Adopt design standards for bicycle facilities.

Dalton Gardens (population 2,335)

Mixed Use		
	Policies	None
	Zoning	None, requires PUD
School Siting		
	Policies	None
	Zoning	Special use in residential district.
Sidewalks		
	Policies	None
	Plans -Maps	None
	Development Regulations	In accordance with the specifications of the City and on such side of each street as determined by the City.
	Design requirements	8' in width (Subdivision Code)
Bicycle Facilities		
	Policies	None
	Plans -Maps	None
	Development Regulations	In accordance with the specifications of the City and on such side of each street as determined by the City.
	Design requirements	8' in width (Subdivision Code)
Connectivity		
	Policies	<ol style="list-style-type: none"> 1. The Plan identifies that there are 2 pedestrian pathways that link three schools together. 2. Any new federally funded projects transportation projects are required to plan for bike-pedestrian pathways. 3. Policy to improve pathways and to create a pathways committee.
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	<ol style="list-style-type: none"> 1. In blocks over six hundred feet (600') long, crosswalks may be required. (Subdivision Code) ★ BP 1. Crosswalks shall be in conformation with the manual of "Uniform Control Devices", latest edition.
Recommendations		
		<ol style="list-style-type: none"> 1. Amend zoning code to allow Mixed Use in identified areas. 2. Implement Comprehensive Plan direction regarding pathways and school links. 3. Create pathway committee to develop improved access to schools.

Donnelly (population 152)

Mixed Use		
Policies	Encouragement of mixed use with good design elements; Supports a multi-use corridor with a mix of uses; Supports intermingling of cottage industries and residential	
Zoning	CBD is a mixed use zone, MU elsewhere requires a CU. Schools allowed in medium density residential – R-8	
School Siting		
Policies	None.	
Zoning	CU required outside R-8 zone; no standards.	
Sidewalks		
Policies	1. Provide for pedestrian and bicycle circulation to integrate into roadway system 2. Support for a greenbelt pathway to connect and unify city. 3. Develop pedestrian, bicycle and transit needs in transportation plan.	
Plans -Maps	Yes	
Development Regulations	Sidewalks required except at Council discretion	
Design requirements	5' minimum width	
Bicycle Facilities		
Policies	1. Provide for pedestrian and bicycle circulation to integrate into roadway system 2. Support for a greenbelt pathway to connect and unify city. 3. Develop pedestrian, bicycle and transit needs in transportation plan. ★ BP	
Plans -Maps	Yes	
Development Regulations	None	
Design requirements	5' minimum on road lane, 10' separated pathway	
Connectivity		
Policies	None, do note block length in access discussion of Hwy 55 including 330 feet in downtown	
Development Regulations	Block length maximum 660', loop 1000'	
Design requirements	None	
Pedestrian Crossings		
Design requirements	none	
Recommendations		
	1. Plan and implement pedestrian circulation that is clear of snow in winter and mud in spring fall. 2. Amend zoning Code to allow MU in R-8, ADU with standards in all residential zones. 3. Adopt design standards for bicycle, sidewalks, and school crossings. 4. Develop process for school siting and school site standards. 5. Consider narrower minimum ROW and lane widths. 6. Implement bike lanes, pathways and/or sidewalks whenever gravel roads are paved.	

Driggs (population 1,660)

Mixed Use		
	Policies	Special Use Permit suggested for mixed use.
	Zoning	Several variants of mixed use zone with concentrations on commercial, residential, trade, etc., some have administrative approvals after initial approval. ★ BP All residential districts allow Accessory Dwelling Units (ADU) by right ★ BP
School Siting		
	Policies	1. Facilitate school needs while minimizing associated transportation impacts. 2. Concerns about locations, buses stopping on highway, connections to take advantage of existing pathways. 3. Calls for identification of sidewalk improvements needed to create connections to existing schools.
	Zoning	Schools allowed in all residential zones, by CU in other zones; none standards.
Sidewalks		
	Policies	1. Required for new development. 2. Direction to prepare a plan. 3. Support to upgrade existing sidewalks.
	Plans -Maps	Yes
	Development Regulations	None
	Design requirements	5' minimum width in residential, call for 10-12' in commercial zone with build to set back buildings.
Bicycle Facilities		
	Policies	1. Adopt and maintain a pathways plan that connects neighborhoods, schools, parks and shopping. 2. Ad
	Plans -Maps	Direction to prepare a plan
	Development Regulations	Direction to develop standards.
	Design requirements	None
Connectivity		
	Policies	1. Comprehensive Plan direction to maintain connectivity of original gridded street pattern. 2. The city has a future connections map that identifies future connections to the collector streets. ★ BP
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		1. Master plan for sidewalks and bicycles that address connectivity, roadways only identified currently. 2. Develop design standards for bicycle, sidewalks, and school crossings. 3. Develop criteria for CU permit for school locations that include location analysis and connectivity.

Filer (population 2,508)

Mixed Use - based on comprehensive plan, zoning or subdivision code not accessed.		
	Policies	Not addressed
	Zoning	No MU zoning PUD Zoning
School Siting		
	Policies	Coordinate with school district on recreational facilities
	Zoning	Not Available
Sidewalks		
	Policies	Require in all new development, work for a safe crossing on Hwy 30
	Plans -Maps	Plan for new sidewalk on Midway blvd.
	Development Regulations	Not Available
	Design requirements	Not Available
Bicycle Facilities		
	Policies	None
	Plans -Maps	None
	Development Regulations	Not Available
	Design requirements	Not Available
Connectivity		
	Policies	None
	Development Regulations	Not Available
	Design requirements	Not Available
Pedestrian Crossings		
	Design requirements	Not Available
Recommendations		<ol style="list-style-type: none"> 1. Work with ITD to create safe sidewalks on HWY 30 on routes leading to school crossing. 2. Map walking and biking routes to schools, require new development to connect to those routes. 3. Develop connectivity standards for new development to minimize walking and biking distance to existing destinations

Garden City (population 10,972)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Designations on land use map for mixed use districts. 2. Objectives and action steps to create mixed use districts.
	Zoning	<ol style="list-style-type: none"> 1. MU district 2. Work-live-create (WLC), Neighborhood commercial node (NCN), and Transit oriented development (TOD) Overlay Districts ★BP 3. PUD
School Siting		
	Policies	No schools in the city. Policy directed at creating one.
	Zoning	CU in all districts allowed. Standards but not for pedestrian accessibility. (8-2C-32)
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Policy to improve neighborhood sidewalks. 2. Policy to improve sidewalks standards. 3. Action step to prepare master plan for pathways and bike routes.
	Plans -Maps	None
	Development Regulations	Standards for pedestrian accessibility in all new non-residential development. (8-4E-7)
	Design requirements	1. 5' minimum except detached 4'.(8-4E-6)
Bicycle Facilities		
	Policies	Action step to prepare master plan for pathways and bike routes.
	Plans -Maps	None
	Development Regulations	Standards for bicycle accessibility in all new non-residential development. (8-4E-7)
	Design requirements	None
Connectivity		
	Policies	Action step to increase connectivity within and between neighborhoods.
	Development Regulations	Standards (8-4E-1) but none related to schools.
	Design requirements	Yes, but none related to schools.
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		<ol style="list-style-type: none"> 1. Expand standards for school siting (8-2C-32) to address safe routes to school. 2. Expand standards for pedestrian accessibility (8-4E-7) to address design for safe routes to school. 3. Develop master plan for pathways and bike routes. 4. Adopt design standards for bicycle, sidewalks, and school crossings.

Greenleaf (population 846)

Mixed Use		
	Policies	Mixed use is defined, Activity Centers are limited to commercial uses, none residential, New Urbanist principles are called for
	Zoning	None MU zoning, allowed through CU or PUD not by right Accessory Dwelling Units (ADU) allowed by right in all residential zones. ★ BP
School Siting		
	Policies	Well defined and identified goals for locating schools as community focal point, accessible and with adequate public services ★ BP Coordination on siting schools and sharing facilities, Council liaison to schools ★ BP
	Zoning	Requires Parks Commission to coordinate with school district on facilities
Sidewalks		
	Policies	Encourages new development to provide for pedestrians Calls for development of bicycle/pedestrian plan
	Plans -Maps	none
	Development Regulations	Sidewalks may be required if adjacent development has sidewalks
	Design requirements	Sidewalks are required to be separated and to meander where right of way allows Curbs should be rolled or flat except where drainage requires vertical
Bicycle Facilities		
	Policies	Encourages new development to serve bicyclists (and equestrians) Calls for development of bicycle/pedestrian plan
	Plans -Maps	none
	Development Regulations	Bicycle paths/lanes may be required in new development
	Design requirements	none
Connectivity		
	Policies	
	Development Regulations	Subdivisions are required to maximize future connections Cul-de-sacs allowed up to 700'
	Design requirements	None
Pedestrian Crossings		
	Design requirements	Comp Plan calls for safe visible pedestrian crossings
Recommendations		
		<ol style="list-style-type: none"> 1. Develop bicycle and pedestrian connectivity plan called for. 2. Develop design standards for bicycle lanes/paths, sidewalks, and school crossings. 3. Develop criteria in code for school siting. 4. Amend code to allow MU in R-5 and R12 and to allow R5 and R12 residential in commercial zones. 5. Consider ROW and lane widths by roadway type and land use served not functional classification.

Hailey (population 7,960)

Mixed Use		
	Policies	Yes, mixed use in the downtown and North and South Main Street districts.
	Zoning	None mixed use Yes PUD
School Siting		
	Policies	Draft Comprehensive Plan: Goal to encourage school siting consistent with the city's other land use policies. Indicators include % of population within walking distance, sidewalk connections and other safe routes to schools. ★BP
	Zoning	Permitted use in general residential district; None standards for siting.
Sidewalks		
	Policies	1. Draft Complete Streets Plan Ensure the provision of safe, adequate, convenient multi-modal transportation access to all existing and future school sites. Objective for sidewalk connections and other designated safe routes to school infrastructure
	Plans -Maps	Hailey's Pedestrian System Plan includes major street routes with existing and planned sidewalks, and existing and proposed shared-use paths in Transportation Master Plan (2007)
	Development Regulations	1. Required in all new construction, shall be planned to provide pedestrian connections to any existing sidewalks adjacent to the site. (Subdivision Code 4.2.1) 2. Sites located adjacent on thru-streets shall provide sidewalks to facilitate future pedestrian connections. Exceptions for construction under \$20,000 in value (4.2.1)
	Design requirements	Sidewalks shall be constructed along the entire length of property in all zones, 6' minimum width. (4.2.1) ★BP
Bicycle Facilities		
	Policies	Create and maintain a pedestrian and bicycle-friendly community that provides a safe, convenient and efficient multi-modal transportation system for all Hailey residents
	Plans -Maps	Hailey's Bicycle System Plan includes major street routes with bike lanes, shared lane routes, and existing and proposed shared-use paths in Transportation Master Plan (2007)
	Development Regulations	Identified in Transportation Master Plan (2007)
	Design requirements	1. Designed to City Standards 2. City has adopted Bike Rack standards ★BP
Connectivity		
	Policies	1. Draft Comprehensive Plan: Goal is for a pedestrian and bicycle-friendly community that provides a safe, convenient and efficient multi-modal transportation system. An indicator of success in meeting that policy is the % of the residential neighborhoods connected to 'destination' areas including schools. ★BP
	Development Regulations	1. Draft Complete Streets Regulations include criteria of priority funding for proposed facilities within ¼ to

		<p>½ mile from school, and continuous connection. ★BP</p> <p>2. Non-vehicular circulation routes shall provide safe, interconnected system to streets, parks and green space, public lands, or other destinations. (Subdivision Code 4.6.4)</p>
	Design requirements	none
Pedestrian Crossings		
	Design requirements	<p>1. Draft Complete Streets Regulations contains design standards for crossing and traffic calming.</p> <p>2. Location near a school is the basis for installation of traffic calming. ★BP</p>
Recommendations		<p>1. Adopt the complete streets regulations!</p> <p>2. Consider location criteria for schools that implement the draft Comprehensive Plan Goal.</p> <p>3. Develop a benchmark for the % of students walking or biking to school.</p>

Hayden (population 13,294)

Mixed Use		
		Policy to promote mixed use in various zones.
	Zoning	None mixed use Yes PUD
School Siting		
	Policies	None
	Zoning	Schools are permitted when located on an arterial or collector street; special use permit is required when not at those locations.
Sidewalks		
	Policies	1. Comprehensive Plan policy for 8' wide on collector streets. 2. Transportation Strategic Plan outlines sidewalk sections, 5-8' depending on street classification.
	Plans -Maps	None
	Development Regulations	Sidewalks required in all new development.
	Design requirements	4' one side in residential districts.
Bicycle Facilities		
	Policies	None in Comprehensive Plan but discussion and classifications in Transportation Strategic Plan.
	Plans -Maps	Yes
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	Vision to create bicycle and pedestrian connectivity throughout the city—between neighborhoods, schools, parks, and centers of commerce and community activity.
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		1. Integrate Transportation Strategic Plan into Comprehensive Plan and development regulations including pedestrian, sidewalks and bikeway plans and sections; and guidelines for street calming program. 1. Develop process to work jointly with the school district on facility planning and sharing. 2. Adopt standards for new schools and other public uses that include locational criteria and connectivity. 3. Adopt zoning provisions for mixed use.

Homedale (population 2,633)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Policy to establish and Urban Renewal District. 2. Neighborhood retail business and services close to growth centers and residential areas. 3. Discourage strip commercial development.
	Zoning	No mixed use zone Yes PUD 7000 Square foot minimum lot size Multi-family special use only
School Siting		
	Policies	<ol style="list-style-type: none"> 6. Goal to provide close coordination in the use of facilities 7. Goal to develop schools and parks jointly 8. Coordinate school planning with other planning efforts 9. Pursue joint funding for new gymnasium
	Zoning	Special use in Residential, permitted in Commercial, Industrial and Public Use
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Goal to work closely with the school district to ensure safety to and from school 2. To promote safety in the design for...foot traffic. 3. Work with the state and county on funding opportunities. 4. Control Speeding around schools. 5. Improve sidewalks in Downtown as part of revitalization 6. 40' minimum pavement width on local streets
	Plans -Maps	None
	Development Regulations	Sidewalks required in all new development.
	Design requirements	4' one side in residential districts.
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Encourage planning bike trails, walking paths and sidewalks in Homedale's public areas and subdivisions. 2. Research a rails-to-rails program for possible use of the railroad right of way within the community.
	Plans -Maps	None
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	None
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None

Recommendations

3. Consider allowing multi-family dwellings as a permitted use in Commercial zone.
4. Consider allowing Accessory Dwelling units with appropriate standards in Residential zone.
5. Develop process to work jointly with the school district on facility planning and sharing.
6. Adopt standards for new schools and other public uses that include locational criteria and connectivity.
7. Reduce pavement width requirements and increase sidewalk width to at least 5' on local roads.
8. Develop pedestrian and bicycle network plan (both on road and pathways)
9. Consider minimum connectivity standard.
10. Consider standards for crossings (markings, signage, etc.) at school, park and other high use locations.

Idaho Falls (population 56,813)

Mixed Use		
	Policies	Mixed use areas identified along the Snake River Greenbelt and in downtown
	Zoning	PUD zoning Mixed use with residential permitted in Central Commercial and Planned Transition
School Siting		
	Policies	1. Secondary and middle schools should be located within one block of an arterial and not in the core of the neighborhood. 2. 2. Elementary schools should be located on a residential collector within the neighborhood.
	Zoning	1. Permitted and special use depending on zone. 2. Site Plan required, but None standards for connectivity or safe pedestrian access.
Sidewalks		
	Policies	1. Walkways shall be provided from schools and parks to those portions of residential subdivisions in which homes back such facilities. 2. On collectors, sidewalks and pedestrian ways should be clearly separated from vehicular access and be designed to convey pedestrians to schools and neighborhood services. 3. Assure new streets are designed to accommodate the anticipated volume of all traffic using the street, including pedestrians and bicycles 4. Develop bike ways and walkways to serve recreational as well as transportation needs.
	Plans -Maps	BMPO Bicycle and Pedestrian Master Plan
	Development Regulations	Specified in City of Idaho Falls Standard Drawings and Standard Specifications.
	Design requirements	Specified in City of Idaho Falls Standard Drawings and Standard Specifications.
Bicycle Facilities		
	Policies	1. Bikeways should tie residential neighborhoods to schools, shopping, and employment ★ BP 2. Assure new streets are designed to accommodate the anticipated volume of all traffic using the street, including pedestrians and bicycles 3. Develop bike ways and walkways to serve recreational as well as transportation needs.
	Plans -Maps	1. 1995 Idaho Falls Bike Plan 2. BMPO Bicycle and Pedestrian Master Plan
	Development Regulations	Meet BMPO plan
	Design requirements	None
Connectivity		
	Policies	A transportation system where bikeways and walkways linking schools, parks, homes, employment, and shopping should be provided.
	Development Regulations	Reference is made to connecting internal pathways to Long Range Bikeway/Pedestrian Pathway Plan but not a consistent requirement in all zoning districts.
	Design requirements	None

Pedestrian Crossings	
Design requirements	Specified in City of Idaho Falls Standard Drawings and Standard Specifications.
Recommendations	<ol style="list-style-type: none"> 1. Allow higher degree of mixed use in identified activity centers. 2. Develop process to work jointly with the school district(s) on facility planning and sharing. 3. Adopt location criteria from Comprehensive Plan in code provisions for schools. Add provisions for pedestrian and bike connectivity (4-26-B). 4. Require buffer space along sidewalks as referenced in plans 5. Define pathways in transportation cross- sections 6. Develop policies consistent with Complete Streets 7. Adopt development regulations that require connections with the Bikeway/Pedestrian Pathway Plan. 8. Develop design standards for bicycle, sidewalks, and school crossings.

**Kendrick (population 303) and Juliaetta (population 579)
(joint Comprehensive Plan, Code, and Planning & Zoning Commission)**

Mixed Use		
	Policies	None mention of MU
	Zoning	By permit
School Siting		
	Policies	None
	Zoning	None
Sidewalks		
	Policies	No mention
	Plans -Maps	None
	Development Regulations	Yes, 4' minimum, one side of street local unless excepted by city council, two sides of street (or one side 5') collector, 5' minimum two sides of street on arterials
	Design requirements	4" depth with compacted gravel base, 4' setback from curb
Bicycle Facilities		
	Policies	None
	Plans -Maps	None – have developed walking biking path on rail ROW between Kendrick and Juliaetta
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	None
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		<ol style="list-style-type: none"> 1. Require new development to connect into existing street grid, don't allow disconnected fringe subdivisions. 2. Identify walking and biking routes to schools, parks and daily activity centers, don't allow sidewalk exceptions on identified routes 3. Connect walking/biking pathway to various school sites

Ketchum (population 2,689)

Mixed Use		
	Policies	None
	Zoning	None
School Siting		
	Policies	None
	Zoning	None
Sidewalks		
	Policies	1. Support for sidewalk improvements in general; focus is on downtown. 2. Improved pedestrian access across Highway 75 which is a barrier. 3. 5' wide.
	Plans -Maps	Sidewalk deficiencies in the community core.
	Development Regulations	Sidewalks required in certain non-residential districts when improvements exceed \$20,000.
	Design requirements	Minimum 5'; 7' and 8' required in certain areas (12.04.03)
Bicycle Facilities		
	Policies	Policy direction for specific improvements-none relationship to schools mentioned.
	Plans -Maps	None
	Development Regulations	Require bike parking
	Design requirements	List requirements and capacity and design standards for bike parking
Connectivity		
	Policies	None
	Development Regulations	Subdivision Code (16.08.080) requires an internal circulation system with connectivity to surroundings paths.
	Design requirements	None
Pedestrian Crossings		
	Design requirements	Required improvements for subdivision.
Recommendations		
		(Ketchum has only one school and projections do not see the need for any new facilities. Blaine School District has a Strategic Plan, which does not address safe routes.) 1. In Comprehensive Plan update, provide analysis of existing safe routes to Hemingway Elementary School, identify deficiencies and improvements needed. 2. Adopt design standards for bicycle, sidewalks, and school crossings.

Kimberly (population 3,264)

Mixed Use		
	Policies	None
	Zoning	No mixed use zone. Non-residential zones (other than industrial allow higher density residential. Planned Unit Development Zone.
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Assist the school district to provide strategic planning for the future to deal with concerns about growth. 2. Policy to encourage and assist the School Board District to establish plans and/or programs to provide public use of school facilities such as public recreation and community meetings. 3. Support and promote school growth and construction of new schools within the close proximity of the existing schools. 4. Encourage and assist the School Board and School District to establish plans and/or programs to provide public use of school facilities such as public recreation and community meetings.
	Zoning	1. Separate zoning sub-district for schools. Permitted in commercial and industrial zone; special use in residential and office zone.
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Goal of Schools Component is to ensure that facilities are safe and have good access, particularly pedestrian access. ★BP 2. Goal of Schools Component: Have the school be the hub for the bike/walk path. ★BP 3. Policy to require developers to construct new streets, curbs, sidewalks, streetlights, and bicycle paths to insure the safety of the citizens in their travels in the community. 4. Policy of Transportation Component: An adopted Master Transportation Plan recommends improvements for the roadways, sidewalks and pedestrian trails, bicycle lanes, and other needed improvements. 5. Policy of hazardous areas: Develop traffic controls and sidewalks in identified hazardous areas and maintain sidewalks to control access and insure the safe movement of citizens within the community. ★BP 6. Policy to enhance opportunities for pedestrian and bicycle movement.
	Plans -Maps	None separate, sidewalk locations identified in Transportation Plan Figure 9
	Development Regulations	<ol style="list-style-type: none"> 1. Sidewalks required for new development. (Subdivision Code 17.11.050) 2. Sidewalks shall be required on both sides of the street except for on very large lots or with council exception. (17.12.040)
	Design requirements	Minimum right-of-way width of 10' with 5' of walking surface for pedestrian pathways. (17.12.040)
Bicycle Facilities		
	Policies	Policy to enhance opportunities for pedestrian and bicycle movement.
	Plans -Maps	None
	Development Regulations	<ol style="list-style-type: none"> 1. No person shall park a bicycle upon any public sidewalk within the city. No person shall ride a bicycle, skateboard, or a scooter upon any public sidewalk adjacent to Main

		Street between Jefferson Street and the intersection of Main Street and Highway 30 2. Bicycle Pathways: A bicycle pathway shall be required within all subdivisions, as part of the public right of way or separate easement, as may be specified in an overall bicycle plan as adopted by the council. 3. None
	Design requirements	Minimum right-of-way width of 15'.
Connectivity		
	Policies	1. Goal to provide a plan to eliminate existing and future dead end streets. 2. Policy of Transportation Component is developing an arterial system of sidewalks and non-motorized paths to insure the safe movement of pedestrians.
	Development Regulations	2. Right of way for pedestrian walkways in the middle of long blocks may be required for pedestrian circulation to schools, parks or shopping areas. ★ BP (Subdivision Code 17.12.030)
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		1. Adopt policy supporting mixed uses in appropriate locations 2. Amend code to allow MU in downtown and explore MU around middle school. 3. Implement goals in Comprehensive Plan regarding school sites and pedestrians. 4. Identify walking and biking routes to schools, parks and daily activity centers 5. Develop a master plan of sidewalks and non-motorized paths. 6. Adopt design standards for school crossings. 7. Develop connectivity standards fro new development, identify key connections in existing.

Lewiston (population 31,894)

Mixed Use		
	Policies	Identifies appropriate mix of uses by neighborhood and corridors
	Zoning	Special zones developed by neighborhood to match policy, North Lewiston Mixed Use Development Zone, Normal Hill Mixed Special Planning area mixed-use Zone, Bryden Avenue Special Planning Area, in addition mixed use allowed in the downtown. ★BP Code also includes a PUD zone.
School Siting		
	Policies	Policy to cooperate with the Lewiston School District to maintain community role of schools and facilities within the neighborhoods.
	Zoning	Permitted in certain districts and planning areas subject to special conditions that include general criteria regarding access to the site (17.7-20.1. Special conditions)
Sidewalks		
	Policies	Accommodate walking in all new development Provide safe pedestrian access throughout city Prioritize sidewalk improvements on Normal Hill ★BP
	Plans -Maps	None
	Development Regulations	Sidewalks required on at least one side of street in all new development Pathways and pedestrian/bike access platted in conformance with adopted plans Pedestrian ways with a right-of-way width as recommended by the city engineer may be required by the commission for circulation, or access to schools, playgrounds, shopping centers, transportation, and other community facilities.
	Design requirements	4.5 ft and on local streets various wider widths on arterials and in commercial areas, 2% slope for drainage
Bicycle Facilities		
	Policies	Encourage pathway linkages to schools, parks, shopping and between neighborhoods. Provide for secure convenient bike parking. ★BP Bike facilities should be adequately maintained for safe use.
	Plans -Maps	Yes – draft Pathway Plan
	Development Regulations	Bicycle ways with a right-of-way width as recommended by the city engineer may be required by the commission for circulation, or access to schools, playgrounds, shopping centers, transportation, and other community facilities. Pathways and pedestrian/bike access platted in conformance with adopted plans
	Design requirements	As recommended by city engineer
Connectivity		
	Policies	Encourage pathway linkages to schools, parks, shopping and between neighborhoods.
	Development Regulations	Maximum block length of 900 feet, cul-de-sac length of 660

	Design requirements	Stub streets may be required
Pedestrian Crossings		
	Design requirements	None
Recommendations		<ol style="list-style-type: none"> 1. Lewiston has safe routes to school program and coordinator. Safe routes have been mapped for 2 schools. Findings of the safe routes to school program should be incorporated into policy direction for future school siting and connections with pedestrian/bike paths. 2. Special conditions for schools should detail access requirements for pedestrian/bike paths 3. Implement the comprehensive plan policy on schools as the hub of neighborhoods perhaps using existing mixed use zones or creating new ones. 4. Consider connectivity criteria to implement comprehensive plan policies on access and circulation. 5. Finish pathway plan for bicyclists. 6. Establish design criteria for bicycles as basis for the commission and city engineer.

McCall (population 2,991)

Mixed Use		
	Policies	Policy direction for mixed use in several districts throughout the city.
	Zoning	Yes. mixed use allowed in all commercial zones. Yes, PUD
School Siting		
	Policies	None
	Zoning	CU in all zones.
Sidewalks		
	Policies	<ol style="list-style-type: none"> 7. Comprehensive plan vision to create a “Green Network” of parks, schools, public lands, and civic spaces, publicly accessible and tied together through an interconnected system of off-street and on-street bicycle and pedestrian facilities and pathways. ★BP 2. Policy to implement McCall’s bicycle lanes, multi-purpose pathways, priority sidewalks, and trails plan 3. Adopted Pathways Master Plan, and the Parks and Recreation Master Plan. 4. Priorities for on-street bicycle and pedestrian improvements should focus on routes that link neighborhoods, downtown, schools, parks, and other popular community destinations. ★BP
	Plans -Maps	1. “Green Network” plan with trails, sidewalks, pathways, schools, civic spaces and parks located. (Figure 41)
	Development Regulations	1. Pedestrian and bicycle paths identified on the Master Plan within right-of-way of 15’. (Subdivision Code 9.3.07)
	Design requirements	Within right-of-way of 15’ and 10’ of paved surface. (Subdivision Code 9.3.07)
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. A vision to create a “Green Network” of parks, schools, public lands, and civic spaces, publicly accessible and tied together through an interconnected system of off-street and on-street bicycle and pedestrian facilities and pathways. ★BP 2. Policy to implement McCall’s bicycle lanes, multi-purpose pathways, priority sidewalks, and trails plan the Pathways Master Plan, and the Parks and Recreation Master Plan. 3. Priorities for on-street bicycle and pedestrian improvements should focus on routes that link neighborhoods, downtown, schools, parks, and other popular community destinations. ★BP
	Plans -Maps	<ol style="list-style-type: none"> 1. Yes, green network plan with trails, sidewalks, pathways, schools, civic spaces and parks located. 2. Bike Path Master Plan
	Development Regulations	Pedestrian and bicycle paths identified on the Master Plan within right-of-way of 15’. (Subdivision Code 9.3.07)
	Design requirements	Within right-of-way of 15’ and 10’ of paved surface. (Subdivision Code 9.3.07)
Connectivity		
	Policies	<ol style="list-style-type: none"> 1. Policy of linking of land uses in McCall with an excellent bike and trail system. 2. Policy to retain public access to network of planned bike and pedestrian pathways and open spaces and

		<p>parks.</p> <p>3. Goal to Increase mode choices (bike, walking, transit, Nordic) and route choices (connectivity of routes) to increase travel options and reduce reliance on automobile travel.</p> <p>4. Statement to expand sidewalk and connectivity with new development.</p>
	Development Regulations	A pedestrian circulation system is required which connects to the major trail system, parks, schools, shopping areas and community assets. (Subdivision Code 9.3.104)
	Design requirements	Pedestrian and bicycle paths identified on the Master Plan (Subdivision Code 9.3.07)
Pedestrian Crossings		
	Design requirements	Pedestrian and bicycle crosswalks, not less than ten feet (10') wide, may be required to provide access to schools, playgrounds, shopping centers, transportation and other community facilities.
Recommendations		
		<ol style="list-style-type: none"> 1. Develop process to work jointly with the school district on facility planning and sharing. 2. Develop direction and development requirements for school siting that provides for connectivity. 2. Incorporate Bike Master Plan in Comprehensive Plan. 3. Specifically address connection with schools in policy direction.

Meridian (population 75,092)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Comprehensive Plan designates five categories of mixed use: neighborhood center, community, regional waste water treatment, and interchange. 2. Ten Mile Specific Plan and downtown plane support mixed use.
	Zoning	<p>Yes, traditional neighborhood districts.</p> <p>Yes, PUD</p>
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Goal to improve joint planning with school district. 2. Objective to jointly plan schools and new development for mutual benefit and neighborhood identity. 3. Action item to locate schools within each square mile. 4. Action item to support schools as multi-use facilities. 5. Action item to involve school district with the developer in the school site selection before an application is filed. 6. Action item to work with district so that schools are located with safe access by pedestrians. 7. Action item to work with district and transportation agencies to map safe routes to schools. (new, not adopted). ★BP
	Zoning	<ol style="list-style-type: none"> 1. CU or permitted in all residential zones. 2. Location criteria for elementary schools to be located within the center of neighborhoods with access encouraged from local streets. ★BP 3. Location criteria for middle schools and high schools to take access off a designated arterial or collector street.
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Action to pursue sidewalk construction for substandard streets. 2. Action to implement the city's Pathways Master Plan. 3. Action item to require sidewalks for all new development. 4. Action item to ensure that development provide safe routes to school. ★BP
	Plans -Maps	The Meridian Pathway Master Plan contains many exemplary planning and design features including network connectivity, design alternatives for varying conditions and detailed safe crossing standards.
	Development Regulations	<ol style="list-style-type: none"> 1. Pathways required in all new development. 2. Pathways maybe required through long blocks to obtain convenient pedestrian circulation to schools, parks, other residential areas, and/or shopping areas. 3. Sidewalks required on both sides of streets.
	Design requirements	<ol style="list-style-type: none"> 1. Pathways design consistent with Pathway Master Plan. 2. Sidewalks 5' minimum when attached to curb; 4' when detached.
Bicycle Facilities		
	Policies	None

Plans -Maps	The Meridian Pathway Master Plan contains many exemplary planning and design features including network connectivity, design alternatives for varying conditions and detailed safe crossing standards. ★ BP
Development Regulations	<ol style="list-style-type: none"> 1. Bikeways encouraged within all subdivisions. 2. On street bikeways shall be constructed on all collector streets.
Design requirements	Under review
Connectivity	
Policies	<ol style="list-style-type: none"> 1. Standards require pathways through long blocks to obtain convenient pedestrian circulation to schools, parks, and other residential areas 2. Action item to require pedestrian connectivity in all new development (new, not adopted)
Development Regulations	None
Design requirements	None
Pedestrian Crossings	
Design requirements	Pathway Master Plan contains detailed requirements where pathway system intersects roadway system.
Recommendations	<ol style="list-style-type: none"> 1. Pathway Master Plan contains an appendix with general information about safe routes to school; incorporate into development requirements for school siting and connectivity. 3. Develop process to work jointly with the school district on facility planning and sharing. 2. Amend zoning standards for pathways to connect consistent with the Pathways' Master Plan. 3. Adopt design and development standards for bike paths and bike lanes in the zoning code. 4. Incorporate standards for crosswalks included in the Pathway Master Plan into city code.

Middleton (population 5,524)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Mixed use developments will be encouraged in Middleton for creatively bettering the city. 2. Ensure that various types of housing are available to meet needs and preferences.
	Zoning	<ol style="list-style-type: none"> 1. Mixed Use zone established, and mixed uses allowed in other zones, though language supports layering and transitioning over mixing. 2. Standards for PUD
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Develop schools that are not only safe and accessible but located and designed to function as focal points for the community. 2. Develop and maintain a dialogue to arrange joint use of facilities. 3. Coordinate with school district on any school locations that will use existing or future infrastructure. 4. Develop a trail system with linkages between parks, schools, residential neighborhoods and Boise River.
	Zoning	CU or permitted in most districts.
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Encourages safe pedestrian and bicycle travel by promoting sidewalks and pathways, especially around and near schools, parks and residential areas. 2. Encourage development of a continuous pathway network within the city that connects regionally. 3. Requires all new development to be provided with sidewalks 4. Encourage alternative transportation modes such as...walking
	Plans -Maps	Master Bike and Pathway Plan integrated into Transportation Plan
	Development Regulations	<ol style="list-style-type: none"> 1. Requirement for safe pedestrian and bicycle access throughout the development that connects with existing and proposed routes as shown in the Middleton comprehensive plan. 2. Required on both sides of the street. (Subdivision Code 6-4-2) 3. May be attached or separated and meandering.
	Design requirements	Widths and design set in code.
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Encourages safe pedestrian and bicycle travel by promoting sidewalks and pathways, especially around and near schools, parks and residential areas. 2. Encourage development of a continuous pathway network within the city that connects regionally. 3. Identify a potential bike route compatible with the bike path greenbelt plan <p>Encourage alternative transportation modes such as...bicycling</p>
	Plans -Maps	Master Bike and Pathway Plan integrated into Transportation Plan
	Development Regulations	Requirement for safe pedestrian and bicycle access throughout the development that connects with existing and proposed routes as shown in the Middleton comprehensive plan.
	Design requirements	Pathways must be 10' in width
Connectivity		

	Policies	Encourage safe pedestrian and bicycle travel by promoting interconnectivity of sidewalks, pathways, and greenbelts especially around and near schools, parks and residential areas.
	Development Regulations	<ol style="list-style-type: none"> 1. Block lengths shall not exceed six hundred sixty feet (660') 2. Pedestrianways with right of way widths of ten feet (10') or greater may be required where essential for circulation or access to schools, playgrounds, shopping centers, transportation and other community facilities. (Ord. 280, 9-2-1998)
	Design requirements	Block length of 660'
Pedestrian Crossings		
	Design requirements	Developed in partnership with ITD for HWY 44
	Recommendations	<ol style="list-style-type: none"> 1. Utilize Mixed Use zone more robustly. 2. Identity areas outside of downtown for appropriate activity centers where a mix of uses may be desired. 3. Develop process to work jointly with the school district on facility planning and sharing. 4. Adopt standards for CU permit for school locations that include locational criteria and connectivity. 5. Identify network connections to pathway system for pedestrians and bicyclists. 6. Encourage detached sidewalks whenever possible; allow detached sidewalks to not meander. 7. Implement crossing standards at all school crossings.

Moscow (population 23,800)

Mixed Use		
	Policies	1. Mixed use promoted, priority identified for re-development of industrial areas.
	Zoning	1. Mixed Use including residential permitted in Central Business, Neighborhood Business and Residential Office and allowed with CU in others. 2. PUD standards
School Siting		
	Policies	1. Objective is to assist local schools in providing efficient and safe student access and transportation to school facility locations within the community. 2. Objective is to promote student use of biking and walking to school through the development and improvement of pedestrian and bicycle facilities throughout the community, action to analyze existing routes and identify improvements. ★BP
	Zoning	CU In residential districts
Sidewalks		
	Policies	1. Goal all transportation systems enable safe access and promote alternative mode use for all modes of mobility, including pedestrians, bicyclists, motorists and public transit users of all ages and abilities. 2. Priority for sidewalk installation to key routes to schools. ★BP 3. Implementation action to review development for means of providing more direct pedestrian routes between residential developments and school facilities. 2. Identifies safety routes because of unsafe walking conditions within 1.5 miles of schools. ★BP
	Plans -Maps	Plan underway, not complete
	Development Regulations	Required in all new development, may be required in existing for safety
	Design requirements	City engineer standards
Bicycle Facilities		
	Policies	1. Goal all transportation systems enable safe access and promote alternative mode use including pedestrians, bicyclists, motorists and public transit users of all ages and abilities. 2. Objective to increase the safety and convenience of cyclists and encourage the use of bicycles as a desirable mode of transportation. 3. Implementation action to identify and fill the gaps in the City's existing bicycle lane system and identify future bike lane needs ★BP 4. 3. Implementation action to develop and maintain a current map of the City's bicycle system plan
	Plans -Maps	Plan underway, not complete
	Development Regulations	None
	Design requirements	1. City engineer standards 2. Adopted Bicycle Parking standards ★BP
Connectivity		

	Policies	<ol style="list-style-type: none"> 1. For school and transportation component of the Comprehensive Plan, identifies that safe routes to school should be addressed. 2. Within subdivision review, likely current or future pedestrian destinations (such as parks, schools, and nearby shopping and dining establishments) should be examined and pedestrian pathways should be required in mid block or cul-de-sac locations to provide more direct and efficient pedestrian route opportunities. ★BP
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		<ol style="list-style-type: none"> 1. Implement the Comprehensive Plan recommendations, especially best practices goals. 2. Identify other activity center(s) outside of downtown especially in Northeast part of city where Neighborhood Business and/or Residential Office zones might be applied to achieve walkability goals. 3. Develop process to work jointly with the school district on facility planning and sharing. 4. Adopt standards for CU permit for school locations that include locational criteria and connectivity. 5. Continue to retrofit sidewalks and other infrastructure to provide Safe Routes to Schools. 6. Implement bicycle network plan when completed. 7. Develop standards for crossings, prioritize improvements on school routes.

Nampa (population 81,557)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Encourage mixed-use neighborhoods connected to schools, parks, commercial needs and employment. 2. Provide adequate accessibility to all planned land uses and facilitate mixed-use models of community development. 3. Utilize comprehensive plan to assure...mixed-use development, and neighborhood centers. 4. Encourage mixed uses within zones and capitalize on unique identities for...areas of the community. 5. Promote mixed land use development to keep students and jobs close to schools. ★BP 6. Identified priority mixed use areas, i.e. Establish livable communities with...neighborhood nodes. 7. Alter laws to encourage performance zoning, mixed-use development and interconnecting links. 8. Institute a mixed-use development concept, as opposed to the separation of land uses found in traditional zoning ordinances
	Zoning	<ol style="list-style-type: none"> 1. Gateway Business District, Downtown Village Subdistrict 2. Also allow mixed us through PUD
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Plan for well located schools which are convenient, easily accessible, safe, a part of cohesive development, and are considered the focal point of the neighborhood. ★BP 2. Identify areas for future development which include school sites and the provision of public facilities. 3. Analyze the impact of new development on existing transportation system, City services, and schools. 4. Identify those future school sites prior to development of the surrounding area. 5. Provide safe access for students from new developments and from existing residential areas. ★BP 6. Identify unsafe transportation conditions adjacent to schools, develop an action plan to remedy. 7. Create and implement a neighborhood school concept which minimizes busing, reduces traffic congestion, and reduces air pollution. 8. Initiate a joint maintenance agreement to manage site sharing between parks and schools. 9. Promote mixed land use development to keep students and jobs close to schools. ★BP 10. Coordinate with the school district to complete a build-out analysis within the Area of City Impact and to complete a future acquisitions map for school sites. ★BP
	Zoning	<ol style="list-style-type: none"> 1. Permitted in residential districts and conditional in certain other non-residential districts. 2. Site Plan required, but no standards for connectivity or safe pedestrian access. (10-1-13)
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Promote walking as the mode of choice for short trips by giving priority to completion of the pedestrian network that serves special areas, neighborhoods, shopping, schools, and parks. 2. Recognize the importance of...walking as a form of transportation and establish a pedestrian network. 3. Consider pedestrian...needs and requirements, as well as vehicular traffic in all land use decisions. 4. Promote walking as the mode of choice for short trips by giving priority to completion of the pedestrian network that serves special areas, neighborhoods, shopping, schools, and parks. ★BP

		5. Plan and complete a bicycle/pedestrian network to serve the city so that bicycles become an integral part of daily life in Nampa, particularly for trips of less than five miles.
	Plans -Maps	Draft Bicycle and Pedestrian Report complete
	Development Regulations	Sidewalks required as determined by City Engineer. Sidewalks can be deferred if the location is a non-arterial street, there is n sidewalk within 300', the development is single family. (9-3-1)
	Design requirements	Idaho and city engineer standards
Bicycle Facilities		
	Policies	1. Consider...bicyclist needs and requirements, as well as vehicular traffic in all land use decisions 2. Plan and complete a bicycle/pedestrian network to serve the city so that bicycles become an integral part of daily life in Nampa, particularly for trips of less than five miles.
	Plans -Maps	1. Nampa Bikeway Map 2. Draft Bicycle and Pedestrian Report complete
	Development Regulations	Idaho and city engineer standards
	Design requirements	City Engineer Standards
Connectivity		
	Policies	1. Utilize comprehensive plan to assure street connectivity, pathway connections.. 2. Establish and maintain trail links between schools, parks, shopping and neighborhoods. 3. Action to utilize comprehensive plan to assure street connectivity, pathway connections, mixed-use development, and neighborhood centers. 4. Alter laws to encourage performance zoning, mixed-use development and interconnecting links. 5. Establish livable communities with...interconnectivity...
	Development Regulations	1. Bike and Pedestrian Pathways are expected in the Downtown Village and Downtown Business Subdistricts which allow mixed use development. 2. Developments of one acre or more shall provide a pedestrian and bicycle circulation plan for the site. 3. Pedestrian pathways required within the GB district to provide connectivity of adjacent residential uses to schools, parks, shopping areas, public lands, transportation or other community facilities.
	Design requirements	Pedestrian connections required to buildings within commercial developments
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		1. Implement ambitious best practice Comprehensive Plan goals. 2. Develop a mixed use district for use in the identified neighborhood centers and nodes. 3. Develop and adopt standards for CU permit for school locations that include locational criteria and connectivity based on best practices, develop process for joint facility planning with school district 4. Adopt the Draft Bicycle and Pedestrian Master Plan and develop implementation plan. 5. Pursue Complete Streets policy and implementation, include a connectivity measure or requirement 6. Adopt design standards and criteria for reviewing all crossings, prioritize schools.

Pocatello (population 54,255)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Plan concept is to promote mixed use and mixed use land use designation is on land use map. 2. Support for mixed use infill in “Neighborhood Refinement Plans.” 2. Comprehensive Plan includes concept of “New Neighborhoods” that should include a variety of housing types and prices, a mix of residential, commercial and office uses, and convenient access to public facilities such as parks and schools. ★BP 3. Objective to encourage mixed-use developments to provide commercial services within walking or biking distance from residences
	Zoning	Yes, PUD and mixed use zoning districts
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Mission statement to coordinate the location of schools with the goals of the Comprehensive Plan. 2. Goal to encourage school facilities in conjunction with new growth. Promote the concept of the neighborhood school designed to function as a focal point for families and community activities. 3. Objective to support efforts of local educational institutions to provide adequate school sites. 4. Policy to coordinate public and private efforts to provide school sites as part of Neighborhood Refinement Plans. 5. Objective for safe and accessible schools that are compatible with and complementary to their neighborhoods and require a minimal need for busing. ★BP 6. Policy to encourage the location of elementary schools within residential neighborhoods and discourage locating elementary, middle and high schools on arterial streets. 7. Policy to work with schools and neighborhoods to explore options for pedestrian and bicycle access to elementary and secondary schools via local streets and/or pathways. ★BP 8. Policy that new developments near schools should install sidewalks, crosswalks, special signage and other traffic control measures along routes to all schools. Retrofit existing neighborhoods to provide similar pedestrian amenities as funding becomes available or as land uses are redeveloped. 9. Policy to share school and park sites and continue to make schools available for civic functions.
	Zoning	CU in all districts except RCP, a mixed use zone.
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Comprehensive Plan concept to provide for a pedestrian friendly walkable community; specific older neighborhoods are called out. 2. A pedestrian area overlay is mapped. 3. Goal to expand pedestrian, bicycle and transit facilities to provide transportation alternatives 4. and promote an environment that is inviting for pedestrians, bicyclists and transit riders. ★BP 5. Objective to encourage development that will utilize alternate modes of transportation, such as 6. pedestrian, bicycle, and transit. 7. Policy for sidewalks along both sides of all streets except where alternative designs would be preferable.

	Plans -Maps	None
	Development Regulations	Idaho Standards For Public Works Construction Sidewalks required on both sides of the street for 3 units or more density. (Subdivision Code 16.36.080)
	Design requirements	4' minimum in commercial; none specified for residential except for reference to ISPWC
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Goal to expand pedestrian, bicycle and transit facilities to provide transportation alternatives and promote an environment that is inviting for pedestrians, bicyclists and transit riders. 2. Objective to encourage development that will utilize alternate modes of transportation, such as pedestrian, bicycle, and transit. 3. pedestrian, bicycle, and transit. 4. Policy to design streets for pedestrian and bicycle use. 5. Policy to work with schools and neighborhoods to explore options for pedestrian and bicycle access to elementary and secondary schools via local streets and/or pathways.
	Plans -Maps	Draft Bannock Transportation planning Organization Plan
	Development Regulations	<ol style="list-style-type: none"> 1. Bicycle racks required and regulated in commercial zones. 2. Bike lanes protected from parked vehicles
	Design requirements	Standard
Connectivity		
	Policies	<ol style="list-style-type: none"> 1. Objective to provide a connected network of pedestrian-friendly streets and paths. 2. Policy to provide safe mid-block pedestrian pathways on local roads with long blocks. 3. Policy to promote sidewalks that connect buildings to the public right-of-way for new commercial, institutional and residential development. 4. Policy to promote pedestrian and vehicular connections between adjoining developments for new commercial, industrial and institutional development. 5. Policy to use streets, pedestrian ways and connectivity development standards to promote streets and pedestrian ways that are well connected and provide a safe environment for pedestrians.
	Development Regulations	Required connection in commercial and mixed use districts
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		<ol style="list-style-type: none"> 1. Implement Comprehensive Plan directions in support of pedestrian and bicycle travel and access. 2. Adopt standards for CU permit for school locations that include locational criteria and connectivity based on best practices, develop process for joint facility planning with school district. 3. Pursue Complete Streets policy and implementation; include a connectivity measure or requirement. 4. Review and comment on draft BTPO bicycle plan, refine plan within city for both sidewalks and bicycles that addresses network connectivity and access to destinations. 5. Adopt design standards for bicycle, and school crossings. 6. Expand minimum standards for sidewalks in residential districts to 5', 8' or wider in activity centers.

Ponderay (population 1,137)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Manage the Cities resources in an economical and efficient manner. 2. Encourage the development of a convenient pedestrian friendly...atmosphere in business district.
	Zoning	Commercial zone allows for residences, residential zones require special permit for other uses
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Encourage land use regulations that provide safe pedestrian and bicycle access to schools. 2. Promote the development of a school within the City limits of Ponderay.
	Zoning	None
Sidewalks		
	Policies	None – references pathways projects for pedestrians
	Plans -Maps	Pathway map
	Development Regulations	Required in new development
	Design requirements	None
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Encourage development of a system of trails to connect area parks and public spaces 2. Coordinate transportation efforts with...Idaho Bikeways. 3. Encourage the construction of a City bike and pedestrian path
	Plans -Maps	Yes Pathway map
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	1. Develop a Transportation Master Plan
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		<ol style="list-style-type: none"> 1. Develop safe routes to school walking/biking plan, require new development to integrate into plan. 2. Complete transportation master plan called for. Include road connectivity requirements for new development to ensure that it is walkable, connected and integrated into existing development. 3. Encourage development in area of city impact contiguous to existing city limits. If non contiguous development occurs ensure that connectivity plan is met and that routes to school are identified. 4. Conduct a cost of service analysis to determine how to ensure that new development is cost effective. 5. Consider adjusting boundaries of area of city impact to serve already developed areas, including the school, and decrease total area of undeveloped land based on whether it is cost effective to serve. 6. Adopt standards for school locations that include locational criteria and connectivity. 7. Adopt design standards for bicycle, sidewalks, and school crossings.

Potlatch (population 804)

Mixed Use		
Policies	None	River Ridge Redevelopment Master Plan proposes Mixed Use under PUD, leading to a mixed use zone.
Zoning	1. Planned Unit Development (PUD) or Conditional Use (CU) 2. Accessory dwelling units allowed as CU with hardship and kinship in residential districts.	
School Siting		
Policies	1. Provide all students with a safe routes to school 2. Coordinate growth and development in Potlatch with necessary expansion of school facilities 3. Maintain close working relationship with Potlatch School District to ensure accommodation of growth 4. Inform and consult with School District on all proposed residential expansion	
Zoning	None	
Sidewalks		
Policies	1. To provide a system of transportation...[to] make it possible for all people and modes of transportation to reach their destinations as safely as possible. 2. Encourage other forms of transportation 3. Encourage pedestrian oriented developments, including sidewalks or a bike path, connecting our schools, library, and the rest of town 4. It is the desire of the citizens...to provide all students with a safe route to school by foot, bicycle or bus	
Plans -Maps	Sidewalks documented in table	
Development Regulations	Required in new development	
Design requirements	4' width on local roads, 5' on arterials	
Bicycle Facilities		
Policies	1. It is the desire of the citizens...to provide all students with a safe route to school by foot, bicycle or bus 2. Develop a walking or bicycle path route for ensured safety from one end of city to the other.	
Plans -Maps	A map of a ring pathway system	
Development Regulations	None	
Design requirements	None	
Connectivity		
Policies	1. Encourage improved pedestrian access 2. Encourage pedestrian oriented developments, including sidewalks or a bike path, connecting our schools, library, and the rest of town.	
Development Regulations	None	
Design requirements	None	
Pedestrian Crossings		
Policies	1. Work to provide safety...through improved pedestrian access, signage on school routes and crossings. 2. Work with School District and highway Dept. to keep students safe in highway crosswalks	

		3. Work...to determine if flashing caution lights are warranted at 6th and Pine, and Hwy 6 and Onaway Rd.
	Design requirements	None
	Recommendations	<ol style="list-style-type: none"> 1. Explore an agreement with School District on analysis criteria for possible new school sites, codify the criteria through agreement or in the zoning code. 2. Update design requirements for sidewalks, require 5' minimum, consider wider minimum in downtown and along the highway. 3. Implement a program of sidewalk maintenance and upgrading including a citizen clean up day(s). 4. Implement Pathway system outlined in Comprehensive Plan, consider adding to it as proposed. 5. Adopt design criteria for all school crossings utilizing best practice handbook. 6. Identify vital connections needed for convenient pedestrian and bicycle access to services. Develop a plan to complete those connections

Rigby (population 3,945)

Mixed Use		
	Policies	None
	Zoning	No MU Yes PUD
School Siting		
	Policies	None
	Zoning	Permitted in all zones. Schools designated on the zoning map cannot be used for any other use than R-1.
Sidewalks		
	Policies	None
	Plans -Maps	None
	Development Regulations	1. The City Council can require sidewalks anywhere through a minute order. (7-2-1) 2. Sidewalks required on both sides of minor, collector and arterial streets. (Subdivision Code 11-6-2)
	Design requirements	5' unless wider needed for access to shopping centers, schools, or where pedestrian traffic may otherwise warrant a greater width. ★ BP
Bicycle Facilities		
	Policies	None
	Plans -Maps	None
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	1. Sidewalks for pedestrian walkways at mid-block, cul-de-sacs or locations (6') to provide circulation or access to schools, playgrounds, shopping areas, transportation, or any other community facility. (Subdivision Code 11-5-10)
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	Police chief's determination. (City Code 6-36)
Recommendations		
		1. Consider developing a mixed use zone for downtown and other appropriate areas. 2. Consider a process to work jointly with the school district on facilities planning and sharing. 3. Develop a plan to serve bicyclists using best practices. 4. Identify measurements to assist in evaluating connectivity.

Salmon (population 3,112)

Mixed Use		
Policies		<ol style="list-style-type: none"> 1. Policy to explore non-traditional zoning methods, such as planned unit developments (PUD's), to encourage infill and connectivity of transportation systems and pedestrian access. 2. Policy to continue to provide criteria for mixed use development in development code.
Zoning		Yes, PUD None mixed use zone
School Siting		
Policies		<ol style="list-style-type: none"> 1. Objective to work with the School District to increase safety for transporting children to school. 2. Policy to do a needs analysis and develop, if need is determined, a "Safe Routes to School" plan. ★ BP
Zoning		Permitted in commercial; special use in all others.
Sidewalks		
Policies		<ol style="list-style-type: none"> 1. Develop a pathways plan for bicycles, pedestrians, and the disabled, including safe routes to schools. 2. Policy to encourage bicycle paths and walkways within the city. 3. Policy to develop a "looped" trail system that will connect Salmon's schools, public facilities, parks, and regional pathways. (2004 Transportation Plan) 4. Sidewalk deficiencies and construction schedule for sidewalk improvements out lined with priority for access to schools (2004 Transportation Plan) ★ BP
Plans -Maps		Yes, 2004 Transportation Plan
Development Regulations		Sidewalks shall be installed along all streets in developments where the density is greater than two dwelling units per acre. (Appendix E of Development Code)
Design requirements		Minimum 5'
Bicycle Facilities		
Policies		<ol style="list-style-type: none"> 1. Develop a pathways plan for bicycles, pedestrians, and the disabled, including safe routes to schools. 2. Policy to encourage bicycle paths and walkways within the city.
Plans -Maps		None
Development Regulations		None
Design requirements		None
Connectivity		
Policies		<ol style="list-style-type: none"> 1. Policy to work with the Salmon School District to facilitate safe and efficient pedestrian routes for students to and from schools. 2. Policy to encourage connectivity of transportation systems and pedestrian access.
Development Regulations		None
Design requirements		None
Pedestrian Crossings		
Design requirements		None

Recommendations

1. Implement the direction of the 2004 Transportation Plan for sidewalk improvements.
2. Adopt standards for CU permit for school locations that include locational criteria and connectivity.
3. Complete the pathways plan called for.
4. Adopt a master plan for bicycles that addresses access to schools and connectivity.
5. Adopt design standards for bicycle and school crossings.

Sandpoint (population 7,365)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Policy to encourage mixed use in CA-4 and CA-5 (commercial) areas. 2. Policy In higher density areas to locate buildings to encourage pedestrian access.
	Zoning	None
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Policy to prioritize schools, parks, downtown, libraries and other civic destinations as non motorized routes for the transportation network. 2. Policy to provide for safe, attractive, and convenient multimodal routes to schools. 3. Policy to partner with school district to use schools as community centers. ★ BP
	Zoning	<ol style="list-style-type: none"> 1. Permitted in all residential zoning districts. 2. School site designated on the zoning map shall not be used for any other purpose. (9-1-4) 3. In subdividing property, due consideration shall be given to the provision of suitable sites for parks, playgrounds and schools. (subdivision Code 10-1-6)
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Design directive to encourage diversity in transportation modes to make the city more walkable by making sidewalks and crossings more safe and changing the land use pattern to support. ★ BP 2. Goal to make Sandpoint a more walkable community. 3. Policy to plan for increased pedestrian and bicycle use, both for recreation and as an important, viable transportation alternative. 4. Policy to prioritize schools, parks, downtown, libraries and other civic destinations as non motorized routes for the transportation network.
	Plans -Maps	None
	Development Regulations	All sidewalks shall meet the standards adopted by the city.
	Design requirements	<ol style="list-style-type: none"> 1. With planter strip, 5' minimum on local and collector and 6' on arterials. Without strip, 8' on local and collector and 10' on arterials. ★ BP 2. Detailed standards for curb ramps 3. Identifies pedestrian zone configuration for downtown area.
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Policy to plan for increased pedestrian and bicycle use, both for recreation and as an important, viable transportation alternative. 2. Policy to prioritize schools, parks, downtown, libraries and other civic destinations as non motorized routes for the transportation network. ★ BP
	Plans -Maps	None
	Development Regulations	Typical standards adopted by the city.
	Design requirements	To meet national guidelines

Connectivity		
	Policies	<ol style="list-style-type: none"> 1. Policy to link parks and recreation facilities with a network of safe paths, trails and/or sidewalks. 2. Policy to emphasize linkages between prominent activity areas along walking corridors. 3. Policy to prioritize schools, parks, downtown, libraries and other civic destinations as non motorized routes for the transportation network.
	Development Regulations	The developer of any subdivision, shall provide public pathways for all trails and paths identified in the pathway master plan that are located on the property to be subdivided or on city property adjacent to the property to be subdivided, and sidewalks (Subdivision Code 10-1-7)
	Design requirements	None
Pedestrian Crossings		
	Policies	A design directive to encourage diversity in transportation modes to make the city more walkable by making sidewalks and crossings more safe and changing the land use pattern to support. ★ BP
	Design requirements	None
	Recommendations	<ol style="list-style-type: none"> 1. Implement Comprehensive Plan goals on mixed use zoning, prioritizing pedestrian access to school and public facility locations, supportive land use patterns, etc. 2. Adopt a mixed use zone and identify priority areas in CA-4 and CA-5 for its use. 3. Adopt a master network plan for sidewalks and bicycles that addresses access to priority locations and addresses connectivity to shorten routes. 4. Adopt design standards for bicycle and school crossings. 5. Develop a connectivity index or measurement tool.

Twin Falls (population 44,125)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Urban village, urban infill and neighborhood center designations on the land use map support mixed use, compact development. 2. Implementation measure to modify existing ordinances and development codes to allow and encourage mixed use development downtown, neighborhood center development and elsewhere in the community.
	Zoning	<ol style="list-style-type: none"> 1. allowed through PUD 2. Commercial and residential mixed use zones, but no standards and not designated on the zoning map.
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Policy to work with the school district to ensure that future school sites are located in areas of rapid development. 2. Implementation measure to identify future school site prior to development. 3. Map of schools site included in the plan. ★BP
	Zoning	None
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Goal to provide more opportunities for residents to walk, jog and bike on designated city trails. 2. Implementation measure to complete a sidewalk assessment to identify areas where sidewalks are incomplete in developed areas. Prioritize sidewalk development and repair in residential areas, and complete safe routes to schools, recreation areas, and city destinations. ★BP 3. Implementation Measure to retrofit existing neighborhoods with a unified and fully-connected system of sidewalks, street trees, trails and open space. 4. Map and graphic of where sidewalks improvements are needed based on citizen survey. ★BP
	Plans -Maps	Yes, map of recreation trails
	Development Regulations	<ol style="list-style-type: none"> 1. Required for all new development and modifications except in industrial zones. (10-11-5) 2. Required on both sides of the street, except that where the average width of lots, as measured at the street frontage line or at the building setback line, is over two hundred ten feet (210') on only one side of the street may be allowed. (Subdivision requirements 10-12-4-2)
	Design requirements	Minimum of 5'
Bicycle Facilities		
	Policies	Goal to provide more opportunities for Twin Falls Residents to walk, jog and bike on designated city trails.
	Plans -Maps	Yes, map of recreation trails
	Development Regulations	None
	Design requirements	None

Connectivity		
	Policies	<ol style="list-style-type: none"> 1. Goal of clear and efficient connectivity of transportation facilities. 2. Implementation Measure to encourage new development patterns that provide for community services close to neighborhoods, and connect them with bicycle and pedestrian trails. 3. Implementation Measure to Include system-wide trails development in any future planning initiatives, focusing on closing any gaps in trails and connecting existing and future neighborhoods to Downtown, parks and recreation facilities, and community destinations. 4. Implementation Measure to ensure that all new developments include a unified and fully-connected system of sidewalks, street trees, trails and open space. ★ BP 5. Implementation measure to retrofit existing neighborhoods with a unified and fully-connected system of sidewalks, street trees, trails and open space. ★ BP
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
	Recommendations	<ol style="list-style-type: none"> 1. Identify high priority infill areas and proactively apply mixed use zoning or other incentives as called for in the Comprehensive Plan. 2. Collaborate with the school district to identify criteria for school sites that ensures adequate infrastructure and integration into the surrounding community. Adopt as zoning or permit requirements that include locational criteria and connectivity. 3. Bike and pedestrian trails are linked more to recreation than mobility and access to schools. Reviews plans and amend, as needed, to identify trails and pathways as part of a transportation network and as routes to schools. 4. Develop design standards for bicycle facilities. 5. Develop standards for crossings, especially near schools. 6. Implement connectivity goals with adoption of connectivity index or other measurements.

Ucon (population 1,108)

Mixed Use – based on comprehensive plan, zoning or subdivision code not accessed.		
	Policies	None
	Zoning	None
School Siting		
	Policies	Good
	Zoning	Not Available
Sidewalks		
	Policies	None
	Plans -Maps	Not Available
	Development Regulations	Not Available
	Design requirements	Not Available
Bicycle Facilities		
	Policies	None
	Plans -Maps	None
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	None
	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	None
Recommendations	<ol style="list-style-type: none"> 1. Develop safe routes to school walking and biking plan, develop criteria for new development to integrate into the plan as development occurs. 2. Develop road connectivity requirements for new development to ensure that it is walkable, connected and integrated into existing development. 3. Reach agreement with county to encourage development within the area of city impact to occur contiguous to existing city limits. If development occurs in non-contiguous areas ensure that connectivity plan is met and that routes to school are identified. 4. Conduct a cost of service analysis to determine how to ensure that new development is cost effective. 	

Victor (population 1,928)

Mixed Use		
	Policies	<ol style="list-style-type: none"> 1. Mixed use concepts in the downtown core is encouraged. 2. Encourage mixed use development which locates commercial services and areas of employment within walking or biking distance from residences 3. Allow accessory-dwellings in appropriate areas throughout the City, subject to design standards.
	Zoning	<ol style="list-style-type: none"> 1. Mixed use allowed by right in Central and General business zones, with performance standards in TND 2. Accessory dwellings units allowed by right if meet set back and size standards
School Siting		
	Policies	<ol style="list-style-type: none"> 1. Encourages coordination between school district and city on school sites to address transportation issues (minimize need for busing) and deliver good quality education and services. 2. Calls for sharing facilities between school district and city ★ BP 3. Encourages integration of school sites with land use, transportation, parks, and recreation systems to function as safe efficient neighborhood centers. Schools should avoid hazardous areas. 4. Support educational institutions through assistance in planning for educational facilities. ★ BP
	Zoning	<ol style="list-style-type: none"> 1. School permitted by right in all residential and business zones areas 2. School permitted with CU in TND overlay.
Sidewalks		
	Policies	<ol style="list-style-type: none"> 1. Calls for pedestrian friendly downtown, walkable neighborhoods, identifies pedestrian friendly features 2. Encourages safe and convenient sidewalks in all infill projects 3. Encourage new development to consider greenways, bicycle paths or pedestrian access to public parks and links between parks, schools and neighborhoods.
	Plans -Maps	Yes – pathway map
	Development Regulations	1. Sidewalks required in commercial, industrial and along identified corridors, boardwalks allowed in lieu
	Design requirements	5’ minimum width, 4” of concrete with 4” of crushed aggregate base
Bicycle Facilities		
	Policies	<ol style="list-style-type: none"> 1. Calls to further develop a pathway system based on Trail Creek pathway 2. Encourage new development to consider greenways, bicycle paths or pedestrian access to public parks and links between parks, schools and neighborhoods. 3. Encourage pathways in developing areas that connect with local and regional pathways and open space.
	Plans -Maps	Yes – pathway map
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	<ol style="list-style-type: none"> 1. Develop transportation connections that increase emergency access 2. Provide better transportation connectivity to cities and arterials and major collectors in the county 3. Provide a connected network of pedestrian friendly streets and paths.

	Development Regulations	None
	Design requirements	None
Pedestrian Crossings		
	Design requirements	Controlled roadway crossings during school hours
Recommendations		<ol style="list-style-type: none"> 1. Develop design and construction standards for pathway system. 2. Develop design standards for pedestrian and bicycle crossings. 3. Develop zoning requirements for school sites that reinforce comprehensive plan goals. 4. Develop connectivity standards to implement policies.

Wilder (population 1,533)

Mixed Use		
	Policies	Mixed use category identified in Comprehensive plan and land use map
	Zoning	1. Commercial zone allows single family residential and multi-family by special use permit. 2. PUD allows 20% commercial with conditions in residential zone
School Siting		
	Policies	Parks Commissions should coordinate with school district
	Zoning	None
Sidewalks		
	Policies	Develop a Sidewalk Master Plan to facilitate safe pedestrian traffic in a consistent manner
	Plans -Maps	None
	Development Regulations	1. Required along all arterial streets, and new development 2. Parkways of at least 5' required except in single family, street trees are required in parkway strips 3. All rights of way shall be sufficient to include pedestrian walkways on both sides of the street
	Design requirements	5' width, buffered or separated from roadway with landscape strip. ★ BP
Bicycle Facilities		
	Policies	None
	Plans -Maps	None
	Development Regulations	None
	Design requirements	None
Connectivity		
	Policies	None
	Development Regulations	Minor streets arranged to discourage use by through traffic but facilitate connectivity to adjoining property
	Design requirements	250 foot maximum cul-de-sac
Pedestrian Crossings		
	Design requirements	None
Recommendations		
		1. Develop a zone where mixed use is a permitted use for downtown and other identified areas. 2. Coordinate with school to site other public facilities as shared space. 3. Complete Sidewalk Master Plan, identify safe routes to connections school for both existing and new development, include bicycles in safe routes planning. 4. Develop connectivity measurements and standards to ensure that new development is walkable, connected and integrated into existing development. 5. Develop standards for safe school pedestrian and bicycle crossings on Hwy 95 and Peckham Road