

## CHAPTER 5

# **AN INTEGRATED, RECREATIONAL TRAILS NETWORK with *COMPLETE STREETS* POLICIES FOR WESTERN GREATER YELLOWSTONE - INITIATIVE 2**

### **Introduction**

The purpose of the second multi-modal initiative is to advance the concept of linking recreation trails and public transit systems across the Western Greater Yellowstone region, thus improving mobility on a 4-county scale and walkability on a local scale. An integrated, recreational trails network is also viewed as a means to increase the region's recreational and economic development opportunities. Thanks to the assistance of a volunteer advisory team of trails and pathways leaders, both motorized and non-motorized recreational trails have been inventoried and mapped, as have potential transfer points with public transportation providers. Recommendations for the development of additional trails and transfer points also have been included. Land use planners and developers are encouraged to use this information and the interactive mapping tool to fill gaps in the trails network and to propose additional transfer points where public transportation services might link trails for greater regional connectivity.

Equally important to developing a recreational trails network is improving the walkability of the region's small towns and larger cities. Four "Complete Streets" public information sessions were held with Joe Gilpin of Alta Planning and Design from October 16-18, 2012. Gilpin's individual county reports, which appear following the trail network discussion, make several recommendations for instituting pedestrian-friendly policies and infrastructure. These suggestions are also integrated into the "Recommendations" section at the end of this chapter.

### **Public Participation in Trail Map Creation**

Linx Associate Kyle Babbitt identified and convened a Recreational Trails Advisory Team comprised of land managers and non-profit advocates for trails across the four counties. More than 80 entities were represented in the meeting discussions over a 6-month period (see Appendix 5-A). All participants were encouraged to give input that was recorded and is reflected in the final recommendations.

Six meetings were held from February 2012 to September 2012 to gather information from the Advisory Team. Monthly reports were submitted to the consortium and HUD on its progress, and minutes of all the meetings were sent to participants. The Advisory Team meetings focused on compiling trails data and information, mapping content, and developing recommendations for trails that will link existing trails. Sixteen different organizations presented their hard-copy trail maps and discussed the challenges each faces with maintaining maps and current information online.

Fremont County is serving as the central data warehouse for trails information generated to date. Kyle Babbitt and Greg Newkirk, Fremont County GIS, worked together to compile the data into maps to visualize the current trails in the area. The GIS staffs of the various agencies and counties were very helpful in sharing their available data for this project. The Advisory Team members determined that the criteria for map inclusion should be as follows:

Summer:

- All Motorized and Non-motorized trails with in the four counties
- Public transportation routes
- Trailheads
- Trails with unique status such as a national designation (Continental Divide Trail)

Winter:

- All motorized and non-motorized trails in the four counties
- Public transportation routes
- Designated Wilderness boundaries

### **Four-County Trail Inventory and Interactive Maps**

From the information gathered, the following Trails Inventory Matrix and two Regional Trail Maps were created (Summer and Winter). These maps help the reader visualize the recreational trails network concept and illustrate the major trails connecting Fremont, Madison, Teton counties of Idaho and Teton County in Wyoming. In 2013, Idaho State University graduate student Katie Wilson converted the contributed map data into an online interactive format using an ArcGIS online public account. All participants and regional planners can now interact with the trail information by adding missing existing trails, drawing in proposed trails, locating multi-modal facilities, and adding map notes to increase its relevance for region-wide discussion. The interactive maps can be updated, pictures can be embedded, and website links can be added.

The ArcGIS.com map viewer is free and only requires a web browser and an Internet connection. To access the maps for viewing go to <http://sustainableyellowstone.org/multi-modal-transportation-assessment-and-development-plan/> To share, add or edit information pertinent to your region, go to [www.arcgis.com](http://www.arcgis.com) and create a public account to access and modify the map. There are two maps in the gallery; Winter Use Map and Summer Use Map; use the search bar <multi-modal maps> to locate them. Creator and administrator Katie Wilson will monitor and update the map as more digital information become available.

The following matrices are not intended to list every named trail in the four-county region, but to highlight those major trail attractions and direct planners to those agencies and organizations that are responsible for trail development, maintenance and promotion. Additions to these matrices and their mapping coordinates are welcome.

| AREA/Location   | Motorized | Non-Motorized | Summer | Winter | Trail Description | Contact  | Responsible Agency                | Funding  |
|---|-----------|---------------|--------|--------|-------------------|--|-----------------------------------|--|
| <b>FREMONT COUNTY</b>   |           |               |        |        |                   |  |                                   |  |
| Harriman State Park   |           | X             | X      | X      | 20 mi             | John Sullivan<br>208-558-7368  | IDPR                              | State of Idaho                                     |
| <a href="http://www.parksandrecreation.idaho.gov/parks/harriman">http://www.parksandrecreation.idaho.gov/parks/harriman</a>                 |           |               |        |        |                   | <a href="mailto:Har@idpr.idaho.gov">Har@idpr.idaho.gov</a>             |                                   |  |
| Henry's Lake State Park   |           | X             | X      |        | 2.5 mi            | John Sullivan<br>208-558-7368  | IDPR                              | State of Idaho                                     |
| <a href="http://www.parksandrecreation.idaho.gov/parks/henrys-lake">http://www.parksandrecreation.idaho.gov/parks/henrys-lake</a>           |           |               |        |        |                   | <a href="mailto:Har@idpr.idaho.gov">Har@idpr.idaho.gov</a>             |                                   |  |
| Big Springs National Water Trail (Floating)   |           | X             | X      |        |                   | Bill Davis<br>208-652-7442   | United States Forest Service      |  |
| Island Park District Hiking Trails - Big Springs, Coffee Pot, Buffalo River   |           | x             | x      |        |                   | Bill Davis<br>208-652-7442   | United States Forest Service      |  |
| Railroad Bed from Warm River to West Yellowstone  | X         | X             | X      | X      |                   | Bill Davis<br>208-652-7442   | United States Forest Service      |  |
| Henry's Lake to Mesa Falls - Island Park Non-Motorized Trails Project   |           | X             | X      |        |                   | Jared Hanson<br>208-589-6987   | United States Forest Service      | Non-profit Fundraiser<br>All-American Stampede     |
| Groomed Snowmobile Trails-National Forest   | X         |               |        | X      | 500 mi            | Tamra Cikaitoga 208-624-7332   | Fremont County Parks & Recreation |  |
| <a href="http://www.co.fremont.id.us/departments/parks_rec">www.co.fremont.id.us/departments/parks_rec</a>                                  |           |               |        |        |                   |  |                                   |  |
| Ashton Bike Trail - National Forest   | X         | X             | X      |        |                   | Tamra Cikaitoga 208-624-7332   | Fremont County Parks & Recreation |  |
| Ashton-Tetonia Trail  |           | X             | X      |        |                   | John Sullivan<br>208-558-7368  | IDPR                              |  |
| <a href="http://parksandrecreation.idaho.gov/parks/ashton-tetonia-trail">http://parksandrecreation.idaho.gov/parks/ashton-tetonia-trail</a> |           |               |        |        |                   | <a href="mailto:Har@idpr.idaho.gov">Har@idpr.idaho.gov</a>             |                                   |  |
| Henry Fork Greenway Trail System, St. Anthony   |           | X             | X      |        | 3.5 mi            | Patty Parkinson<br>208-624-3494  | City of St. Anthony               | City General Fund;<br>Private Donations;<br>Grants |
| <a href="http://www.cityofstanthony.org/parks/greenway.html">http://www.cityofstanthony.org/parks/greenway.html</a>                         |           |               |        |        |                   | <a href="mailto:city@cityofstanthony.org">city@cityofstanthony.org</a> |                                   |  |
| St. Anthony Sand Dunes  | X         | X             | X      |        |                   | Shannon Bassista 208-524-7500  | Bureau of Land Management         |  |
| <a href="#">BLM Link to Sand Dunes</a>  |           |               |        |        |                   | -  |                                   |  |

| AREA/Location   | Motorized | Non-Motorized | Summer | Winter | Trail Description | Contact                        | Responsible Agency  | Funding |
|---|-----------|---------------|--------|--------|-------------------|--------------------------------|---|---------|
| <b>MADISON COUNTY</b>   |           |               |        |        |                   |                                |   |         |
| The Menan Buttes  |           | X             | X      |        |                   | Chris Deets<br>208-524-7500    | Bureau of Land Management   |         |
| <a href="#">BLM Link to Menan Buttes</a>                                      |           |               |        |        |                   |                                |   |         |
| Cress Creek Nature Trail  |           | X             | X      |        | 1.25 mi           | Chris Deets<br>208-524-7500    | Bureau of Land Management   |         |
| <a href="#">BLM Link to Cress Creek Nature Trail</a>                          |           |               |        |        |                   |                                |   |         |
| City of Sugar City Trails   |           | X             | X      |        |                   | Keith Davidson<br>208-359-3020 | Trails of Madison County Cmtee ;<br>Cities of Rexburg and Sugar City        |         |
| <a href="http://www.trailsofmadison.org/">http://www.trailsofmadison.org/</a> |           |               |        |        |                   |                                |   |         |
| City of Rexburg   |           | X             | X      |        |                   | Keith Davidson<br>208-359-3020 | Trails of Madison County Cmtee ;<br>Cities of Rexburg and Sugar City        |         |
| <a href="http://www.trailsofmadison.org/">http://www.trailsofmadison.org/</a> |           |               |        |        |                   |                                |   |         |
| Kelly Canyon Nordic Ski Trails  |           | X             |        | X      | 20 mi             | Alan Crockett                  | Idaho Falls Ski Club, Idaho Alpine Club,<br>Caribou-Targhee National Forest |         |
| <a href="#">Ski Club Maps and guides to entire region</a>                     |           |               |        |        |                   |                                |   |         |
| Big Hole Madison County Snowmobile Trails                                     | X         |               |        | X      |                   | Randy Horman<br>208-521-0254   | Grooming District 33  |         |
| <a href="http://www.yellowstoneteton.org">www.yellowstoneteton.org</a>        |           |               |        |        |                   |                                |   |         |

| AREA/Location   | Motorized | Non-Motorized | Summer | Winter | Trail Description | Contact                          | Responsible Agency           | Funding   |
|---|-----------|---------------|--------|--------|-------------------|----------------------------------|------------------------------|---|
| <b>TETON COUNTY, ID</b>   |           |               |        |        |                   |                                  |                              |   |
| City of Driggs Trails   |           | X             | X      | X      |                   | Tim Adams,<br>208-201-1622       | TVTAP                        | Volunteers, annual Mountain Bike Festival, and organized races in summer and winter |
| <a href="http://www.tvtap.org">www.tvtap.org</a>  |           |               |        |        |                   |                                  | -                            |   |
| City of Victor Trails   |           | X             | X      | X      |                   | Tim Adams,<br>208-201-1622       | TVTAP                        |   |
| <a href="http://www.tvtap.org">www.tvtap.org</a>  |           |               |        |        |                   |                                  |                              |   |
| Horseshoe Canyon Mountain Bike Trails   |           | X             | X      | X      |                   | Tim Adams,<br>208-201-1622       | TVTAP                        |   |
| <a href="http://www.tvtap.org">www.tvtap.org</a>  |           |               |        |        |                   |                                  |                              |   |
| Darby Canyon - Wind Caves Trail   |           | X             | X      |        | 5.2 mi            | Donna Benfield, YTT              | United States Forest Service |   |
| <a href="http://yellowstoneteton.org/Wind-Caves.html">http://yellowstoneteton.org/Wind-Caves.html</a>   |           |               |        |        |                   |                                  |                              |   |
| <b>TETON COUNTY, WY</b>   |           |               |        |        |                   |                                  |                              |   |
| Continental Divide Snowmobile Trail   | X         |               |        | X      | 20 mi             | Josh Milek<br>307-777-6326       | Wyoming State Trails Program |   |
| <a href="http://www.wyomingtourism.org/articles/detail/Continental-Divide-Snowmobiling/31034">http://www.wyomingtourism.org/articles/detail/Continental-Divide-Snowmobiling/31034</a> |           |               |        |        |                   |                                  |                              |   |
| Jackson Community Pathways Nordic Trails  |           | X             |        | X      |                   | Brian Schilling<br>307-732-8573  | Jackson Community Pathways   |   |
| <a href="http://www.friendsofpathways.org">www.friendsofpathways.org</a>  |           |               |        |        |                   |                                  |                              |   |
| Town of Jackson Trails  |           | X             | X      |        |                   | Brian Schilling<br>307-732-8573  | Jackson Community Pathways   |   |
| <a href="http://www.friendsofpathways.org">www.friendsofpathways.org</a>  |           |               |        |        |                   |                                  |                              |   |
| Caribou-Targhee National Forest trails  | X         | X             | X      | X      | 1600 mi           | Elizbeth Davey 208-652-7442      | United States Forest Service |   |
| <a href="http://www.fs.usda.gov">www.fs.usda.gov</a>  |           |               |        |        |                   |                                  |                              |   |
| Bridger-Teton National Forest Trails  | X         | X             | X      | X      | 3000 mi           | Linda Merigliano<br>307-739-5500 | United States Forest Service |   |
| <a href="http://www.fs.usda.gov">www.fs.usda.gov</a>  |           |               |        |        |                   |                                  |                              |   |

## **Trail Network Coordination - Issues and Concerns**

### **Funding**

The Advisory Team expressed concern with finding and distributing the money necessary to create and maintain this conceptual trail network. Funding is very limited for trail planning and construction, and the different trail groups often compete with one another for the available resources. There are several trails that could be built that would provide the connections needed to create a region-wide trails network; however each entity already has a list of trails that would compete with a regional network for funding priority.

### **Gaps in the Non-Motorized Trails Network**

If a non-motorized network of trails was to extend from Jackson, Wyoming to West Yellowstone, Montana, there are distinctive gaps that need to be filled. There are **59 miles** of non-motorized trail to plan and construct in order to connect communities across three of our counties:

- Teton Pass west to the Idaho/Wyoming state line: **6 miles** (Teton County, WY)
- Driggs to Tetonia along the abandoned railroad line: **6 miles** (Teton County, ID)
- Ashton to Warm River Campground: **5 miles** (Fremont County)
- Warm River Campground to Montana Border along the old Yellowstone Highway or parallel to the railroad bed: **30 miles** (Fremont County)
- Montana Border (Reas Pass) to West Yellowstone along the old railroad bed: **12 miles** (Gallatin County, MT)

Cost to develop these trails:   Approx. \$20,000/mile for graded surfaces (\$1,180,000)  
   Approx. \$500,000/mile for paved surfaces (\$29,500,000)  
   Plus \$1,000-\$2,000/foot for bridge structures

### **Gaps in the Motorized Trails Network**

The motorized needs that were identified include:

- A motorized north-south corridor for summer use that would be designated as part of a regional trails network.
- A route to the Sand Dunes from the county network of trails. Emphasize safe ways to connect to St. Anthony and Rexburg using multiple modes

### **Multi-Use/Shared Use Designation**

The Advisory Team discussed the need to accommodate new sports into the trail system. The ‘snow bike’ is a growing winter sport, and riders are currently allowed to use groomed snowmobile trails on

national forests in this region. However, there are two issues to address: (1) snow bike participants have expressed their willingness to contribute into a user fee system to help maintain the trails, and (2) a snow bike classification needs to be established so compliance can be fairly enforced on the trails.

### **Information Sharing and Coordination**

Each of the counties identified one group that is acting as a local clearinghouse of information on trails, although they vary in their current capacities:

- Fremont County has the Fun Run Committee (and formerly Island Park Gem Team) that is partnering with the US Forest Service and the Idaho Department of Parks and Recreation to create a trail system in the northern portion of the county.
- Madison County has the Trails of Madison County Committee
- Teton County, ID trails are coordinated through Teton Valley Trails and Pathways (TVTAP)
- Teton County, WY trails are coordinated through the Jackson Community Pathways organization that is jointly managed with the Town of Jackson

Additionally, Eastern Idaho organizations such as Idaho Falls Ski Club have mapped many of the agency Nordic ski trails and put them on their website. Idaho Alpine Club has created both local trail maps and maps for road biking that cover many trails in Southeastern Idaho.

The Idaho Department of Parks and Recreation also has been working on a website that features all trails throughout the state. The Idaho Department of Lands currently does not emphasize recreational trails in managing state lands. However, they are open to working with organizations that are interested in crossing state property in order to access adjacent private or federal land for trail development.

Finally, there are several designated multi-state trails that bisect our region, but are maintained by organizations outside the immediate four counties:

- Great Western Trail System – marked on the Trails Map with GWT symbol.
- Continental Divide Trail- marked on the Trails Map with CDT symbol.

### **Recommendations for Implementation**

The Advisory Team made the following recommendations for the development of a region-wide trails network:

- ✓ Create warehouse of information and resources pertaining to trails in the region. Hire a GIS specialist to monitor, update and work with counties to maintain the ArcGIS online interactive

maps necessary for this collaboration. Currently through this project, the Fremont County GIS department has been collecting all the trail data available.

- ✓ Create a regional task force to organize and prioritize trail construction locations that will fill in the gaps of trail access in the area, as well as provide funding resource information and aide. Idaho Pedestrian and Bike, Montana Bike and Walk, and Wyoming Pathways are currently working on this and needs matching funds to support phase planning.
- ✓ Raise needed funds to expand public awareness of this regional trail system as gaps are filled. Idaho Pedestrian and Bike, Montana Bike and Walk, and Wyoming Pathways will need matching funds to help the Western Greater Yellowstone region brand its trail network, properly sign the regional trails and develop promotional materials for public information.
- ✓ Coordinate with all counties and federal agencies to uniformly accommodate new trail-oriented sports (e.g. snow bikes) in the region, including how to fairly include new uses into recreation fee schedules.
- ✓ Consider accessibility when developing this region wide system. Items to consider when building new trails are smoothness of surface for wheeled travel; accessible parking and ramping to the trail system; passable entranceways; gravel or flat trail edge transition for visually impaired, trail widths, etc.
- ✓ Work with the Linx Regional Transportation Cooperative to identify potential multi-modal hubs within the trails network. Hubs are critical to the process; these are location were transportation options link together; i.e. bus stops with covers – ideally near services, coffee, parking, or potential rail/bus transfer points for future depots and Park and Ride locations.

### **Economic Development Scenarios that Integrate the Trails Network Concept**

- ✓ Fill the gaps in the trail network from Jackson to West Yellowstone to connect rural communities in a manner that will attract business and future investment. Strategies should be explored for how to best accommodate those recreationists who will use a combination of motorized trails, non-motorized trails and public transportation, thus increasing the days visitors will spend outside the national parks and across the 4-county region.
- ✓ Support creation of a multi-modal trail system along U.S. Highway 20 that connects cities from Idaho Falls to Island Park. Explore creative, legal uses of the railroad right-of-way (paralleling the current tracks) that would accommodate a variety of travel modes. Connect to the following attractions: Trails of Madison County, Henry's Fork Greenway, and St. Anthony Sand Dunes



- ✓ Help Linx bus providers invest in more bike/ski carriers and design schedules and multi-modal stops compatible with the emerging regional trail system. Coordinate service with established routes in and through Yellowstone and Grand Teton National Parks and promote more loop excursions and recreational adventures using public transportation
- ✓ Ensure those entities that offer Zip Cars/WE Cars (e.g. BYU-Idaho), equip the vehicles with bike and ski racks to maximize their year-round use in accessing 4-county recreation sites.
- ✓ Expand coordination among those in the snowmobile industry to promote packages outside the national parks. Work with destination marketing organizations and chambers of commerce to ensure that businesses work together to offer sled rentals, meals, lodging and evening entertainment, thus increasing the desirability of Western Greater Yellowstone as a snowmobile destination. Work with all states on a multi-state permitting system to make it easier to be in compliance with state and national park rules.
- ✓ Coordinate with the Nordic ski community in a manner similar to that of the snowmobile industry to promote one and two-week destination vacations in the 4-county region. Explore restoring the Lucky Dog ski trail system in the Big Springs area (where the snowmobile closure has been maintained) and collectively marketing the public and private trail systems that exist in Western Greater Yellowstone.
- ✓ Design and market multi-modal travel packages that illustrate how one can fly into Jackson, Idaho Falls or West Yellowstone and then bus, bike and hike to all desired destinations. Coordinate with interested resorts, restaurants and transportation providers to collectively market their services in campaigns oriented to youth and international travelers.

### **Complete Streets - Pedestrian-Friendly Policies and Infrastructure**

A series of public workshops and professional consultations on *Complete Streets* principles was provided in support of this multi-modal assessment by Joe Gilpin of Alta Planning and Design in Bozeman. The result was an assessment of what *Complete Streets* principles currently are being applied in the four counties and recommendations to implement or improve pedestrian-friendly policies. In the process, some communities were introduced to *Complete Streets* concepts for the first time, while general public awareness was increased in all other areas.

Gilpin held a two-hour consultation with city and county planners in each of the four counties to determine how *Complete Streets* policies have been or could be incorporated into their comprehensive plans and building codes, and topics of local interest focusing on these principles. Then at each location, he gave a one-hour workshop with an overall presentation and guided the public discussions. During the

meeting discussions, Teton County also shared a draft copy of the updated Teton County Road Standards. Gilpin reviewed and made comments back to the county on this effort.

## Public Participation

More than 55 people attended four public workshops held from October 16-18 in three Idaho cities: St. Anthony, Rexburg and Driggs, and in Jackson, Wyoming. Linx Associate Kyle Babbitt organized all sessions in cooperation with Consortium steering committee members and accompanied Gilpin on his visit to the region. Consortium members reached out to those in their jurisdictions with invitations to the sessions, plus there were emails/calls to communities; press releases for papers, TV, and radio and radio interviews to invite all to attend. The announcements also were placed on Facebook, Twitter.

Mr. Gilpin's workshop presentation on Complete Streets (without audio) is posted on the Prezi website <http://prezi.com/wsryjvzrngiq/complete-streets-idwymt/>

### ***Hillsboro's Orenco Station in new report on business benefits from walkable communities***

Living Research, a national program of the Robert Wood Johnson Foundation, has published a new study that examines whether there are economic benefits to businesses in walkable communities. The study concludes that walkable shopping areas have a potential to prosper as a result of demographics, increased gas prices, public policies encouraging higher densities, and changing life style preferences.

The report includes Orenco Station in Hillsboro, Oregon, as an example of a suburban transit-oriented development, where "being 'close to shops,' topped local residents lists of things most liked about the Orenco community."

<http://activelivingresearch.org/business-performance-walkable-shopping-areas>

## Resources for Additional Information

The purpose of the NACTO Urban Bikeway Design Guide (part of the *Cities for Cycling* initiative) is to provide cities with state-of-the-practice solutions that can help create *Complete Streets* that are safe and enjoyable for bicyclists. One can see the first edition Design Guide and list of second edition corrections on-line at: <http://nacto.org/cities-for-cycling/design-guide>

One of the resources from Alta Planning and Design, "**Montana Complete Streets Toolkit for Cities, Small Towns, and Tribal Communities**" is currently available only online at:

[http://altaplanning.com/App\\_Content/files/Montana%20Complete%20Streets%20Toolkit-July%2011\\_Companded.pdf](http://altaplanning.com/App_Content/files/Montana%20Complete%20Streets%20Toolkit-July%2011_Companded.pdf)

Rails-With-Trails: "Lessons Learned" Federal RWT study:

[http://www.altaplanning.com/rails\\_with\\_trails\\_+lessons+learned\\_+federal+rwt+study.aspx](http://www.altaplanning.com/rails_with_trails_+lessons+learned_+federal+rwt+study.aspx)



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## Memorandum

Date: 10/26/2012

### **Re: Fremont County Idaho- Complete Streets Readiness Assessment**

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Fremont County Idaho includes the cities of St. Anthony, Ashton, Island Park, Newdale, and Teton. Representatives from Fremont County attended the first meeting, and the Mayors of St. Anthony and Ashton attended the public presentation. City of Island Park staff filled in the worksheet information for inclusion, but they were unable to attend the session.

#### **Fremont County**

Fremont County's Comp Plan was last updated in 2008. The Development Regulations are older, but mostly in line with the Comp Plan. Road standards are governed by the AASHTO Structural number and the roadway classification system. A matrix has been developed to help determine the appropriate classification. The County has downgraded several paved roads to gravel over the years as the usage they receive does not merit the monetary requirements required to keep them maintained. There is a chapter in the Development Code that is reserved for trail development in road corridors, the County needs to complete this.

The County requires interior trails for all subdivisions; the trails are seen as a separate network from the internal road system which is usually unpaved. Where possible, these trails are linked to other subdivisions or to regional trails if present. Sidewalks are not required, nor are they believed to be useful as the lot sizes are generally large.

The County has three regional trails within it, but other groups or agencies maintain them. These include the Ashton-Tetonia rail trail, the Yellowstone Branch Trail and the St. Anthony Greenway trails. The County is exploring using the Teton Dam lake area which is federal land to connect the rail trail to the Yellowstone Branch Trail. The County is also actively attempting to reach a cooperative agreement to use canals for trail alignments as the access roads could be used as recreational facilities. There are some issues to still work out, but the canal companies are generally open to the idea. Similarly, the County is in discussions with the Eastern Idaho Railroad to talk about creating a 'rail-with-trail' within the wide railroad right-of-way.

One major issue for the county is Highway 20. The Idaho Department of Transportation (IDT) has been steadily improving the highway to be divided and to consolidate and grade-separate the crossings.

Highway 20 already bisects the county and is a major barrier for east-west travel. The existing at-grade crossings are difficult, even for cars, due to high speeds along the highway. Consolidating them will have impacts to the community by reducing accessibility, and focusing traffic along certain corridors. This is a major issue for the future of Fremont County. Identifying the future crossing points so that both the bridges and the roads leading up to them are accessible is a needed next step so that necessary improvements such as bicycle/pedestrian accommodation can be planned and budgeted for ahead of time.

The County has no impact fee for development. The State requires that in order for an agency to collect an impact fee there must be a Capital Improvement Plan (CIP) for the money, and if it isn't used within a set period of time it must be returned to the developer. Instead, Fremont County has initiated the concept of 'adequate public facilities,' which means that an area to be developed must meet a checklist of requirements. This encourages developers or landowners to pay for improvements themselves to qualify for the zoning to build.

Fremont County does have Local Improvement Districts (LIDs), which have to be voted on by the residents within the proposed boundary. These could be used to add additional complete streets elements to projects. Better guidelines are needed for their use.

### **Ashton**

Ashton has a lot of potential as a walkable and bikable town. The City is mostly laid out on a grid and has a well clustered town center. Roads are wide, with little traffic. Ashton is the beginning of the rail trail to Tetonia and sits directly on Highway 20. It has significant potential to attract bicycle tourism in the future and improve the options available to local residents. Highway 20 may bypass the town to the west at some point in the future, bringing with it potential for a less congested area, but challenges for businesses.

### **St. Anthony**

St. Anthony also has great potential to be a walkable and bikable city. The City is laid out with a strong grid and has a well-developed sidewalk network. Main Street, as it no longer serves as a regional route, could be improved for bicyclists and pedestrians by converting to a three-lane section. The travel volumes along this street are well below the 15,000 – 20,000 ADT thresholds that most agencies use for consideration. This would provide center turn lanes for improved vehicular safety, bike lanes, and the opportunity for pedestrian crossing improvements. Several other in-town streets have adequate width for bike lanes. The City has the foundation of a great trail system, but could benefit from some additional planning to fully determine opportunities.

### **Island Park**

With its Main Street consisting of Highway 20 and being over 30 miles long, Island Park has unique issues. The decrease in speed limit in the business nodes is important to distinguish a "city atmosphere"

in those locations, but further lowering would need to be part of the State Highway plan. Crossing at nodes should be considered where businesses are across from each other and seems applicable. A proposed Trails System from Henry's Lake to Mesa Falls has been investigated and mapped through USFS RAC funds. The former Island Park Gem Team and the current Fun Run Committee have been working with the Ashton Ranger District's trail coordinator to improve and add to trails. There currently is a snowmobile trail along part of the highway right of way between some of the business nodes.

**Recommendations going forward:**

1. Fremont County should update and complete its Development Regulations, particularly the chapter reserved for trail development in roadway corridors.
2. Fremont County should think more broadly about the types of improvements to be provided each time a LID comes up for consideration. It may not always be possible to provide complete streets elements, but they should be discussed at the beginning if they are feasible and affordable.
3. St Anthony could benefit from some specific analysis of existing roadway corridors, existing trail facilities and other upcoming road projects to determine opportunities for pedestrian and bicycle connectivity and more complete streets.
4. In Island Park, continue to work with ITD when they are reviewing highway sections. Pursue creation of a separate trail system in the right-of-way along the highway with improvements for summer bike travel.

**Fremont County (FC) and City of St. Anthony ( ST) and Ashton (A) and Island Park (IP)**

| Comprehensive Plan Topic/Elements  | <u>Yes, this element is covered in our plan.</u> | <u>Yes, there is a policy on the element</u> | <u>No , not in plan currently.</u> | <u>Comments</u>  |
|--|--|--|------------------------------------|--|
| Sidewalks as part of new residential development                         | ST   |  | F; A; IP                           | A: UNSURE WHAT SECOND COLUMN MEANT SO DID NOT FILL IN.                                       |
| Sidewalk infill  |  |  | F; A; IP                           |  |
| Safe Routes to Schools   |  |  | ST; A; IP                          | ST: The city has done a Safe Route to School project in the past.                            |
| Planning for linear parks/open space                                     | F; ST; A   |  | IP                                 | ST: HF Greenway Trail system.  |
| Trails   | F; ST; IP  |  | A                                  | ST: HF Greenway Trail system.  |
| Multi-modal road use   |  |  | F; A; IP                           |  |
| Mixed-use development  | F; ST  |  | A; IP                              | ST: The city's Planning & Zoning which is currently working on a draft of zoning ordinances. |
| Transit Centers/bus stops  |  |  | F; ST; A; IP                       |  |
| Bike lanes   |  |  | F; ST; A; IP                       |  |
| Crosswalks (high visibility)   | IP   |  | F; ST; A;                          |  |
| Other pedestrian crossing improvements (signs, beacons, curb extensions) |  |  | F; ST; A; IP                       |  |
| 10 or 11 foot travel lanes   | F; A   |  | ST; IP                             |  |
| Accessible curbs (ADA)   | ST; A  |  | F: N/A; IP                         |  |
| Compatibility of State Highways with character of the community          | A  | IP   | F: ?????; ST;                      |  |



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## Memorandum

Date: 10/26/2012

### Re: Madison County Idaho - Complete Streets Readiness Assessment

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Madison County Idaho includes the city of Rexburg and Sugar City. Representatives from Madison County, Rexburg, and BYU Idaho were in attendance at the meeting.

#### Madison County

The current Transportation Plan is a joint County/City document and does not go into specifics with regard to projects. The document is high level and more in line with the detail level of a comprehensive plan. County roads were noted to be generally narrow, but many experience a high level of recreational bicycling. Bicycling on these roads was generally considered unsafe due to lack of shoulders and was noted as an accident waiting to happen.

Madison County has a difficult time requiring infrastructure such as sidewalks from developers due to higher lot costs turning away potential buyers. The County would love to see future growth clustered around the Cities of Rexburg and Sugar City, but has little ability to influence this.

#### Rexburg

The City of Rexburg has its own standard street cross-sections. Some of the options include bike lanes and trails, however not all arterial and collector cross-sections have bike lanes. All sections have sidewalks. One of the pedestrian connectivity issues in the city is that the City has an average of seven blocks per mile, or about 700 feet. This could encourage jaywalking as the amount of distance a pedestrian may have to travel to reach a corner crossing would be large.

The city has been working on sidewalk infill each year including ADA curb ramp replacement. This has been a long and slow process, but chipping away at it annually has produced results over time. About 75 percent of street corners now have at least ramps, a smaller percentage fully meet ADA standards which has changed requirements over the years. When a street is rebuilt, a Local Improvement District (LID) is established that pays for sidewalks and ADA ramps. Additionally, the City has an ordinance that requires that when a property sells within the city limits it must provide a sidewalk to complete the sale. This is resulting in a patchy network of sidewalks; however over time, it could result in much improved connectivity.

The City has also been improving pedestrian crossing safety. A HAWK, or Pedestrian Hybrid Beacon, was installed at a location where two fatalities had occurred several years ago. No problems have since been reported. Rapid Rectangular Flashing Beacons (RRFBs) will soon be added to some school crossings to increase driver yielding compliance at these locations. The City has mainly used its own money to provide matching funds to secure federal Transportation Enhancements (TE) grants. These grants have recently been reorganized with the passage of the MAP-21 transportation bill at a lower funding level. Potential for public transportation was discussed, and options should be incorporated and expanded for both students and residents to further encourage interest in alternative transportation.

The City has also made some significant investments in paved pathways and pedestrian bridges over the river and some canals. A group called 'Trails of Madison County' which is composed of City and County representatives and some local residents, has taken the lead in planning for trails and has published a map of existing and planned trail connections. This map may not be easy to find for residents and its visibility could be improved.

With the exception of the trail work that the Trails of Madison County group has done, the City of Rexburg has not undertaken any comprehensive non-motorized planning or assessment. Such an assessment could include bike lanes, sidewalks, crossings, low-stress bikeways on local streets, and other improvements in addition to educational and encouragement programs that could improve options and accessibility in the community. As a University town and with the enthusiasm that is being seen by students for non-motorized transportation, Rexburg in particular seems primed for this type of analysis.

### **BYU Idaho**

BYU Idaho is potentially one of the most influential entities in Madison County. The University has an enrollment of approximately 16,500 students, or half of the City of Rexburg's population. This enrollment is expected to dip slightly in the coming years as Missionary practices are changing, but will rebound and continue to grow several years out. BYU reports that it is constantly adding bicycle racks on campus to meet increased demand for bicycle use. The University is aiming to be a walkable campus and may be closing roadways in the interior of campus in favor of pedestrian malls. These are still in the planning phase and could change at any time however.

BYU Idaho has a very concentrated student body and houses 75 percent of its students within four blocks of campus. This housing boundary is loosely made up of 4<sup>th</sup> West, 1<sup>st</sup> South, Main Street and 3<sup>rd</sup> East. It is estimated that approximately 67 percent of students have vehicles. Students are frequently seen walking and bicycling around the city, however there are few bicycle facilities. Main routes include Main Street and 2<sup>nd</sup> East, both high speed and volume arterials with sidewalks.

Despite having some of the most ideal conditions for walking and bicycling of any University in the country, BYU does not actively encourage travel to campus by bicycle or walking. With the exception of limiting students' ability to drive across campus to their next class, the University has done little to discourage driving for these incredibly short trips. Partnering with the City of Rexburg on a non-



motorized plan could help the University achieve sustainability goals and be a model case study for the rest of the nation.

**Recommendations going forward:**

1. Rexburg's city ordinance that requires home sales to provide sidewalks if they are not present could be a tremendous asset to the city. The City should periodically inventory sidewalks and prioritize resources to fill gaps and create connections that go beyond the individual property owners. A cost sharing program could incentivize homeowners to work with the City to plug important gaps in the pedestrian network and result in a more connected Rexburg.
2. The Trails of Madison County group should make their trail map more easily accessible to the community and consider printing them and making them available to local residents and incoming BYU students.
3. The City of Rexburg should consider, either by itself or with its partners of Madison County and BYU Idaho, commissioning a non-motorized transportation plan that would provide detailed analysis of pedestrian and bicycle facilities and provide the agencies with a prioritized project list with which the non-motorized network could grow intelligently and make efficient use of local resources.

**Madison County (MC); and Rexburg (R)**

| Comprehensive Plan Topic/Elements  | <u>Yes, this element is covered in our plan.</u> | <u>Yes, there is a policy on the element</u> | <u>No, not in plan currently.</u> | <u>Comments</u>  |
|--|--|--|-----------------------------------|--|
| Sidewalks as part of new residential development                         | R  | R  | MC                                | R: Required through City Ordinance                         |
| Sidewalk infill  | R  | R  | MC                                | R: Required through City Ordinance                         |
| Safe Routes to Schools   | R  |  | MC                                |  |
| Planning for linear parks/open space                                     | MC; R  | R  |                                   | R: Required through City Ordinance                         |
| Trails   | MC; R  | R  |                                   |  |
| Multi-modal road use   | R  |  | MC                                |  |
| Mixed-use development  | MC; R  | R  |                                   | R: Required through City Ordinance                         |
| Transit Centers/bus stops  | R  |  | MC                                |  |
| Bike lanes   | R  | R  | MC                                |  |
| Crosswalks (high visibility)   | R  | R  | MC                                | R: Required through City Ordinance                         |
| Other pedestrian crossing improvements (signs, beacons, curb extensions) | R  | R  | MC                                | R: Truncated Domes, Hawk Signal, Curb Extensions           |
| 10 or 11 foot travel lanes   | MC   |  | R: Not in plan                    |  |
| Accessible curbs (ADA)   | R  | R  | MC                                | R: Required through City Ordinance                         |
| Compatibility of State Highways with character of the community          | R  | R  | MC                                | R: We have Highway Corridor Landscape Buffer Requirements. |



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## Memorandum

Date: 10/26/2012

### Re: Teton County Idaho - Complete Streets Readiness Assessment

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Teton County Idaho includes the communities of Victor, Driggs, and Teton. Representatives from Teton County, Victor and Driggs were in attendance at the meeting.

#### Teton County

Teton County has just passed a new Comprehensive Plan, The Transportation Plan is much older (late 1990s) and in need of an update. The Transportation Plan contains the Pathways map and also motorized (snowmobile) routes. The County also uses a single road standard for County roads that represents a 24' section and a part of the LTAC Guidelines that were adopted by the County. Teton County shared a copy of newer proposed street sections that are hoped to be adopted later this year. These road standards will have slightly different configurations dependent on context. Some will have space planned for bicyclists or pedestrians. All of the road sections were gravel and even if a four foot shoulder is indicated there would be no demarcated area on the road itself. Traffic on these roads is low enough that this should not present a problem for bicyclists.

Few sidewalks have been constructed in the County. Those that have are located just outside of Driggs or Victor and are intended to more closely match the development patterns within those cities. Trail easements have been added to some subdivisions where the Pathways Plan has indicated. Most of these easements and trails are owned and maintained by the HOA, thus alleviating the County of maintenance responsibility. The County is currently rehabilitating the Victor to Driggs trail just 12 years following initial construction. This has involved slurry sealing the length of the trail and partial reconstruction where structural damage exists. No maintenance fund was set up initially to address rehabilitation over time. The County is worried about obligations in the future.

The County is also going to examine the recommendations of the new Comprehensive Plan to prioritize next steps. The Comp Plan recommended updating the Transportation Plan, the Development Regulations and the Code, each of which will be a large undertaking for the County.

The idea was floated that the Transportation Plan for the County could be done in partnership with Driggs and Victor. This idea resonated well and may lead to further discussion. A pooling of resources could result in a better and more efficient product that incorporates the needs of all three agencies.

## **Driggs**

Driggs' Comprehensive Plan was adopted in 2006, and the City hopes to update the plan in 2013. The current Plan has good goals with regards to multi-modal integration. The City requires sidewalks in all development and bike lanes on collector roadways. In rare cases where the density of a subdivision is below two dwelling units per acre, sidewalks may not be required. The City maintains a Safe Routes to School Action Plan and just completed its second SRTS infrastructure sidewalk project. The new federal transportation bill (MAP-21) seems to be making SRTS projects more difficult to pursue and complete. Driggs has a ½-cent sales tax that goes towards transportation, a part of that is reserved for pathways and other non-motorized improvements.

The City has not been able to aggressively pursue sidewalk infill, and has been able to do so only with roadway reconstructions and Safe Routes to School funds. Property owners are required to maintain sidewalks; however the city has begun to plow many of them as it is easier than trying to enforce city code.

## **Victor**

Approximately four years ago Victor completed its last Transportation Plan and it does have elements of *Complete Streets* in it, including an emphasis on establishing a more traditional street grid. The Transportation Plan also provided the option for narrower streets with a 52 foot ROW standard designed to promote low traffic speeds. The economic recession has hit Victor hard and plans to integrate many of these concepts into new subdivisions have been abandoned. The Transportation Plan ultimately was not sophisticated enough for the City, but captured much of what the City was after. Victor was interested in the joint Transportation Plan idea. Victor is struggling with trying to overcome decades of poor planning that have led to a disconnected city. The City has abundant greenfield sites that it hopes to be able to develop someday but market forces will determine when these opportunities can be acted on. Aging infrastructure will also be a significant problem over time and may consume city resources away from *Complete Streets*. The City is currently in the process of replacing the water mains to be below the frost line.

## **Recommendations going forward:**

1. Enthusiasm for the idea of a joint Teton County, Victor and Driggs Transportation Plan was high. Further discussions will be required to see if adequate funding can be assembled. This cooperative planning process would be of great benefit to the County.
2. Of the three, Driggs seems like it has a bit more history pursuing *Complete Streets* elements and could be the most likely to consider passing a *Complete Streets* Policy. All three agencies could continue to strengthen development regulations, code, design standards and others that would all support *Complete Streets* principles with or without an actual policy in place.

3. Draft roadway cross-sections were presented by Teton County for consultant input. They were the same whether for unpaved or paved roads with varying lane widths and shoulder widths. In reality, the shoulder on these roads will feel the same whether it is 2 feet or 4 feet in width. Only on the rare event of two vehicles meeting head-on while overtaking a bicyclist would any of these cross sections become uncomfortable. It is recommended that the County also consider a separate paved cross-section that could stem from a large future subdivision being constructed in the County, with an improved route to Highway 33, or Victor/Driggs. Such cases should consider a painted 4 foot shoulder for bicyclists or pedestrians.
4. The entire Teton County is covered by the Sheriff's department. Part of the discussion revolved around poor bicycling behavior. A diversion program was suggested where bicyclists are ticketed but can attend a training course administered by the Sheriff's Department that would remove the ticket from the individual's record.

**Teton County (TC); and Driggs (D); and Victor (V)**

| Comprehensive Plan Topic/Elements  | <u>Yes, this element is covered in our plan.</u> | <u>Yes, there is a policy on the element</u> | <u>No, not in plan currently.</u> | <u>Comments</u>   |
|--|--|--|-----------------------------------|---|
| Sidewalks as part of new residential development                         | D; V   | D; V   |                                   | TC: This is addressed, but it is not necessarily required in rural development  |
| Sidewalk infill  | D; V   | D; V   | TC                                |   |
| Safe Routes to Schools   | D; V-developing                                  | D  | TC                                | TC: We talk about connected pathways to towns (re: schools) only in areas that are near the existing towns.                                 |
| Planning for linear parks/open space                                     | D; V   | D  |                                   | TC: Open space requirements in new development, but not linear parks, per se.   |
| Trails   | TC; D; V   | D  |                                   |   |
| Multi-modal road use   | TC; D; V   | D  |                                   |   |
| Mixed-use development  | D; V: TND  | D; V: TND                                    | TC                                | TC: Pointedly not in plan- residential only outside of the towns.   |
| Transit Centers/bus stops  | D; V   | D; V   |                                   | TC: Again, wanted these to be in towns and not in rural county so no.   |
| Bike lanes   | TC; D; V   | D; V   |                                   |   |
| Crosswalks (high visibility)   |  |  | TC; D; V                          | D: Not in the Comp Plan, but we stripe all school route crossings.  |
| Other pedestrian crossing improvements (signs, beacons, curb extensions) |  |  | TC; V                             | D: We installed a ped triggered flashing yellow crossing light for a pathway across Hwy 33 at South end of town.                            |
| 10 or 11 foot travel lanes   | TC; D;   | D;   |                                   | TC: Developing road standards. D: 10ft local commercial; 11ft collector; 12 arterial.   |
| Accessible curbs (ADA)   | D;   | D;   |                                   | TC: Again, part of road standards   |
| Compatibility of State Highways with character of the community          | D;   | D;   |                                   | D: Developed and are implementing a Main Street Improvement plan; also have an Access Plan in place; have lowered speed limits in downtown. |



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## Memorandum

**Date:** 10/26/2012

**Re:** Teton County, Wyoming - Complete Streets Readiness Assessment

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Teton County, Wyoming, includes the Town of Jackson, Wilson, South Park, Teton Village and Grand Teton National Park. Town of Jackson and Teton County staff members were in attendance along with additional members from the Transportation Advisory Committee (TAC).

Teton County and the Town of Jackson adopted a new Comprehensive Plan in April of 2012. This was a very large effort and took many years to realize. The plan establishes the concept of 'Complete Neighborhoods', and that these neighborhoods should be connected by Complete Streets. As a stand-alone concept, Complete Streets is well integrated throughout the document; however, the document does not in itself meet the criteria of establishing a Complete Streets Policy.

Teton County and the Town of Jackson also have their Land Development Regulations (LDRs) that govern improvements that must be made as part of development. In general few major subdivisions occur in the county, so the capability of this document (which will soon be updated) is limited.

The County and Town are also exploring the creation of what is being called an Integrated Transportation Plan. This document would fill the void between the excellent Comprehensive Plan and the LDRs, and provide explicit procedures and policy guidance on how to scope transportation improvements, fully considering the impacts of transportation by all modes. This document would include ample cost-benefit analysis that would allow different scenarios such as prioritizing non-motorized transportation or transit over roadway expansion. The Transportation Advisory Committee (TAC) hopes to scope the project and issue an RFP somewhere around mid-2013.

The Town of Jackson is also just launching a Complete Streets Action Plan, which is an implementation item stemming from the 2007 Pathways Master Plan. This Action Plan will examine in-town connections for residents and visitors and make prioritized recommendations for both legacy projects, and quick wins that the Town can immediately get to work on. This plan will be an important effort and hopefully achieve some quick results within the next year.

The Joint Comprehensive Plan can be found at <http://www.jacksontetonplan.com/plan/approved-plan/>. The Multimodal Transportation is Section 7. The development pattern is mostly addressed in Sections 3 and 4.

**Recommendations going forward:**

1. The Town seems well positioned to pass a Complete Streets Policy/Resolution/Ordinance. Public, and staff support seems to exist. This could be a short term action completed within the next year if the Town Council is open to it. This would be the only Complete Streets Policy outside of the Cheyenne area in Wyoming.
2. Sidewalk replacement/construction program. The 2007 Pathways Master Plan recommended the city devote monetary resources, maintenance budget and staff time to repairing and expanding the in town pedestrian network. This recommendation has not been implemented. The recommendations that will stem from the Complete Streets Action Plan could form the basis for an ongoing Pedestrian improvement plan in Jackson.
3. Teton County and the Town of Jackson have a lot of enthusiasm for the Integrated Transportation Plan concept. A 2013 launch date for this project would be very welcome to the community



| Comprehensive Plan & Topic Elements                             | <u>Yes, this is covered in our plan</u> | <u>Yes, there is a policy on the element</u> | <u>Not in plan currently</u> | <u>Comments</u>  |
|---|---|--|------------------------------|--|
| Sidewalks as part of new residential development                |   | x  |                              | Policy 7.3.c: Require development to implement and fund alternative transportation   |
| Sidewalk infill   | x                                       |  |                              | Not addressed directly however Policy 7.1.c: Increase the capacity for use of alternative transportation modes   |
| Safe Routes to Schools  | x                                       |  |                              | Providing community members of all ages the ability to move around the community is part of the justification for our transportation policies  |
| Planning for linear parks open space                            |   | x  |                              | Policy 7.2.b: Interconnect all modes of transportation   |
| Trails  |   | x  |                              | Policy 7.2.b: Interconnect all modes of transportation   |
| Multi-modal road use  |   | x  |                              | Principle 7.2 – Create a safe, efficient, interconnected, multimodal transportation network  |
| Mixed-use development   |   | x  |                              | Principle 7.3 – Coordinate land use and transportation planning<br>Principle 3.2 – Enhance suitable locations as Complete Neighborhoods<br>Principle 4.2 – Promote vibrant, walkable mixed use areas |
| Transit Centers & Bus stops                                     |   | x  |                              | Policy 7.2.b: Interconnect all modes of transportation   |
| Bike lanes  |   | x  |                              | Policy 7.1.c: Increase the capacity for use of alternative transportation modes<br>Policy 7.2.a: Create a transportation network based on “complete streets” and “context sensitive” solutions       |
| Crosswalks (high visibility)                                    | x                                       |  |                              | Principle 7.2 – Create a safe, efficient, interconnected, multimodal transportation network  |
| Other pedestrian crossing improvements                          | x                                       |  |                              | Principle 7.2 – Create a safe, efficient, interconnected, multimodal transportation network  |
| 10 or 11 foot travel lanes                                      | x                                       |  |                              | Policy 7.2.a: Create a transportation network based on “complete streets” and “context sensitive” solutions  |
| Accessible curbs (ADA)  | x                                       |  |                              | Principle 7.2 – Create a safe, efficient, interconnected, multimodal transportation network  |
| Compatibility of State Highways with character of the community |   | x  |                              | 7.1.e: Coordinate transportation network decisions   |



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## Memorandum

Date: 10/26/2012

### **Re: Western Greater Yellowstone Consortium: Complete Streets – Regional Recommendations**

---

There are a few regional recommendations that can be considered to make inter-city or regional bicycle travel safer and more comfortable. Changes to road construction and maintenance practices could enable certain options and become a boon to bicycle tourism, a multi-million dollar industry that the region could capitalize on.

#### **Recommendations:**

1. As roads and highways are reconstructed, resurfaced and maintained, take advantage of opportunities to provide four foot minimum shoulders for bicyclists and pedestrians. Shoulders should have at least four feet of clear width exclusive of a rumble strip (if present). On some highways, greater widths should be considered where applicable.
2. Where shoulders exist, and roadway sealing operations will be undertaken, it is important to keep the overlay or chip seal seam out of the middle of the shoulder. If the entire width of the roadway is not going to be surfaced, then the seal coat should either terminate just outside of the fog line or extend the entire width of the roadway to the outside edge of the paved surface. A seam down the middle of the shoulder can result in an uneven surface for bicyclists and pose a potential safety hazard.
3. In certain areas near communities, or on high traffic/high scenic value, a separate paved path may be desirable to accommodate bicycle and pedestrian traffic. Separate planning efforts will be needed to determine candidate sections of roadway.

### **Next Steps for Advancing Complete Streets Policies**

- Document to what extent Teton County, Driggs and Victor incorporate *Complete Streets* policies in their joint Transportation Plan and their Model Code ordinances developed with Code Studio
- Share with the Idaho counties how Teton County and the Town of Jackson address *Complete Streets* policies as part of their new Integrated Transportation Plan.
- Secure technical assistance funding for the City of Rexburg and BYU-Idaho to pursue Alta Planning recommendations for a non-motorized transportation plan concurrent with its planning for an intra-city fixed route bus service

Additional potential outcomes from this project:

- Increased coordination of activities involving roadway improvements happen between cities, counties, state transportation departments, and other entities.
- Interactions with the state highway departments occur at the beginning of project discussions so *Complete Street* measures are fully incorporated in plans and budgets.
- *Complete Streets* principles are integrated in the Model Development Code for this region
- Gilpin's *Complete Streets* presentation is shared with more locally elected officials to increase community awareness.

**APPENDIX 5A – PARTICIPATING ORGANIZATIONS AND INDIVIDUALS**

|  |  |
|--|--|
| Bureau of Land Management                        | Individual- Rexburg  |
| BYU-I- Faculty                                   | Individual - Intrepid Consulting                           |
| City of Ashton                                   | Individual - Teton County, WY                              |
| City of Driggs                                   | Individual - Victor  |
| City of Island Park                              | Individual- Ashton   |
| City of Rexburg                                  | Island Park Community Trails                               |
| City of St. Anthony                              | Jackson Hole Community Pathways-<br>Coordinator            |
| City of Sugar City                               | LOR Foundation - Jackson                                   |
| City of Victor                                   | Madison County   |
| Development Workshop /Upper Valley<br>Industries | Power Engineers  |
| District 33 Snowmobile Grooming District         | Rexburg Chamber of Commerce                                |
| Fitzgerald Bicycles                              | TAAF   |
| Former FC Commissioner;                          | Teton County Business Development Center                   |
| Fremont Co. Smart Growth                         | Teton County- WY -   |
| Fremont County                                   | Teton County, ID   |
| Fremont County ID Commissioner                   | Teton Valley Chamber                                       |
| Friends of Pathways- Jackson                     | Teton Valley Trails and Pathways (TVTAP)                   |
| Great Western Trails                             | The Nature Conservancy- IF office                          |
| Greater Yellowstone Geotourism Center            | The Planning Center  |
| GTLC- JJJ  | Trails of Madison County-                                  |
| Harmony Design & Engineering                     | Trails of Madison City- Sugar City                         |
| Henry's Fork Greenway Trail - St. Anthony        | USDA HUD   |
| High Country RC&D                                | USFS -Bridger-Teton NF - Jackson                           |
| Idaho Dept. of Lands                             | USFS- Caribou-Targhee NF – Ashton/<br>Island Park District |
| Idaho Dept. of Tourism                           | USFS- Caribou-Targhee NF – Teton District                  |
| IDPR - Boise                                     | We Cars - BYU- I   |
| IDPR - East and South Regions                    | Wyoming Dept of Parks                                      |
| IDPR – Harriman, Henry’s Lake                    | Wyoming Pathways   |
| Idaho Falls Community Pathways                   | Yellowstone Business Partnership                           |
| Individual- Rigby                                | Yellowstone- Teton Territory                               |

## APPENDIX 5B - ADDITIONAL RESOURCES

### WEB Resources

- Idaho Trail Maps: Idaho Parks and Recreation Trail Map Program:- <http://trails.idaho.gov>
- Idaho Alpine Club under Local Trail Maps and Road Biking Maps:  
[www.idahoalpineclub.org](http://www.idahoalpineclub.org)
- Snake River Mountain Bike Club: <http://snakerivermountainbikeclub.com/trails.phP>
- Friends of Teton River – Watershed Maps: <http://www.tetonwater.org/Recreation/Maps>
- Friends of Pathways in Jackson at [www.friendsofpathways.org](http://www.friendsofpathways.org)
- National trails website: [www.trails.com](http://www.trails.com)
- Wilderness Maps and GPS Data: [www.wilderness.net](http://www.wilderness.net)
- National Geographic Greater Yellowstone Region Geotourism MapGuide- Greater Yellowstone Geotourism Council – [www.yellowstonegeotourism.org](http://www.yellowstonegeotourism.org)
- Idaho Pedestrian & Bicycle Alliance (IPBA) : <http://www.idahopedbike.org/home>
- Idaho Falls Community Pathways: [www.communitypathways.com](http://www.communitypathways.com)
- Advocacy Advance: [www.advocacyadvance.org](http://www.advocacyadvance.org)
- Alliance for Biking and Walking: [www.peoplepoweredmovement.org](http://www.peoplepoweredmovement.org)

### Document Resources

- Henry’s Fork of the Snake River: River Guide and Angler Access Map -Henry’s Fork Foundation – [www.henrysfork.org](http://www.henrysfork.org)
- Harriman State Park of Idaho trails map on waterproof paper – Harriman State Park.
- Top 10 Scenic Drives in the Northern Rockies Adventure Map – Yellowstone Business Partnership.
- Boaters Guide – BLM/USFS.
- Teton Valley (Idaho and Wyoming) Outdoor Guide and Street Map – by Canyon Media; available at Teton Valley retail locations.
- Jackson, Ashton, Teton Basin, Wyoming ORV Trail Map – Wyoming State Parks and Cultural Resources.
- Caribou-Targhee Motor Vehicle Use Map (Summer and Winter) – Caribou Targhee NF - Ashton/Island Park Ranger District.
- Caribou-Targhee Motor Vehicle Use Map (Summer and Winter) – Caribou Targhee NF - Teton Basin Ranger District.
- Idaho Big Hole Snowmobile Trails in Madison/ Teton/ Jefferson County Snowmobile Map – Grooming District #33.
- Continental Divide, Wyoming Snowmobile Trails Map – Wyoming Trails

### National Resources

- Recreational Trails Conservation Association (RTCA). A National Park Service program that offers free technical support for projects thru a granting process.

- Pacific West Region –(ID, OR, WA) RTCA National Park Service
- 909 First Avenue, Seattle, WA 98104-1060 Fax (206) 220-4161
- Michael Linde, Program Manager michael\_linde@nps.gov (206) 220-4113
  
- Paul S. Sarbanes Transit in Parks Technical Assistance Center (TRIPTAC) [www.triptac.org](http://www.triptac.org) had a webinar on 'Bicycling Options for Federal Lands'. TRIPTAC has released the presentation in streaming format and other related resources are on their website. For more information or to stream this webinar and others, go to: [http://www.triptac.org/Training/TAC\\_Trainings/Default.html#ExpBic](http://www.triptac.org/Training/TAC_Trainings/Default.html#ExpBic).
  
- Exploring Bicycle Options for Federal Lands: Bike Sharing, Rentals and Employee Fleets (2012). <http://www.wfl.fhwa.dot.gov/programs/td/publications/>
  
- Good Practices to Encourage Bicycling & Pedestrians on Federal Lands (2011) [http://www.triptac.org/Documents/RepositoryDocuments/BikePedPlan\\_Web.pdf](http://www.triptac.org/Documents/RepositoryDocuments/BikePedPlan_Web.pdf)
  
- Guide to promoting bicycling in Federal lands (2008) <http://www.bicyclinginfo.org/library/details.cfm?id=4358>
  
- Mississippi National River and Recreation Area Alternative Transportation Plan <http://www.nps.gov/miss/parkmgmt/atp.htm>
  
- Bike sharing blog: <http://www.bikesharing.blogspot.com>
  
- FHWA Office of Human Environment's Bicycle & Pedestrian Program. <http://www.fhwa.dot.gov/Environment/bikeped>
  
- Pedestrian and Bicycle Information Center: <http://www.pedbikeinfo.org>
  
- National Complete Streets Coalition: <http://www.completestreets.org>
  
- League of American Bicyclists: <http://www.bikeleague.org>
  
- Rails-to-Trails Conservancy: <http://www.railstotrails.org/index.html>
  
- Adventure Cycling Association: <http://www.adventurecycling.org>
  
- National Association of City Transportation Officials: <http://nacto.org/>
  
- Manual on Uniform Traffic Control Devices (see Chapter 9 for bicycle related information): <http://mutcd.fhwa.dot.gov>
  
- International Mountain Bicycling Association: <http://www.imba.com>