

# *City of Blackfoot, Idaho...*

## *Bicycle and Pedestrian Master Plan*



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**B**lackfoot has an early and rich history with its roots in agriculture, claiming title today as “The Potato Capital of the World.” First growing then food processing and manufacturing helped establish Blackfoot in the mid-1800s, so it is no surprise it is host to the Eastern Idaho State Fair which began in 1902. Yet it was the freighting and railroad business that made Blackfoot grow, first as an important stage stop then as a rail connection.

*Early potato harvesting. Picture: docmidwaycookhouse.com*



By the late 1800s Blackfoot had become an important terminal connection for agricultural products and the mining industry to the north. In 1878 Blackfoot’s rail terminal became the principal supply from the mines of Custer County. By 1887 when Idaho was still a territory over 3,000,000 pounds of freight were shipped annually.

By the early 1900s Blackfoot had a bustling downtown as a place of commerce with a bank and title company, hotels and more. Blackfoot incorporated as a city in 1907. Blackfoot was growing rapidly and was the county seat for Bingham County and an annual fair and the home of the Territory Insane Asylum (State Hospital South). Along with the rail came passengers and the construction of a handsome rail station in 1913 that serves today as the home of the Idaho Potato Museum. The rail line remains an important freight corridor and continues to present challenges in locating safe crossings.



*Blackfoot’s first business was the Idaho Grimm Growers.*

*Picture: idahogrimmgrowers.com*

By the 1950s Blackfoot began developing as a successful food-manufacturing center. As this industry grew it required more land and began to move west across the river where it still thrives today. The river crossings and needed transportation connections to serve this area are still vital. The fair grew into the Eastern Idaho State Fair, attracting people all over the region and Blackfoot continued to grow. When the freeway was completed the interchange became an important retail center creating the need for connections between downtown, the industrial area across the river and the homes in Blackfoot.

The initiative to provide public schooling in 1887 allowed Blackfoot to become a center for public education in the area, growing into School District 55 that today serves well over 3,000 students within Blackfoot and the surrounding rural areas. The schools also continue to need good transportation connections to make sure that students have safe access to the school sites.



*Early street activity in Blackfoot  
Picture: rexburghhistoricalsociety.com*



## Needs of Walkers & Bikers

Human beings require space while walking or bicycling. The space we need is determined by our size and shape as well as our physical ability to move..

As a pedestrian, we require buffer space to feel comfortable. We need space above and to our side to be comfortable and avoid being struck with objects. The speed at which we move greatly differs as much as people do. Runners can run up to 10 miles per hour while mobility impaired individuals may move at less than 1 mile per hour.



Bicyclists require just as much consideration with regard to width, height, and speed. A child riding a bike will ride at a slower speed and can be less predictable. A mother may choose to use a bicycle chariot to carry a toddler, adding both length and width to her needed space.

Yet despite these normal human tendencies both the walking and bicycling realm are seldom given the depth of thought necessary to accommodate such variability and instead a limited few design options made the default.

The intention of this section is to highlight how humans can differ and why context is such a valuable contributor to planning, design and operation of our communities transportation infrastructure.

### Dimensions of Humans: Pedestrians

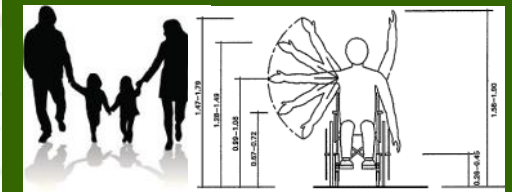
**Speed:** Humans move at different speeds. Federal guidelines for crosswalks require enough time be given for people to walk at a 3.5 feet per second pace or 2.38 miles per hour. In many instances this may be appropriate, but in areas with school zones, population of senior citizens, or those with mobility limitations, additional time may be appropriate given user ability.

**Width:** The space we occupy also extends to our sides as much as in front or behind our bodies. Generally, an adult is 12-24" wide, but with an additional six inches of comfort space, a person may need up to three feet to feel comfortable walking in a given space. If a person is wheelchair bound, walking with another adult or child, the width demands are greater. Furthermore, if in an environment with opening doors, fences, mail boxes, and street furniture, space can become narrowed and less accommodating.

**Height:** Though still a factor, height is generally less of an issue for walkers as it may be for bicyclists. The taller of Americans are between 6' to 6'-3". To accommodate the normal height and beyond an 8' vertical minimum should be observed.

**Other Needs:** Other common users also need to be accommodated in various ways. A wheelchair user needs facilities to be compliant with ADA so that they are able to safely negotiate sidewalks, curb ramps, crossings and other such facilities. An elderly person using a walker for assistance is also in need of a relatively flat and smooth surface free of trip hazards. Parents pushing strollers, dog owners walking their dogs, and even the physiological changes seen in American populations with the epidemic of obesity, all have concerns and considerations when choosing how to design a pedestrian network.

Width, height, and occupied space of users can vary



*Pedestrians can embody multiple user types and abilities. Travel speed, buffer spaces, and land uses can all shape the facilities used and the environments where people either flourish or struggle.*

## Needs of Walkers & Bikers

Though often lumped together in the same category as pedestrians, bicyclists are very much their own category of road user. A bicyclist can be a child on a small bicycle traveling at a slow speed, a novice rider on a beach cruiser bike out for a weekend ride or an expert road rider who may travel at speeds equal to moving traffic for the purposes of commuting. Each type of rider and circumstance is unique and deserving of specific context analysis to determine facility type.

**Bicyclist Type**—Just as there are a wide variety of pedestrian types, there are also several bicyclist types. The newest way to view population segments was created in 2006 by Roger Geller with the city of Portland. The four types described by Mr. Geller give a more relatable illustration as to the desires of bicyclists ranging from those willing to ride in any conditions or in any traffic scenario to those totally unwilling to ride under any circumstance.

**The Strong and Fearless**—These are the people who will ride regardless of roadway conditions. They are ‘bicyclists’ and riding is a strong part of their identity and they are generally undeterred by roadway conditions.

**The Enthused and the Confident**—Those who have been attracted to cycling because of supporting infrastructure. They are comfortable sharing the roadway with automotive traffic, but prefer to operate on their own facilities.

**The Interested But Concerned**—Curious about bicycling and about the need for people to lead more active lives, they would like to ride more, but are afraid to ride.

**No Way, No How**—This group is currently not interested in bicycling at all, for reasons of topography, inability, or simply a complete and utter lack of interest.

Sources:

<http://www.portlandoregon.gov/transportation/article/264746>  
<http://bikeportland.org/2006/12/07/what-type-of-cyclist-are-you-2650>

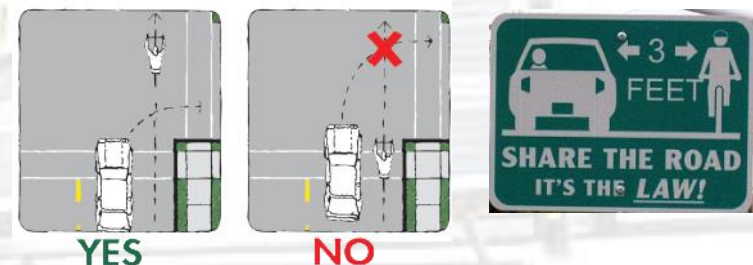
## Dimensions of Humans: Bicyclists

**Speed:** Typically, most bike riders travel between 12-15 miles per hour. However, this can greatly vary as older riders or young children could ride slower than 10mph while expert, well-conditioned riders as high as 25mph.

**Width:** Depending on the bicycle and to a degree the rider, width is generally defined as the width of the handlebars plus buffer space of one foot on either side. However this dimension could increase with the use of panniers, a child chariot or unique bicycle.

**Height:** Often a bicyclist has no greater demands for vertical clearance than does a pedestrian, however that can change for taller individuals or for bike riders riding bikes with frame dimensions outside the normal sizes. Eight feet vertical clearance is regarded as the minimum for objects, signs or landscaping.

**Other Needs:** Often overlooked when thinking about bicyclists and their needs are other features not always synonymous with “infrastructure.” System elements such as safe, stable, and usable bike racks, space free of debris and obstruction, and a driver awareness of poor etiquette such as “right hooks” and overtaking without giving bicyclists at least a 3-foot buffer, are all critical to making a communities investment into bicycle infrastructure successful and valued.



“3 Foot Rule” Source:

<http://www.mybikeadvocate.com.html>

“Right Hook” Source:

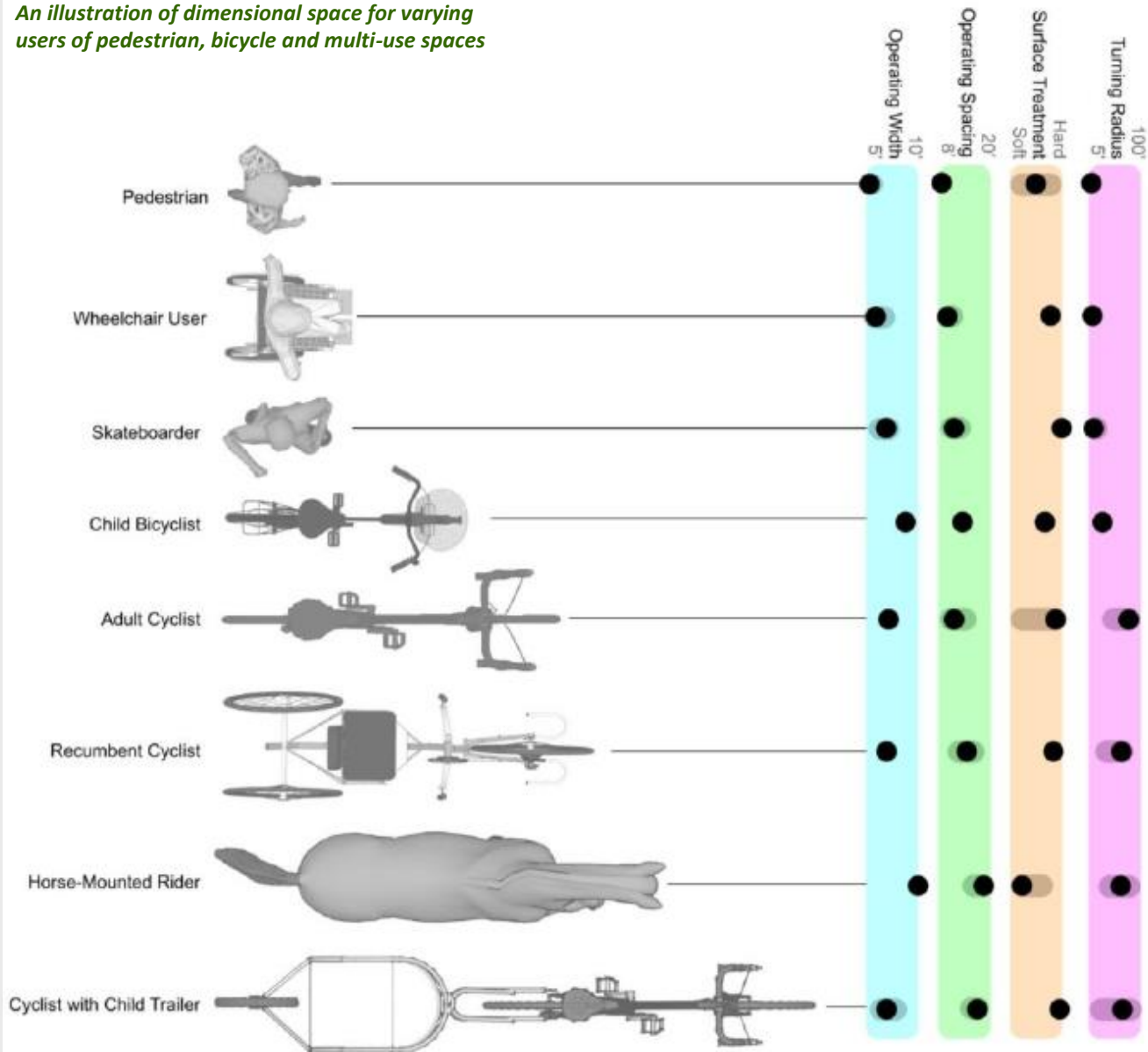
<http://onespeedgo.blogspot.com>



# NEEDS OF WALKERS & BIKERS

Walking and biking for utilitarian trips is called active transportation and has many community benefits. It can improve individual and community health and well-being by encouraging a minimum amount of physical activity through routine activities. It can save money on transportation - that can then be spent in the community on other needs. It can promote social and civic health through spontaneous interactions. Finally the cost of the facilities are low compared to other transportation improvement costs.

*An illustration of dimensional space for varying users of pedestrian, bicycle and multi-use spaces*



Typical operating widths, spacing requirements and turning radii depend on forward velocity as well as the experience of the operator. Skilled skateboarders frequently turn in less than the length of their own skateboards, for example. The preferred surface treatment for an adult cyclist will also depend on the type of bicycle (e.g., road or mountain or hybrid) that is being ridden as well as the purpose of the ride, for example, commuting as opposed to recreation.

Illustration: J. Scott Lane

## Existing Conditions

Blackfoot's Transportation Plan reflects a desire and directive to improve walking, biking and transit as transportation options for the residents of Blackfoot stating:

"The ability to travel where a person wants, when a person wants, is of vital importance, especially to people who don't have, or can't drive, a motor vehicle. People who don't have ready access to transportation have difficulty doing necessary and desired activities such as grocery shopping, going to social gatherings, and even obtaining necessary medical assistance. This isolation and inability to live independently can cause discomfort, physical trauma, a sense of isolation, and serious health problems."

The plan also identifies many of the challenges to providing this level of mobility.

Outside the earlier built downtown core with a well-connected grid and sidewalks, the existing network is incomplete, lacking connectivity, has significant gaps in infrastructure for pedestrians and virtually no on-street infrastructure for bikes. The city maintains ten miles of greenbelt including a pathway along much of E Airport Rd. that provides a wonderful recreational opportunity but requires better connections to the rest of the road system to be of much use for transportation. The greenbelt is also an asset but needs a better connection back into town where it intersects 150 W at Porterville. Bike infrastructure on Rose and 150 W would give residents on the north end of town better access to the greenbelt and create a loop back into town.



**The Blackfoot Greenbelt, Cannon Bridge**

**Picture:**  
[us.geoview.info](http://us.geoview.info)

**Spalled sidewalk at bridge landing**



Six major barriers present challenges to improving walking and biking including the freeway, river, railroad, highways 91 and 26/39, and the fairgrounds. The fairgrounds include 90 acres within the city limits with over 500 employees and over 200,000 attendees annually. This valuable economic asset unfortunately has created disconnection as the city has grown up around the fairgrounds. However this property has potential to provide off road access for biking and walking and could be incorporated with new uses compatible with the fairgrounds to take advantage of this space throughout the year.

**The Eastern Idaho Fair is a boon for Blackfoot for several days of the year, but a transportation challenge year-round.**



**Picture: Blackfoot Chamber of Commerce**

Several large manufacturing plants form a significant employment center across the river and freeway from most residential areas. This limited access requires infrastructure that commuters on bike and foot can safely share with those driving. There are two river crossings, but neither provides a safe alternative for walking or biking today. The older bridge, on Bridge Street, has a separated sidewalk but the access on either side is unsafe and it is too narrow for bikes to share as are the travel lanes.



**The Collins Siding (Bridge St.) Bridge**



## Existing Conditions Continued

The railroad and Highway 91 create barriers between downtown and neighborhoods to the east as well as youth on the west side attending the middle and high schools to the east. There is no Safe Routes to School program and infrastructure around several of the schools does not provide safe alternatives for walking thus many youth either ride the bus, drive or their parents drive them. This creates congestion problems at schools, especially at Ridgecrest Elementary where many students live close enough to walk if it were safer. Furthermore the amount of right of way in front of the high school has great potential for encouraging walking, biking and other users. There are two locations behind the middle school where gates would improve access for walking.



*Exceptionally wide streets influence drivers' behavior and travel speed. The width near BHS induces speeding and reduces visibility for crossing pedestrians.*

Highway 26/39 cuts access from many of the residential neighborhoods to the city's major shopping area near the freeway.

Aside from these major arterials and rail lines and the associated crossings much of the system is made up of local roads with low vehicle volumes and lower speeds, and despite the loss of a typical grid beyond the downtown core there are adequate connections from local to collector level roads where walking and biking can be safely accommodated with modest improve-

ments including signage that helps users navigate off typical main routes. Creating this network would reduce the number of necessary crossings allowing the city to focus resources on specific locations.



*Blackfoot has areas with tight gridded street layouts. This approach allows more and shorter route options, improving efficiency.*

Transit options are many yet still limited in coverage and include basic commuter and on-demand service by various agencies:

- \* Pocatello Regional Transit commuter service;
- \* A senior bus service run by the Community Action Agency with volunteers;
- \* Transportation for Bingham County citizens provided by the Bingham County Senior Center Monday through Thursday;
- \* Idaho State University commuter service for students and charter services restricted to university activities;
- \* INL operated commuter service for its employees; and
- \* District 55 operated school buses for public schools K-12.

These are all limited in providing "the ability to travel where a person wants, when a person wants..." noted in the transportation plan.

There is also a Salt Lake Express private bus service to Boise and Salt Lake with daily departures and connections and a general aviation airport. Blackfoot supports creating one regional commercial airport shared by Pocatello, Blackfoot and Idaho Falls.



**B**lackfoot is a community that has significant history, plays a vital role in the states' economy and is seeing a change from an agricultural-based economy to one with greater diversity. The community now fully recognizes the many attributes it has with respect to recreation and leisure as well as its central location within southeastern Idaho. More and more people are wanting to walk or bicycle for utility and pleasure and city streets need of the appropriate and adequate tools to answer the demand.

**Stakeholder Meeting**– a preliminary kickoff meeting was held with city staff and leadership to discuss the desires for a more walkable and bikable environment. A portion of the meeting was to describe how the project would be approached and the delivered products. The discussion also yielded many results and gave significant context to recent decisions, leadership perspectives and goals of the community. Much of the conversation



was used as a way to give additional direction for the planning team to focus efforts by particular corridors, loops, or route segments given current use or ultimate objectives.

**School Observations**– During the initial site visit a walk audit and site assessment were conducted during the morning drop off and afternoon pick-up activities at Ridge Crest Elementary. Several observations were made around the evaluation of dropping off and picking up students.

1. The drop off area in front of the school is poorly defined and not as affective as it could be with changes;
2. The presence of bicyclists was minimal;
3. Airport Road is in need of walking and bicycle treatments to improve access and safety for users;
4. There is a plan in place to try and reorganize some of the circulation patterns to take place in the near future.

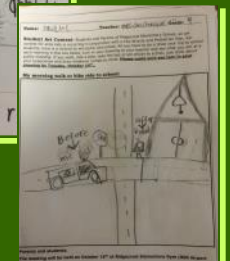
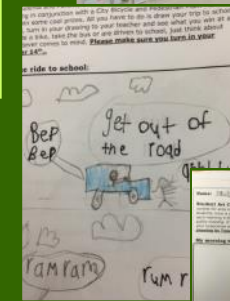
**Art Contest/ Public Meeting**- At the conclusion of the initial Blackfoot site visit, an art contest and open house was held. The purpose of the event was to gain insight from residents and parents of the community and from Ridge Crest Elementary school. The event was attended by city leadership including the mayor and school staff including the principal. Dozens of people attended the meeting which included an overview of the project, description of initial findings, awarding of art contest prizes, followed by the use of listening stations to better understand the opinions of attendees. Many expressed their concerns over safety, circulation and congestion at and near the school and poor air quality due to idling cars as well as comments about other locations in the network where they wanted improvements for safer walking and biking .

*Community desires can be expressed beyond words or in meetings. (A) In Blackfoot distinct the community came out to hear about walkability and to share their vision of a more active Blackfoot. (B) Additionally, students from the Ridge Crest Elementary drew their experiences with local street and in some cases even included specific intersections.*

A.

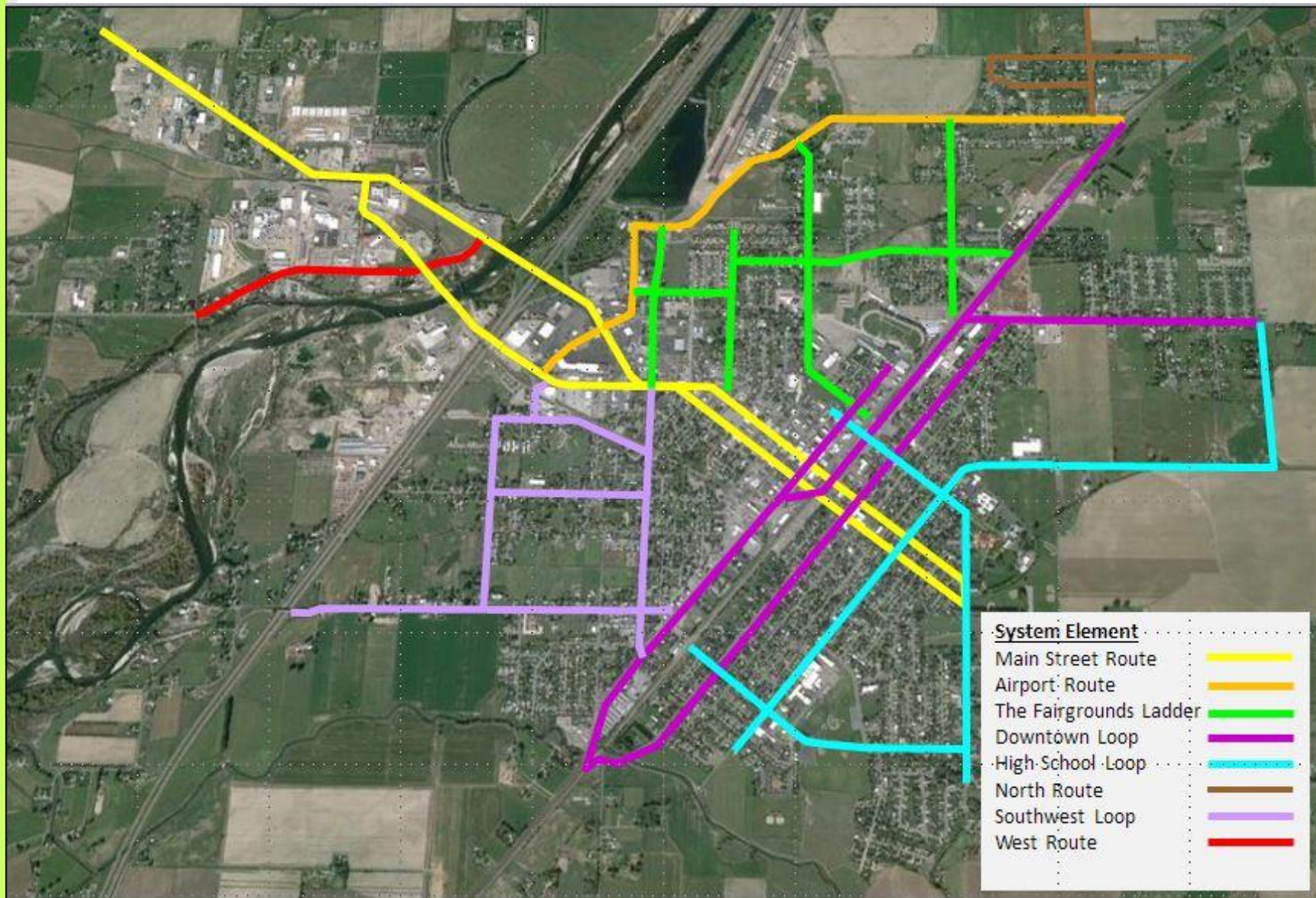


B.





# PLAN OF ACTION



**Future Blackfoot Bicycle & Pedestrian Network**



## Pedestrian and Bicycle Network

A high-quality pedestrian and bicycle realm is highly connected and shortens distances by providing numerous route choices, offers safe facilities for all users and provides access to key destinations. Pedestrians need sidewalks, sidepaths, or other defined pedestrian space and enhancements at intersections to allow safe convenient crossing of high traffic roadways, rail lines or other barriers. Bicyclists rely on a well-signed network of safe bike facilities with bike lanes on higher speed and volume roadways. The interested but concerned users (pg. 5) prefer separated facilities or routes on low-traffic, slow-speed roadways.

**Network Segments:** The city of Blackfoot has a vast array of streets that all contribute in some way to a total street network. Generally, pedestrians and bicyclists travel much shorter distances than motorists. The shorter trip patterns translates into a need to assess Blackfoot streets with a correspondingly smaller geography. Therefore, this plan is intentionally crafted in a fashion that shows how smaller portions of the overall network can contribute to a walkable and bikable environment. The focus is to highlight the smaller sub-networks by suggesting specific recommendations, identifying the local land uses that appeal most to users, and to describe how the smaller networks can be connected to contribute to the greater citywide system.

To help further refine priorities for the city, each sub-network contains primary and secondary streets. Primary corridors are those with higher volumes of motorized and nonmotorized users and are connected to land uses that are sought by or generate pedestrians or bicyclists. Typically, these routes are arterials and perhaps collectors in the Functional Classification system,

Secondary corridors are those with lower volumes of users and typically fewer land use attractions. A secondary route may be a collector or local street with less demand within the citywide network. Because such routes are less contentious for pedestrians they are generally safer. Improvements can be made, especially as demand changes, but priority should be with primary routes addressed as resources become available.

**Network Hot Spots;** Intersections and pinch points that need additional consideration are also identified and called out in the plan. Though they are part of identified street segments, they take additional thought and care when recommending improvements due to the complexity each contains.

### *Sub Networks and Streets*

#### ★ *Main Street Route-*

- East/West Bridge Street,
- East Bridge/Bergener Blvd.
- East/West Judicial Street
- Highway 26

#### ★ *Airport Route*

- East Airport Road
- Jensen Grove Drive
- Parkway Drive

#### ★ *The Fairground Ladder*

- Highland Drive
- Wooten Way
- Airport Road
- Lilac Street
- Parkway Drive
- Meridian Street
- Francis Street

#### ★ *Downtown Loop*

- Broadway Street
- SW Main Street
- South Shilling Street
- Rich Lane

#### ★ *High School Loop*

- Mitchell Road
- South Fisher Street

- East Walker Street
- West/East Alice Street
- Pendlebury Lane
- Fulmer Lane

#### ★ *Southwest Loops*

- Riverton Road
- Center Street
- Lansing Street
- Meridian South
- Doud Street
- Wilson Avenue

#### ★ *North Route*

- Rose Street
- Gardner Drive
- Robert Street
- James Street
- Chaparro Street

#### ★ *West Route*

- Highway 39

### *Hot Spot Intersections*

- Bergener/Parkway
- Rich Ln./Highway 91
- Alice St./Fisher St.
- Alice St./Shilling St.
- Airport Rd./Ridgecrest St.
- E. Walker/Fisher St.
- Broadway/ W. Walker St

## PLAN OF ACTION

# MAIN STREET ROUTE

**Route Description:** The Main Street route is a linear loop that is aligned from the northwest area of Blackfoot to the central east part of the city. The whole loop is approximately 6.3 total miles, and is a mixture of the busiest city arterials and moderately busy collector street segments.

### Route Streets:

- East Bridge/West Bridge Street,
- East Bridge/Bergener Street
- East/West Judicial Street
- Highway 26

**Route Attractions:** Blackfoot soccer complex, Blackfoot 6th Grade School, downtown Blackfoot, I-15 shopping centers, the Snake River, and NW industrial sites.

### Street Recommendations

**East/West Bridge Street:** Upgrade all intersection sidewalks with ADA compliant curb ramps as needed; restripe all crosswalks with high visibility crosswalk markings.

#### Pedestrian Realm—East Bridge Street

- \* Fisher and Shilling intersections: construct curb extensions, high-visibility crosswalks, new curb ramps and in-pavement crossing pedestals.
- \* SE Main Street intersection: add curb extensions, rapid flash beacons.
- \* Birch intersection: construct crosswalk, pave with pervious asphalt and add ramps and RRFB to refuge island.



Main Street Route

#### Pedestrian Realm—West Bridge Street

- \* Extend sidewalk on east side of Bridge from the railroad tracks to Frontage Road, and construct high-visibility crosswalk.
- \* Add extruded curb along paved shoulder from the Collins Siding bridge, to Highway 39.

#### Bike Realm—East/West Bridge Street

- \* Pendlebury to SW Main Street: add 5' bike lanes by restriping road to 7.5' on-street parking, 5' bike lanes, and 10' travel lanes.
- \* SW Main to Birch: Add 5' bike lanes with same paint design as above or, remove on-street parking along outside lane and install buffered bike lanes.
- \* Market Street/W. Bridge Street to Frontage Road: Reconsider two way left turn lanes (TWLTL) to add 6' buffered bike lanes and 12' travel lanes. If TWLTL is maintained, restripe road to include 10' travel lanes, 12' TWLTL and 5' bike lanes.
- \* Frontage Road to Highway 39: use shared lane markings with narrowed section over the bridge; add bike lanes from the bridge to Highway 39.

*A rendering of the Bridge Street crossing which will allow the existing island to be a true pedestrian refuge while crossing.*




# PLAN OF ACTION

## MAIN STREET ROUTE

### Street Recommendations Continued... East Bridge and Bergener Blvd. (I-15 Business)

#### Pedestrian Realm

- \* From Meridian Street-Market Street: (east side) define Kessler's Market parking area with paint to create a pedestrian designated space, add wheel stops to further define and protect space.
- \* From Meridian Street-Market Street: (west side) extend sidewalk on refuge island, and define parking area of Los Roberto's with wheel stops or extruded curbs.
- \* Market Street to Parkway Drive: using existing landscaped parkway and right-of-way where necessary, construct a 5'-7' pervious asphalt pathway on both sides of the street, preferably behind the tree line for added buffer space.

 **Parkway intersection: adjust pedestrian signal timing to meet federal guidelines of 3.5 fps. Restripe with high-visibility markings. Reconstruct non-compliant curb ramps with two ramps per corner oriented to align straight across from each other.**

#### Bike Realm

- \* Meridian to HWY 39: add bike lanes by restriping road, using clear zone space, and narrowing lane widths. Note: this will require ITD participation. Use NACTO guidelines for appropriate treatments.



*Sidewalk segments along E. Bridge/Bergener Blvd. needing to be extended*



### East/West Judicial Street

#### Pedestrian Realm

- \* Shilling and Fisher intersections: add curb extensions, high-visibility crosswalks, new curb ramps, and in-pavement crossing pedestals.
- \* SE Main Street intersection: add curb extensions, RRFB

#### Bike Realm

- \* From Pendlebury to SW Main Street, add 5' bike lanes by restriping road to 7.5' on-street parking, 5' bike lanes, and 10' travel lanes.



#### Main Street Route

- \* SW Main to Birch: Add 5' bike lanes with same paint design as above or, remove on-street parking along outside lane and install separated bike lanes. *Note: narrower lanes will reduce speeding.*
- \* Birch to Meridian: Add shared lane markings
- \* Meridian to Hwy 39: see above (now Bridge/Bergener Blvd.)

#### Highway 26 Bike Realm

- \* From Highway 39 to Bond Road: ensure safety shoulders are in place, smooth and navigable. Ensure that vertical rumble strip is placed on fog line at time of next overlay or reconstruction. Coordinate with ITD.



*The Collins Bridge is narrow though includes walkable space. Highway 26 includes shoulders, but addition of rumble strips should help raise awareness of bicyclists.*





## PLAN OF ACTION

# AIRPORT ROUTE

**Route Description:** The Airport Route is a linear route that extends northeast from downtown and spans roughly 2.5 miles over three streets. The route connects the large shopping areas near I-15, multiple local and regional parks including Jensen Grove Park and boat dock, a regional path, general aviation airport and Blackfoot residents in the northeast part of the city.

### Route Streets

- East Airport Road
- Jensen Grove Drive
- Parkway Drive

**Route Attractions:** Regional Pathway, Jensen Grove Park and Lake, McCarley Field, residential neighborhoods, I-15 Shopping area.



*The Blackfoot Trail at Jensen Grove Park*

### Street Recommendations East Airport Road



#### Pedestrian Realm

- \* Highway 91 to Highland Drive: Finish sidewalk segments through development opportunities or through city initiatives.
- \* Teeples Drive to Airport Road: construct rock fines (fine gravel) pathway along East Airport the south side towards Airport Road.

*Using a rock fines trail gives a stable and predictable pathway for uses and minimizes drainage concerns and environmental aesthetic impacts to park space.*



Airport Route

- \* At Airport Road intersection construct crosswalk with RRFB add a curb extension on north side of the intersection.
- \* Continue rock fines trail south side along Airport Road to sidewalk coming from Wildrose. Complete as sidewalk as development fills the vacant parcels from approximately Wildrose to Harbor Drive extension. Require Harbor Drive, Rigdgecrest Street, Lilac Street and Lakeside Drive to create connecting grid with development.
- \* Wildrose Intersection: add crossing and RRFB similar to Airport Road treatment (allows pedestrians and bicyclists trail access).



#### Bike Realm

- \* Highway 91 to 2 lane taper: restripe road with two 11' travel lanes, a 12' TWLTL, and two 5' bike lanes.
- \* 2 lane taper to Highland Drive: continue 5' bike lane, and 10' travel lanes. **This will require removing on-street parking.**
- \* Highland Drive to Teeples Drive: remove TWLTL and add 5' bike lanes. The TWLTL is not needed due to low turning traffic volumes.
- \* Teeples Drive to pathway: Restripe street to include two 10' travel lanes an 11' TWLT/Left Turn lane and 4.5' Bike lanes. This application allows bicyclists to access the pathway via the Airport Road RRFP crossing and park driveway.



## Street Recommendations Continued...

### Jensen Grove Drive

#### Pedestrian Realm

- \* Fill sidewalk gap on east/south side at north to N Meridian Road.

#### Bike Realm

- \* Meridian Street to Parkway: Add 5' bike lanes.

### Parkway Drive

#### Pedestrian Realm

- \* Jensen Grove Drive to Bergener (I-15 business): Fill sidewalk gap on east side. Reconstruct existing degraded sidewalks on west side, construct curb ramps at shopping center entrances.



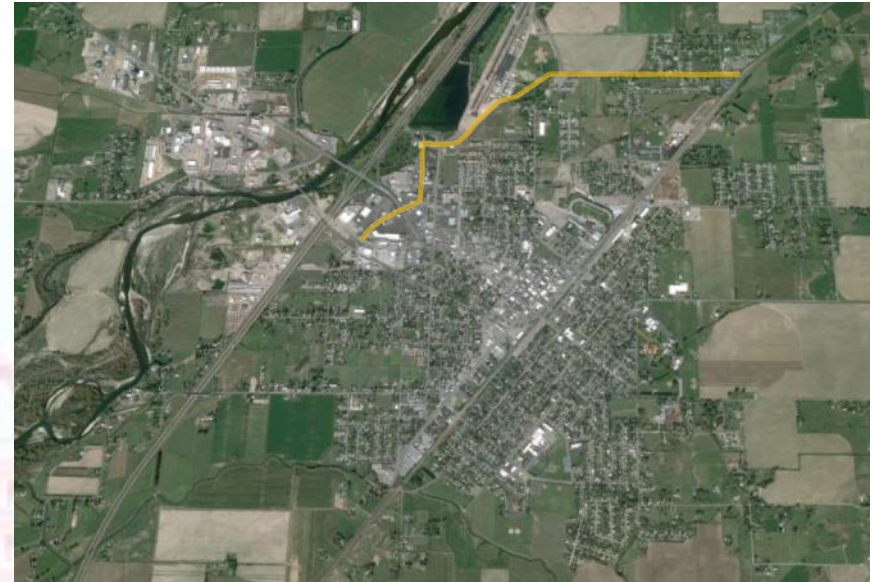
*Several sidewalk segments on Parkway Drive are missing connecting curb ramps, or need repair.*

- \* Bergener (I-15 business) to West Bridge: Construct a mid-block crosswalk near the Taco Bell entrance to provide safer crossing movement for the students and employees of both large centers. Frequent crossing use makes additional measures necessary.



*At a mid-block crossing a HAWK signal or RRFB is most appropriate*

- \* West Bridge Street: Restripe crosswalk with high visibility markings (see rendering page 25).



### Airport Route

#### Bike Realm

- \* Jensen Grove Drive to Luther Way: Restripe to add 5' bike lanes with 3' painted buffers and narrow all travel and turn lanes to 11'.
- \* Luther Way to Bergener (I-15 business): choose from – narrow all travel and turn lanes to 10' and add 5' bike lanes **-or-** remove right turn only lane onto Luther Way, narrow remaining four travel and turn lanes to 11' and add 5' bike lanes with 3' painted buffer.
- \* Bergener (I-15 business) to West Bridge: add 5' bike lanes (below)



*Parkway Drive is suitable and has space for bike lanes given its current geometry. By adding such lanes, the roadway and travel lanes narrow adding design prompts to drives to travel at the appropriate speeds given land use context and expected users.*



## PLAN OF ACTION

# THE FAIRGROUND LADDER

**Route Description:** The “Fairground Ladder” is composed of mostly residential streets and neighborhoods, though a few commercial outlets exist on the western edge. The major land uses on the south-eastern edge in this quadrant are the Bingham County Courthouse, the East Idaho State Fairgrounds and Bingham Memorial Hospital.

### Route Streets

- Highland Drive
- Wooten Way
- Airport Road
- Lilac Street
- Parkway Drive
- North Meridian Street
- West Francis Street

**Route Attractions:** Bingham Courthouse and Fairgrounds, Ridge Crest Elementary School, Bingham Memorial Hospital, several residential neighborhoods.

### Street Recommendations

#### Highland Drive

##### Pedestrian Realm

- \* Highway 91 to East Airport Drive: Fill missing sidewalk gaps by using 5’ wide paved asphalt pathways and extruded curb treatment. **This will require some on-street parking concessions.**
- \* Wooten Intersection: construct full crosswalk with high-visibility markings.

##### Bike Realm

- \* Highway 91 to East Airport Drive: Add shared lane markings along extruded curb, post appropriate “Share the Road” signage,.

#### Wooten Way

##### Pedestrian Realm

- \* Highland to Airport Road: Improve north side pathway by compacting a smooth gravel surface or paving a 5’ wide pathway using pervious asphalt making the route safer and more accessible. Permanent sidewalk should be added with future development.
- \* On south side of the road, construct 6’ shoulder pathway using extruded curb treatment on the existing street surface.



The Fairgrounds Ladder

##### Bike Realm

- \* Airport Drive to Highland: Add buffered bike lanes; stripe two 11’ travel lanes, two 2’ buffer spaces and two 5’ bike lanes, with one 6’ extruded curb pathway on south (42 feet)
- \* Highland to Highway 91: 11’ lanes, 6’ bike lanes, 3’ buffer space.



**A treatment such as pictured that includes extruded curb sidepath and bike lanes with narrowed travel lanes is possible along Wooten and several of the other Fairground Ladder streets.**



## Street Recommendations Continued...

### West Francis Street



#### Pedestrian Realm

- \* Continue to replace curb ramps as scheduled. Enforce parking issues encroaching on sidewalks at Highway 91 intersection. Work with hospital to place vehicle wheel stops along parking lot edge to prevent vehicle overhang and encroachment onto sidewalk.



#### Bike Realm

- \* Add 5' bike lanes. This treatment will require on-street parking changes, especially in front of the hospital, though adequate parking exists to accommodate the change.

### Airport Road



#### Pedestrian Realm

- \* Francis to Wooten Way: Reconstruct sidewalks throughout the corridor. The existing sidewalks do not meet federal requirements for ADA compliance, and are excessively narrow. A significant appropriately designed section could be provided by the county since it abuts the Bingham County Fairgrounds.
- \* Wooten Way to Harbor Drive: Fill sidewalk gaps or use paved asphalt shoulders with extruded curbs; both should be 5' in width.
- \* Tana Drive to E. Airport Rd: Continue rock fines walkway on east side of Airport Rd (pg. 17), narrow travel lanes at bridge if necessary.



#### Bike Realm

- \* Add 5' bike lanes. This will require on-street parking changes in front of some single family homes and Ridge Crest Elementary School. Residential issues are mitigated though side street frontage or large driveways; the school by dedicated vehicle drop-off and pick-up space.

### Lilac Street



#### Pedestrian Realm

- \* Adequate sidewalks exist though curb ramps should continue to be replaced as necessary. Seek to either consolidate mail boxes or move signs and mail boxes outside of the sidewalk space as in many instances they limit space and violate ADA compliance (right).



#### Bike Realm

- \* Pacific to Wildrose: Add shared lane markings, post "Share the Road" signs.



The Fairgrounds Ladder

### Parkway Drive (Lilac Street to Jensen Grove Drive)



#### Pedestrian Realm

- \* No improvements necessary. Replacing curb ramps to comply with ADA and repainting crosswalks should continue as necessary.



#### Bike Realm

- \* Add shared lane markings and "Share the Road" signage

### North Meridian Street



#### Pedestrian Realm

- \* No improvements necessary. Replacing curb ramps to comply with ADA and repainting crosswalks should continue as necessary.



#### Bike Realm

- \* Restripe street to include two 4.5' bike lanes, two 10' travel lanes and one 11' TWLTL.



*Consolidating or moving mailboxes beyond the walk space improves pedestrian access.*

## PLAN OF ACTION

# D O W N T O W N L O O P

**Route Description:** The Downtown Loop is composed of roughly 2.5 miles that include state highway, downtown arterials and a significant parallel route that spans neighborhoods, commercial, retail spaces and several school sites.

### Route Streets

- **Broadway Street (Highway 91)**
- **SW/NW Main Street (Highway 91)**
- **South Shilling Avenue**
- **Rich Lane**

**Route Attractions:** Downtown, City Hall, Idaho Potato Museum, Bingham County (East Idaho) Fairgrounds, Bingham County Historical Museum, and Blackfoot 6th Grade School.


### Street Recommendations

#### **Broadway Street**

##### **Pedestrian Realm**

- \* South Shilling Avenue to SW Main Junction (Highway 91): complete sidewalk network to the South Meridian Street intersection. Replace all non ADA compliant curb ramps. There is a .66 mile gap between crosswalks. Recommend working with ITD to determine the location of an additional crosswalk near the South Maple Street intersection. Enforce code compliance of vehicles parking on sidewalks.

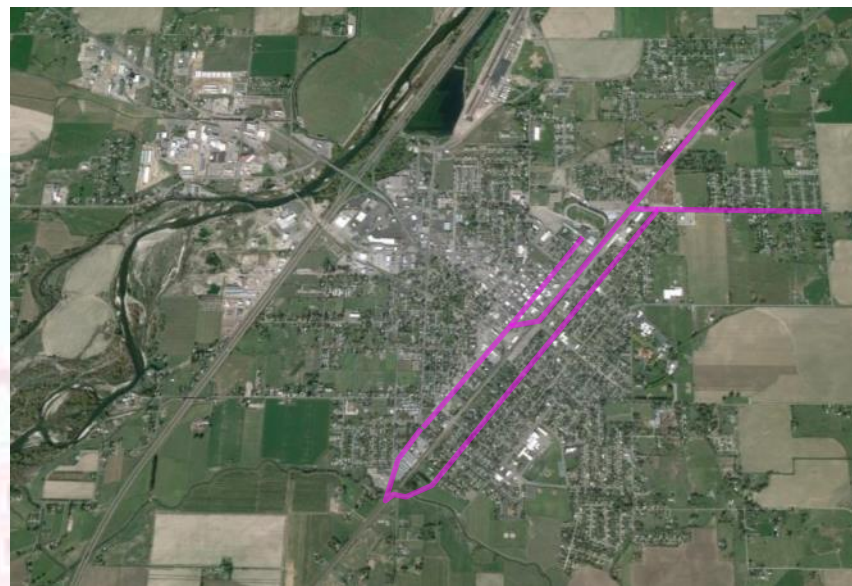


- \*  **Walker Street intersection: Reconstruct the Walker Street crosswalk to include high-visibility markings, pedestrian refuge island and either RRFB or a HAWK type signal device.**

- \* SW Main Junction to Park Street: continue to replace non ADA compliant curb ramps, institute high visibility crosswalk designs.

##### **Bike Realm**

- \* South Shilling Avenue to SW Main Junction (Highway 91): adequate street width exists to add bike lanes using 11 foot travel lanes, a 12 foot TWTWL and restricting on-street parking which is not necessary. Bike lanes should be 6' wide and the additional width painted to provide a buffer space.



#### **Downtown Loop**

- \* SW Main Junction to Park Street: ideal candidate for bike lanes. The 10' travel lanes and 7.5' on-street parking will be further defined and traffic calmed by the addition of such an improvement.

### SW/NW Main Street (Highway 91)

#### **Pedestrian Realm**

- \* SW Main Junction to Wooten Way: Complete sidewalk gaps on north side of the roadway. Replace all curb ramps with ADA complaint ramps and restripe crosswalks with high visibility markings. Add RRFB at midblock crossing at Idaho Potato Museum.

#### **Bike Realm**

- \* SW Main Junction to East Airport Road: adequate street width exists to add bike lanes by restriping 10.5' travel lanes, an 11' TWTWL, 6' bike lanes and 7.5' on-street parking lanes. A 6' bike lane will give bikes room to avoid car doors opening when a parked car is present.

### NE Main/Pacific

#### **Pedestrian Realm**

- \* Reconstruct NE corner curb ramp, stripe high visibility crosswalk and add rectangular rapid flash beacon.



# PLAN OF ACTION

## D O W N T O W N L O O P

### Street Recommendations

#### South Schilling Avenue

##### Pedestrian Realm

- \* Last Street to Walker Street: complete sidewalk network with attached sidewalks due to cost and impacts.

##### **Alice Street intersection: add crosswalk with high visibility markings and ADA compliant curb ramps.**

- \* Bridge Street intersection: add crosswalk with high-visibility markings and ADA compliant curb ramps.
- \* Judicial Street intersection: add crosswalk with high-visibility markings and ADA compliant curb ramps.
- \* Walker Street: add crosswalk with high-visibility markings.

##### Bike Realm

- \* Walker Street to Rich Lane: add shared lane markings.

#### Rich Lane

##### Pedestrian Realm

- \* Fullmer Lane to Highway 91: Add 10'-12' sidepath on south side of Rich lane. **Note:** In the short term add a facility to Rich Lane immediately by restriping after the upcoming chip seal project by striping two 10' lanes and one 8' shoulder pathway. Further define shoulder pathway with candles or extruded curb where needed.

##### **NW Main Street (Highway 91) intersection: Construct a crosswalk to include high-visibility markings, pedestrian refuge island and either RRFB or a HAWK type signal device. Rich Lane is .51 miles north of Alice Street, the nearest crossing of the rail corridor and highway. This crossing will connect to the improvements recommended on Highland Drive and has high demand during fair time. Year round demand will grow with recommended improvements.**

##### Bike Realm

- \* Add shared lane markings.



Downtown Loop



*Sidepaths are multipurpose pathways that provide dedicated space for both walkers and bicyclists, and are low impact on stormwater systems. Such paths should be 10'-12 wide to accommodate users and cross traffic.*

# PLAN OF ACTION

# H I G H S C H O O L L O O P

**Route Description:** The triangular shaped network includes essential streets servicing southwest Blackfoot. This part of the city is home to not only several neighborhoods, but also the high school complex and aquatic center, the state hospital and park facilities, as well as several neighborhood businesses and retail outlets.

## Route Streets

- Mitchell Road
- South Fisher Street
- East Walker Street
- West/East Alice Street
- Pendlebury Lane
- Fulmer Lane

**Route Attractions:** Blackfoot High School and Aquatic Center, the Idaho State Mental Hospital, Mountain View Middle School

## Street Recommendations

### Mitchell Road



#### Pedestrian Realm

- \* Francis Street to Soccer complex driveway: paint pedestrian/bicyclist way to define street segment.



#### Bike Realm

- \* MS to Fulmer: With future development, street could need bike lanes towards eastern parts of Blackfoot. Recommend shared lane markings at this time.

### South Fisher Street



#### Pedestrian Realm

- \* Francis to Clifford: repair all damaged sidewalks, fill gaps of existing sections with at-grade sidewalks.



**Alice, Bridge & Judicial intersections: add high visibility crosswalk, ADA compliant curb ramps.**



*Sidewalks along South Fisher Avenue*



**High School Loop**



#### Bike Realm

- \* Francis to York Drive: add shared lane markings, post "Share the Road" signs.
- \* York to Walker Drive: Install 12' cycle track between curb and gutter and angled parking. To achieve this, the angled parking will be required to be pushed farther into the street.
- \* Walker Drive to Clifford Street: add shared lane markings.

### Mountain View Middle School



#### Pedestrian Realm & Bicycle Realm

- \* Jefferson, Hawley, McDougal: formalize existing trails/gates to schoolyard by adding gravel pathway connections, consider additional gate in the back fence. Require new pathway/gate connections with development east similar to Ridge Crest Elementary.

### Fulmer Lane



#### Pedestrian Realm & Bicycle Realm

- \* Mitchell Road to Rich Lane: Curb, gutter and sidewalks and full bike lanes will be necessary with future development. Shared lane markings, gravel shoulder path possible in the interim.



## South Fisher Street

### *Buffered Bike Lane Concept*

South Fisher Street in front of Blackfoot High School is a significant street with significant potential. The roadway is exceptionally wide, induces inappropriate vehicular speeds, has bicycle and pedestrian traffic, and an unusual parking configuration. If the street is redesigned and repurposed it could be unique to the area and improve safety and mobility for all users. The following graphic is a depiction of what the buffered bike path could look like if constructed.



#### **Street Dimensions**

**2' Gutter Pan**

**18' Parking**

**15' Travel Lane**

**15' Travel Lane**

**18' Parking**

**8' Planter Strip**

**12' Bike Lane**

**2' Gutter Pan**



High School Loop



*A rendering of what a buffered bikeway in front of Blackfoot High School could look like with a planter strip, street trees and continued diagonal parking. Narrowed driving lanes and travel width can calm traffic and reduce crossing distances and improve the profile of the school.*

## PLAN OF ACTION

# H I G H S C H O O L L O O P

### *Street Recommendations continued...*

#### East Walker Street



##### **Pedestrian Realm**

- \* Fill existing sidewalk gaps, replace existing ramps with ADA compliant ramps as scheduled.
- \* York Drive intersection: construct curb extension between York and Putnam, add high-visibility crosswalk markings.



***Fisher intersection: stripe high-visibility crosswalk markings.***



##### **Bike Realm**

- \* Pendlebury to York Drive: add shared lane markings
- \* York Drive to Highway 91: add 5' bike lanes, 10' travel lanes. Will require on-street parking restrictions but due to the abundance of off-street surface parking, doing so shouldn't be problematic.

#### East/West Alice Street



##### **Pedestrian Realm**

- \* Replace existing curb ramps with ADA compliant ramps.



##### **Bike Realm**

- \* Pendlebury to West Ash: add shared lane markings, post "Share the Road" signs."

#### Pendlebury Lane



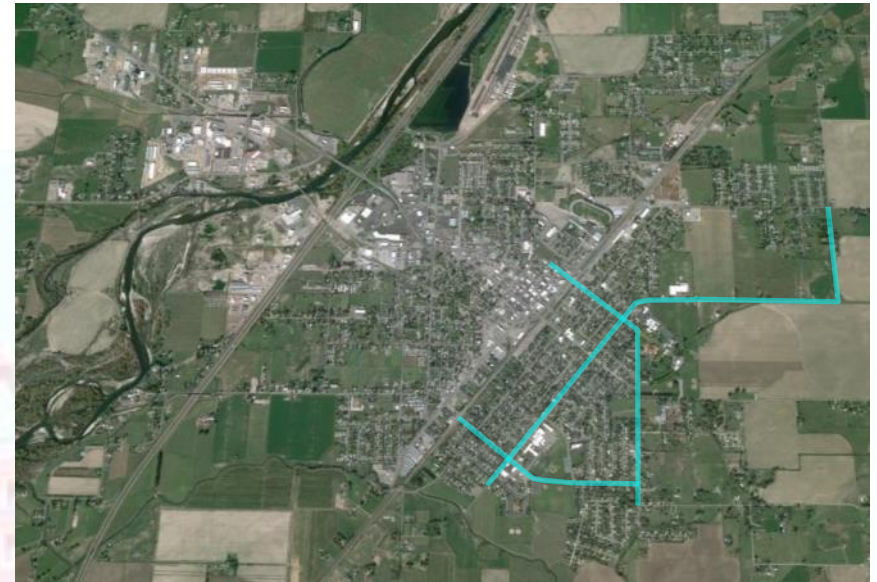
##### **Pedestrian Realm**

- \* Christian Drive to Bridge Street: add paved shoulder and extruded curb treatment to fill gaps in sidewalk on both sides.



##### **Bike Realm**

- \* Add shared land markings and post "Share the Road" signs throughout the corridor.



High School Loop



## PLAN OF ACTION

# NORTH ROUTE

**Route Description:** The North Route is one that links the neighborhoods and popular land uses near East Airport Road and Highway 91 with far northern reaches of the Blackfoot Greenbelt trail system and significant multi-family residential developments. Providing a connection with the valuable community asset is essential to developing the full Blackfoot network.

### Route Streets

- Rose Road
- West 100 N Street
- Chaparro Lane Street
- James Street

**Route Attractions:** Blackfoot Greenbelt, the Emerald House, Tesoro Mini-Market, LDS Church.

### Street Recommendations

#### Rose Road



#### Pedestrian Realm

- \* East Airport to Robert Street: Fill in sidewalk gaps over time beginning with the southern portion of the section.



#### Bike Realm

- \* East Airport to W 200 N: stripe bike lanes. An existing 4.5-5' shoulder already exists and is striped. The city should add bike lane stencils and signage. Add appropriate pavement markings and signage at the intersection with East Airport Road.

*Rose Street provides a direct access to the Blackfoot Greenbelt*



North Route

### W 100 N Street



#### Pedestrian Realm & Bicycle Realm

- \* Chaparro Lane to Highway 91: on the south side of the street, install extruded curb and paved shoulder until permanent sidewalk is constructed with development. Add sidewalks on north side with development.
- \* Rose Street intersection: install high-visibility crosswalk.

### Chaparro Lane



#### Pedestrian Realm & Bicycle Realm

- \* Chaparro Lane has completed sidewalks and connects to E Airport near the completed north side sidewalk. It offers a low volume neighborhood connection from W 100 N to E Airport. Add sharrows or bike route signage on Chaparro.



**Complete the north sidewalk segment on E Airport to Chaparro.**

### James Street



#### Pedestrian Realm

- \* Justa Circle to Rose Street: complete sidewalk network.

## PLAN OF ACTION

## SOUTHWEST LOOPS

**Route Description:** The Southwest Loops are composed of several streets in the southwest quadrant of Blackfoot. The streets are mostly in transitioning residential areas filled with subdivisions, high density housing and open land that will develop in the future.

### Route Streets

- Riverton Road
- Center Street
- Lansing Street
- South Meridian Street
- Wilson Avenue
- Doud Street

**Route Attractions:** Stalker Elementary School, the Willows Assisted Living, south I-15 shopping center area.

### Street Recommendations

#### Riverton Road

##### Pedestrian Realm

- \* Lansing Street to Highway 91: on north side of road, install paved shoulder and extruded curbs to fill existing sidewalk gaps. Limited changes to on-street parking may occur but minimal impacts.

##### Bike Realm

- \* With future development and likely street widening, bike lanes should be considered. No improvements needed at this time.

#### Center Street

##### Pedestrian Realm

- \* Fill final sidewalk gap on north side near the Lansing Street intersection. Replace all non-compliant curb ramps with ADA compliant ramps.
- \* School crosswalk: restripe crosswalk with high-visibility markings.



*A pathway is worn into the grass on Center Street, which is the last segment of missing sidewalk*



##### Bike Realm

- \* Meridian to Lansing: add shared lane markings.

#### Lansing Street

##### Pedestrian Realm

- \* Center Street to Gary Drive: pave shoulder for temporary walking surfaces until development is required to construct sidewalks. For remaining sections, allow larger development projects to construct sidewalk segments then fill gaps as necessary. This street should be allowed to develop before city interaction. Cut vegetation in existing public ROW for maximum shoulder usage in the short term.

##### Bike Realm

- \* Lansing Street to Wilson Street: none at this time, shared lane markings with future development projects.



## PLAN OF ACTION

## SOUTHWEST LOOPS

### *Street Recommendations continued...*

#### **South Meridian Street**



##### **Pedestrian Realm**

- \* Replace non-compliant curb ramps with ADA compliant ramps.
- \* Riverton, McAdoo and Center Street intersections: install crosswalks using high-visibility designs and appropriate signage.



##### **Bike Realm**

- \* Paint 5' bike lanes, 10' travel lanes and 7.5' on-street parking lanes for entire corridor.

#### **Wilson Avenue**



##### **Pedestrian Realm**

- \* Meridian Street to Doud: On the north side of the street, consider an extruded curb and paved shoulder along the railroad right-of-way and roadway right-of-way. On the south side of the roadway to Lansing Street, an asphalt pathway is ideal, though on-street parking space will need defining.



##### **Bike Realm**

- \* Meridian to Lansing Street: use shared lane markings and "share the Road" signage.
- \* Meridian to Lincoln, along RR: explore possibility of creating shared pathway along RR corridor for direct connection.

#### **Doud Street**



##### **Pedestrian Realm**

- \* Parkway intersection: using city-owned property, construct an at-grade sidewalk directly connecting Doud to a Parkway crosswalk as shown. An existing trail is already established and this would make the trail official and more assessable.
- \* East Bridge to Wilson Avenue: reconstruct and pave 6' shoulders as a designated walk space.



##### **Bike Realm**

- \* East Bridge to Wilson Avenue: use shared lane markings and "Share the Road" signage.



Southwest Loops



*A simple rendering of a new pathway connection across the city-owned well station and connection with Parkway.*



## PLAN OF ACTION

## WEST ROUTE

**Route Description:** The West Route is a singular road that leads users to some of the neighboring communities west of Blackfoot and some of the industrial areas near the Collins Bridge.

### Route Streets

- Highway 39

**Route Attractions:** Industrial and manufacturing business centers, north bank river access, several residential enclaves.

### Street Recommendations

#### Highway 39



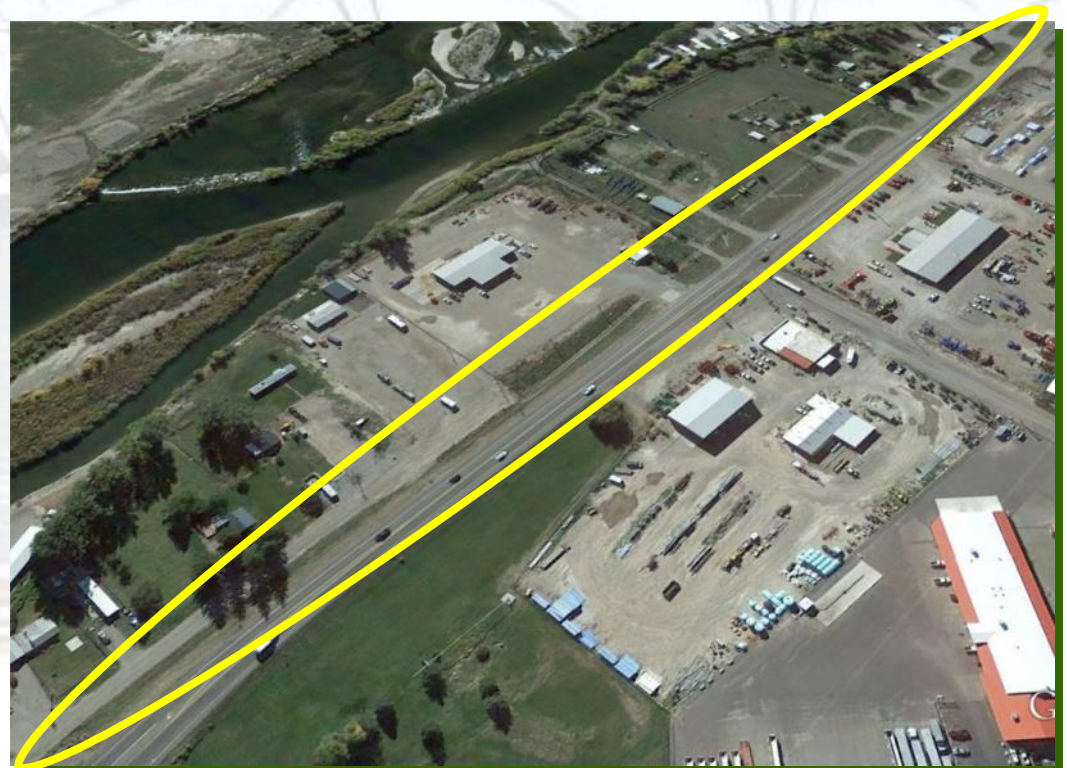
#### Pedestrian/Bicycle Realm

- \* Wadworth to Collins Siding Road: due to the available right of way width and what appears to be an established dirt road along the street frontage, a paved sidepath will allow both pedestrians and bicyclists to access the area and promote the use of the Collins Bridge as their main gateway to north Blackfoot. As the Highway 26 bridge is without any facilities except vehicular travel lanes, extend the path with the eventual replacement of the bridge. The replacement will presumably include sidewalks and bike lanes but replacement will not occur for several years.
- \* Collins Siding Road to Highway 26: Narrow TWLTL to 12' and add bike lanes in clear zone on both sides.

*An aerial view of the corridor shows established dirt roads and trails along a route commonly referred to as a "frontage road". Making a sidepath connection in this section would allow residents, employees and recreationists cross access to Blackfoot and the Snake River. Such a path should be 12' wide and be stop controlled at through intersections.*



West Route





## Ridge Crest Elementary School

### *Suggested Improvements*

Local street improvements including on Airport Drive, Wooten Way, East Airport Road, and others are given in previous sections. These include sidewalks, bike lanes, new curb ramps, and rock fines trail. The immediate intersection to the school, Ridgecrest Street, deserves special attention. Ridgecrest Street should eventually connect with the other local streets west of the school, increasing overall traffic. With the addition of sidewalks on the west side of Airport Drive, a RRFP signal, high visibility crosswalk, and in-pavement crossing pedestals should be implemented. Additionally, having a crossing guard at the crosswalk with further limit parents from parking in restricted areas, and improve safety for kids.

### *Site Plan and use:*

The school policy should begin redesigning the current configuration for both drop off and pick up. While visiting the school it was observed that drivers are not using the full capacity of the drive aisle provided. In fact, roughly 1/3 of the aisle was left open as parents stayed back to see students exiting the school rather than



***Ridge Crest elementary is not without sufficient vehicular capacity, however it is not being efficiently utilized.***

pulling ahead of the exit. This is a waste of dedicated space. To improve the use of space, breaking the drive aisle up by grade level and/or having students or teachers encourage parents to fill the queue space and to move up once vehicles leave the school premises will

improve the flow of traffic. In addition, written and verbal reminders to parents of this new policy will help with compliance.

### *Policy:*

A recently enacted policy that may be revisited is that students who are picked up by vehicle are allowed to leave 5 minutes prior to school officially ending. To promote walking and bicycling and to avoid some of the parking lot and street hazards due to congestion and behavior, those students who walk or bike should be the ones allowed to leave 5 minutes early.



***Rear residential access points help connect walkers and bicyclists to the school site.***

***New curb ramps and connections with existing sidewalks will help safety for children and local residents.***



### *Enforcement:*

Local law enforcement can be of assistance with improving traffic flow, safety, and overall morning and afternoon evolutions. If citations or warnings are issued on a regular basis for parking violations, eventually parents will use the dedicated drive aisle or allow their kids to walk to an off-site location within a relatively short distance from the school. A recommendation has been made to improve the crossing in the front of the school, to be completed prior to enforcement of the restricted parking zone. Officers can also be a positive influence by recognizing good behaviors of students by giving gift cards or coupons to local outlets.



***Despite the front area being restricted for parking, conditions continue to exist.***

# PRIORITY PROJECTS

Priority Projects Map—see details following pages





## Priority Projects

The following projects stand out as being feasible to complete for relatively low cost in the short term. This list is not intended to limit completion of other projects in the plan. Any projects in the plan, especially paint projects, on roadways otherwise scheduled for maintenance in the near future should be completed with those maintenance projects when possible.

### Highway 91 – Broadway Street and SW NW Main St - Bike Realm, existing width is adequate for bike lanes

- \* Broadway/South Shilling Avenue to SW Main Junction: Re-stripe after overlay with 11 foot travel lanes, a 12 foot TWTWL. Restrict on-street parking which is not necessary. Stripe bike lanes, which should be 6' wide outside the gutter pan and add paint markings between edges of bike lane and outside travel to provide a buffer space.
- \* SW NW Main/SW Main Junction to East Airport Road: Re-stripe 10.5' travel lanes, an 11' TWTWL, 6' bike lanes and 7.5' on-street parking lanes. A 6' bike lane will give bikes room to avoid car doors opening when a parked car is present. **This striping change can likely be accomplished immediately with the ITD upcoming overlay project.**

### Highway 91 – Broadway Street and SW NW Main St - Pedestrian Realm

- \* Broadway/South Shilling Avenue to SW Main Junction: complete sidewalk network to the South Meridian Street intersection. Replace all non ADA compliant curb ramps. There is a .66 mile gap between crosswalks. Work with ITD to determine the location of an additional crosswalk near the South Maple Street intersection, use high visibility crosswalk markings, and RRFB and appropriate signage. **If not possible immediately add to plans and complete as funding becomes available.**
- \* SW NW Main/SW Main Junction to Wooten Way: Complete sidewalk gaps on north side of the roadway. Replace all curb ramps with ADA complaint ramps and restripe crosswalks with high visibility markings. Add RRFB at midblock crossing at Idaho Potato Museum. **If not possible immediately add to plans and complete as funding becomes available.**

### Highway 91 – NW Main Street and Rich Lane

- \* NW Main Street (Highway 91) and Rich Lane intersection: Construct a crosswalk to include high-visibility markings, pedestrian refuge island and either RRFB or a HAWK type signal device. Rich Lane is .51 miles north of Alice Street, the nearest crossing of the rail corridor and highway. This crossing will connect to the improvements recommended on Highland

Drive and has high demand during fair time. Year round demand will grow with recommended improvements. **If not possible immediately determine if pedestrian refuge island is feasible and allow room for such, add all to plans and complete as funding becomes available.**

### Bergener Blvd. (I-15 Business) - Pedestrian Realm

- \* Parkway intersection: adjust pedestrian signal timing to meet federal guidelines of 3.5 fps. Restripe all legs with high-visibility markings. Reconstruct non-compliant curb ramps with two ramps per corner oriented to align straight across from each other. **Retime pedestrian signals as soon as feasible and complete restriping with other painting projects. Request that ITD add curb ramps to project funding list as high priority.**

### Policy Priorities

**These priority policies will begin the process of supporting the plan through relatively simple policy changes.**

#### Policy Changes – City

Begin conducting fall and spring pedestrian and bicycle counts at key locations to develop pedestrian and bicycle level of service data. Begin planning now for fall counts.

Explore a connectivity policy to require future roadway and pathway connections as development occurs.

Develop CIP Policy to budget a set amount of funding on an ongoing yearly basis and prioritize pedestrian and bicycle projects to; repair all damaged sidewalks, fill gaps in existing sidewalks, replace non-compliant ADA curb ramps, and install ADA compliant curb ramps where missing as recommended in this document in priority order:

1. Serves school areas,
2. Serves seniors/disabled, and
3. Serves key destinations,
4. Shows high demand

#### Policy Changes – School

To improve the use of space, break the drive aisle up by grade level and/or having students or teachers encourage parents to fill the queue space and to move up once vehicles leave the school premises this will better utilize existing space and improve the flow of traffic.

To promote walking and bicycling and to avoid some of the parking lot and street hazards due to congestion and behavior, those students who walk or bike should be the ones allowed to leave 5 minutes early.

## Priority Projects

### Rich Lane – Pedestrian Realm

- \* Add a facility to Rich Lane immediately after the upcoming chip seal project by striping two 10' travel lanes and one 8' shoulder pathway. Further define shoulder pathway with candles or extruded curb where needed. **Provides low cost designated pedestrian space on Rich Lane in the short term.**

### East Airport Road and Airport Road – Pedestrian Realm

- \* At East Airport and Airport Road intersection construct crosswalk with RRFB add a curb extension on north side of the intersection.
- \* Highland Drive to Chaparro Lane: Complete the north sidewalk segment on E Airport.
- \* Teeple Drive to Airport Road: construct rock fines (fine gravel) pathway on the south side along East Airport.
- \* Tana Drive to E. Airport Rd: Continue rock fines walkway on east side of Airport Rd, narrow travel lanes at bridge if necessary (see Page 14).

**In the short term these projects provide a relatively complete and safe route from north of Airport to Jensen Grove Park and Ridgecrest Elementary School by filling small gaps.**

### Airport Road

Crossing in front of Ridgecrest Elementary: Install an RRFP signal, high visibility crosswalk, and in-pavement crossing pedestals. **This project should be prioritized to coincide with enforcement of new pick up procedures including no pick up in front of school on east side of Airport Road.**

### Wooten Way – Pedestrian and Bike Realm

- \* Airport Drive to Highland: Add buffered bike lanes; stripe two 11' travel lanes, two 2' buffer spaces and two 5' bike lanes, with one 6' extruded curb pathway on south (42 feet)
- \* Highland to Highway 91: 11' lanes, 6' bike lanes, 3' buffer space.

**These provide a low cost east west bike connection.**

### South (S) and North (N) Meridian Street – Bike Realm

- \* (S) Restripe street to include two 5' bike lanes, two 10' travel lanes and two 7.5' on-street parking lanes for entire corridor.
- \* (N) Restripe street to include two 4.5' bike lanes, two 10' travel lanes and one 11' TWLTL. **These two painting projects will provide a complete north south connection on the eastern side of the city.**

### Doud Street, Wilson Avenue – Pedestrian Realm

- \* **Doud Street** – Parkway intersection: using city-owned property, construct an at-grade sidewalk directly connecting Doud Street to Parkway crosswalk

as shown (pg. 24) construct as compacted rock fines trail to save costs in short term if necessary. An existing trail is already established and this would make the trail official and more accessible.

- \* **Doud Street** – East Bridge to Wilson Avenue: reconstruct and pave 6' shoulders as a designated walk space.
- \* **Wilson Avenue** – Meridian Street to Doud: On the north side of the street, consider an extruded curb and paved shoulder along the railroad right-of-way and roadway right-of-way.

**Demand in corridor demonstrated by informal trails, improvements provide connections to high demand destinations for relatively low cost.**

### South Schilling Avenue – Crossings

- \* Bridge Street intersection: add crosswalk with high-visibility markings and ADA compliant curb ramps.
- \* Judicial Street intersection: add crosswalk with high-visibility markings and ADA compliant curb ramps.
- \* Walker Street: add crosswalk with high-visibility markings.

**These three projects will immediately and positively impact safe walking routes to serve the schools and many other important destinations in this section of town. Complete markings with next scheduled feasible paint maintenance project, add curb ramps to project funding list as high priority.**

### Mountain View Middle School – Entries

- \* Jefferson, Hawley, McDougal: formalize existing trails/gates to schoolyard by adding gravel pathway connections, consider additional gate in the back fence. Require new pathway/gate connections with development east similar to Ridge Crest Elementary. These gates and informal trails appear to be located on existing right-of-way. Research should be done to confirm ownership. If the pathways are on private property easements will need to be pursued. **These connections are being used today, formalizing them will likely increase use for very low cost.**

### South Fisher Street – Right Size

**Buffered Bike Lane Concept – as South Fisher is reconstructed in the near future this concept should be explored as part of the design.**

South Fisher Street in front of Blackfoot High School is a significant street with significant potential. The roadway is exceptionally wide, induces inappropriate vehicular speeds, has a high level of bicycle and pedestrian traffic, and an unusual parking configuration. The street can be redesigned to include a two-way protected multi-use path on the east, a landscaped parkway strip protecting the pathway, continued use of diagonal parking, narrowed travel lanes and curb extensions at crossings to increase safety for all users (Pg. 21 for details). **Complete with reconstruction of South Fisher.**



**Tools of the Plan...***this page is intended to illustrate the kinds of treatments recommended in the Blackfoot plan and are not specific images taken of facilities in the city.*

\$- Very low costs  
 \$\$ Low to Moderate Costs  
 \$\$\$ Moderate to High Costs  
 \$\$\$\$ High Cost

**In-pavement Marker—\$**



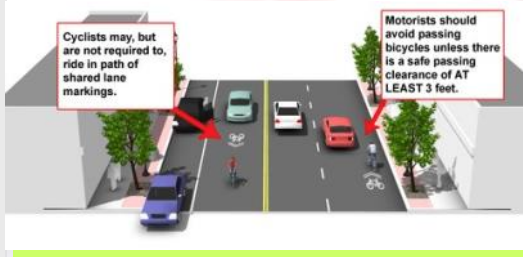
**Painted Walkway—\$**



**Rectangular Rapid Flash Beacon (RRFB)- \$\$**



**Shared Lane Markers- \$**



**Buffered Bike Lane- \$\$/\$\$\$**



**High Visibility Crosswalk- \$/\$\$**



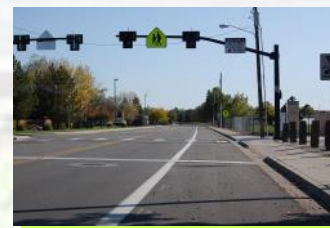
**Extruded Curbs- \$\$/\$\$\$\$**



**Bike Lane- \$\$**



**HAWK Signal- \$\$\$/\$\$\$\$**



**Implementation** of the recommendations made in this plan will require a menu of options ranging from typical maintenance level improvements to special projects which will require partnerships and additional funding sources.

**Maintenance**– projects falling under “maintenance” generally consist of paint, smaller improvement projects like shoulder paving and in some instances, adding facilities such as sidewalks or paths. Bike lanes, shared lane markings, crosswalks, or newly defined pedestrian walkways can be done at any time using a small crew and paint truck or paint equipment.



*Paint applications can be applied using a variety of tools including by hand.*

**Development**– new development in the city should be required to contribute to the public transportation realm when appropriate. Future sidewalks, pathway connections, bike parking, and lighting are examples of elements vital to the system ripe for private investment. These systemic characteristics are common in most communities and if not constructed by the private sector will be borne by the Blackfoot taxpayers.

**Reconstruction**– streets are often reconstructed due to damage, wear, or for significant underground utility projects. For these regularly scheduled projects coordination of recommendations from this plan should be considered, reviewed and inserted into construction plans. Though improvements may take longer than anticipated with a standalone construction project, constructing new elements while reconstructing existing facilities can be financially advantageous.

**Future Roadways**– In the event of new streets being constructed in Blackfoot, sidewalks should be constructed and context considered when determining if attached or detached sidewalks built. If the street is to carry local traffic only, bicycle facilities are likely not needed unless special circumstances are present. Bicycle facilities should also be added if the street provides collector-like functions, has above-average traffic volumes, or serves land uses which will be connected with or directly access those that have an expectation of attracting or generating bicyclists.

**Special Projects**– These kinds of projects occur out of the realm of normal operations, development, or even reconstruction. Special projects will include joint partnerships with railroads, pathway connections with ITD facilities, pathways in conjunction with parks and schools, or other such arrangements. These types of projects will take additional planning, dialogue and agreements as well as funding sources that may be grant related, endowment funds, or general purpose tax dollars.





## Changing Policy

### Blackfoot Policies and Regulations

The City of Blackfoot aspires to increase the access and safety of city streets for pedestrians and bicyclists. Current policies have begun to outline goals for how to make these improvements. The table below identifies specific chapters, goals, objectives and policies from the city comprehensive plan and suggests improvements to further the goals of encourage more pedestrian and bicycle use and to make that use safer for those who want or need to walk and bike.

The policy support will only be implemented if the city changes the laws that govern how development occurs and the expenditures that it makes on infrastructure improvements. Included in the table are recommendations to consider a rewrite or substantial amendment to the zoning code. While this is a significant undertaking it should be considered in light of the new Comprehensive Plan. There are also shorter term recommendations for lesser amendments to the code that could lead to improvements. Perhaps the most important is a recommended connectivity measurement and policy to guide new development to offer more direct pedestrian and bicycle routes and allow the city to plan for future connections to development.

Additionally there are recommendations regarding transportation. The city should develop standard roadway cross-sections that require pedestrian and bicycle facilities and offer predictable clear guidance to developers and community members on what is expected. These cross sections should strive to provide safe facilities, including sidewalks that are separated (detached) from the roadway with a landscape strip as these provide a safety buffer between pedestrians and moving vehicles, and also provide opportunities to add to the tree canopy (another important city goal). Additionally the city should begin collecting data on pedestrian and bicycle use by conducting counts in key locations. The city should also review the priorities for capital improvements and other planned expenditures.

Finally all school districts are required to have a wellness policy in order to qualify for nutrition support and in Idaho they must have a transportation policy to qualify for busing reimbursement. These policies offer opportunities to show support for the health benefits of walking and biking and to set goals for encouragement of walking and biking.

What	Existing Policy	Recommendations	Actions/Tools
<b>Chapter 2, Population and Growth</b>	Demographics show high percentages of youth and elders within the city population, and a relatively low income average - no specific policy addressing this.	Develop a policy that addresses the unique needs of younger, older and low income community members to live independently, include reference to travel needs such as walking and biking access.	Consider adding a policy to serve the unique needs (including travel needs) of youth, elders and low income community members given their percentage of the total population total at next comp plan text amendment.
<b>Chapter 3, Land Use Goals, Objectives and Policies</b>	Goal: A well-integrated and coordinated mixture of residential, commercial and other types of land uses creates a more dynamic and compact community.  Objectives 3., 5., 7., and 9. and Policies 4., 6., 9., and 10.	The comprehensive plan envisions a land use pattern similar to the older parts of town. The existing zoning ordinance is based in separation of uses and distinct zoning districts. The current zoning should be updated to allow and encourage a fine grained mix of uses. Such a pattern will encourage walking and biking though proximity and connectivity.	A new zoning code is a multi-year process requiring significant resources. While determining the feasibility of such consider adopting and applying: 1. Mixed use zoning to select neighborhood and community commercial zones (see resource list), 2. Developing a Traditional Neighborhood Zone (see City of Victor) and applying it to close-in R3 zones, and 3. Creating a no new parking required zone in CBD without a variance, surrounded by a larger zone that continues to require a parking variance to avoid added parking.

# CHANGING POLICY

What	Existing Policy	Recommendations	Action/Tools
<b>Chapter 4 Transportation Objectives and Policies</b>	The plan acknowledges that current travel is mostly by vehicles. It references community form and walking, biking and transit use. Objectives 1-5 and Policies 1-7 aspire to a more balanced mix of travel including walking biking and transit and the community form necessary to support those.	In addition to suggested plan improvements perhaps the single most important policy that could meet the objectives of the plan and increase the mode share of walking and biking would be to adopt standards that require a high level of pedestrian and bike connectivity.  Develop and adopt standard street sections that utilize the right of way more effectively for pedestrians and bicyclists to ensure facilities as part of new development rather than requiring retrofits.  Adopt policy to document pedestrian/bicycle use.	Explore a connectivity measurement and adopt a requirement that is designed for Blackfoot. (see connectivity in resource list) 2. Develop standard street sections for safe use by pedestrians and bicyclists, narrow travel lanes to 11' maximum for roads with a speed limit less than 40 MPH. Consider a detached sidewalk profile for added pedestrian safety. On arterials where detached sidewalks are not possible consider and 8' minimum sidewalk width. (see NACTO standards) 3. Begin counting pedestrian and bicyclists use.
<b>Chapter 4 Transportation Objectives and Policies</b>	No policy regarding infrastructure needs at bus stops.	Consider adding a policy that the city strives to provide good pedestrian and bicycle connections to (PRT) bus stop areas. If an ISU commuter route has fixed stops reference those stops as well.	Consider adding a policy that is developed at next comp plan text amendment.
<b>Chapter 7 Economic Development</b>	No mention of bike tourism. Blackfoot is bisected by HWY 91 that has the potential to become a bike tourism route in the future.	Work within the region to explore the feasibility of developing bike tourism route on Highway 91 and potential connecting to Highway 39, 20, 31, 33 and more .	Convene a discussion through the Economic Development Councils to explore this idea.
<b>Chapter 10, Parks and Recreation and Chapter 11, School Facilities and Transportation</b>	Develop partnerships between the city and the Blackfoot School District, etc. to acquire and develop lands for joint use. Schools Objective 3 and Policies 1-3.	Actively pursue these policies.	Pursue a joint policy agreement with the school district on facility siting and joint use. (see Handbook for Best Policy Practices for Safe Routes to School in Resource list.)
<b>Chapter 12, Housing</b>	Policy discussion supports zoning code amendments.	Pursue zoning code amendments or rewrite.	See Land Use Actions.
<b>Zoning Code</b>	No requirements for bike parking	Consider adding bicycle parking section.	Develop bike parking section using examples listed. (See resources).
<b>Capital Improvement Plan</b>	The city's transportation CIP is a logical place to begin prioritizing projects that will reach goals to improve safety and use for pedes-	Review current CIP prioritization process and list and look for opportunities to add pedestrian and bicycle projects or move them higher on the list.	Begin process to review CIP as part of next budget cycle.
<b>School District Policies</b>	Schools are required to have wellness policies and transportation policies.	Reference the health benefits of walking and biking in wellness policy. Develop district wide goals for pedestrian and bike access and use in transportation section.	See model school polices in resource list.



## Resources

### Mixed-use Zoning

See Model Mixed Use ordinances at <http://www.idahosmartgrowth.org/best-practices/> Scroll to code reform, or go to: <http://www.idahosmartgrowth.org/app/uploads/2014/10/ZI-Mixed-Use-Activity-Center-Zone-final.pdf>

City of Victor, Traditional Neighborhood Overlay: <http://www.victorcityidaho.com/content/traditional-neighborhood-overlay>, this link has policy language – contact City Of Victor for code language.

### Connectivity Standards

See Connectivity Standards at: <http://www.idahosmartgrowth.org/best-practices/>. Scroll to code reform or <http://www.idahosmartgrowth.org/app/uploads/2014/10/Z4-Connectivity-Standards-final.pdf>

### Street Design

Find an overview of National Association of City Transportation Organizations guidelines at: <http://www.nyc.gov/html/dot/downloads/pdf/2012-nacto-urban-street-design-guide.pdf> and at: <http://www.ssti.us/wp/wp-content/uploads/2013/11/NACTO-SSTI-webinar-Nov19-20131.pdf>

### Pedestrian and Bicycle Count methodology

Find a toolkit for conducting manual pedestrian and bicycle counts at <http://www.idahosmartgrowth.org/category/resource/>, scroll to Workshop Presentation and Materials or find .pdf at : <http://www.idahosmartgrowth.org/app/uploads/2014/04/BikePed-Toolbox-FINAL-8-30-13.pdf>

### Shared Use School Siting Information

Find shared use agreement and school siting criteria at: <http://www.idahosmartgrowth.org/best-practices/> Scroll to Safe Routes to School or go to: [http://www.idahosmartgrowth.org/app/uploads/2014/05/safe\\_routes\\_to\\_school\\_bp\\_final-compressed.pdf](http://www.idahosmartgrowth.org/app/uploads/2014/05/safe_routes_to_school_bp_final-compressed.pdf)

### Bike Parking

Overview of bike parking standards, VPTI on-line encyclopedia: <http://www.vtpi.org/tdm/tdm85.htm> City of Emmett, Idaho Design Manual, Page 34 has concise standards for bike parking. <http://www.co.gem.id.us/development-services/ordinances-amendments/DesignReviewManual.pdf>

### School Policies

Find Model polices for school wellness and transportation at: <http://www.idahosmartgrowth.org/best-practices/> Scroll to Safe Routes to School or go to: <http://www.idahosmartgrowth.org/app/uploads/2014/05/Model-School-Policies.pdf>

### Parking Standards

American Planning Association Parking Solutions, Planning Advisory Service guidance: <https://www.planning.org/pas/infopackets/subscribers/pdf/eip24part1.pdf>

### More

City of Sandpoint Municipal Code Title 9-Zoning, Chapter 5-Off Street parking [http://www.sterlingcodifiers.com/codebook/index.php?book\\_id=437](http://www.sterlingcodifiers.com/codebook/index.php?book_id=437)

City of Hailey Idaho Municipal Code, Title 18-Mobility Design, Chapter 6 Street Design Guidelines and Standards: [http://www.haileycityhall.org/Codes\\_Plans/documents/Title18MobilityDesignOrd1131binder.pdf](http://www.haileycityhall.org/Codes_Plans/documents/Title18MobilityDesignOrd1131binder.pdf)

*City of Blackfoot, Idaho...*  
*Bicycle and Pedestrian Master Plan*

ITD Technical  
Assistance Grant  
project

