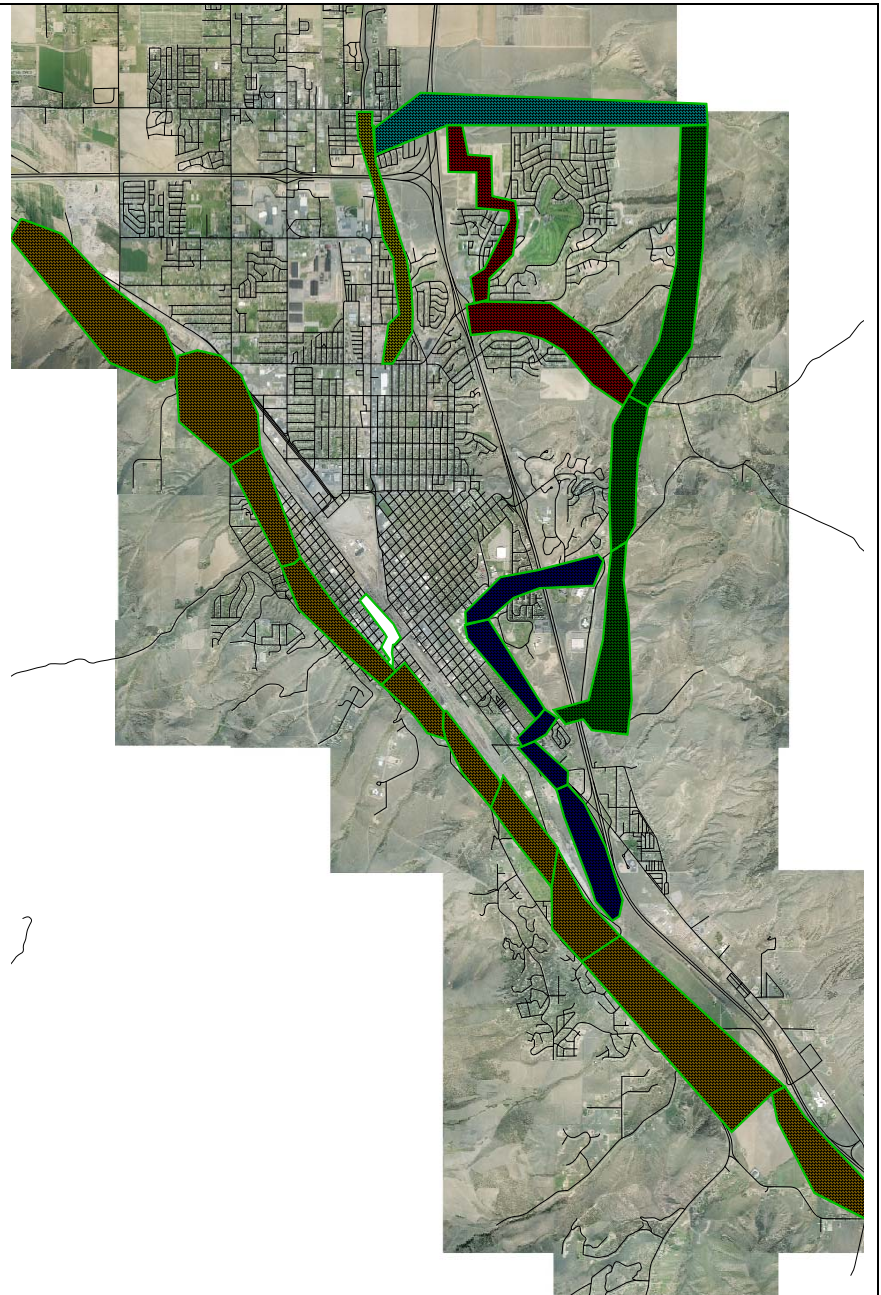


Portneuf Greenway Trail System



BANNOCK
Transportation Planning
ORGANIZATION



The purpose of this Master Plan is to outline the vision for the development of the Portneuf Greenway Trail System

Master Plan

Approved BTPO January 5, 2009

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Chapter 1 The Portneuf Greenway Trail System

In 1992, The National Park Service funded The Portneuf Greenway Implementation Plan, which was the first plan to guide the development of the Portneuf Greenway Trail System. The Implementation Plan envisioned a series of multi-use trails along the Portneuf River providing connection to river front parks, Idaho State University, and Old Town Pocatello. Over the last sixteen years the vision of the Portneuf Greenway Trail System has grown from a focus on just the river to the entire valley.

The Portneuf Greenway Master Plan expands the Portneuf Greenway Trail System to one where the community is connected to the river and public open spaces located on the hills surrounding the community. The trail system also expands from multi-use trails to include other bicycle and pedestrian facilities to ensure connectivity throughout the valley. In addition, design standards and a maintenance plan for the Portneuf Greenway Trail System were developed.

The vision of the Portneuf Greenway Master Plan is to create a trail system. These corridors will link the Portneuf River to Old Town Pocatello, Idaho State University, public lands, and the hills which surround the valley. The primary goal of this plan is to link the community to the river and public lands.

The heart of the master plan is multi use corridors which are separated from the roadway and follow open spaces like the Portneuf River. Existing open space locations, geography of the valley, and proximity to public lands do not allow the system to be entirely connected by Class I Trails. Other types of non-motorized facilities such as sidewalks, bicycle lanes, and low volume streets must serve as connectors from Class I Trails to other Class I Trails and to public lands. Figure 1-1 demonstrates how the entire system is connected to achieve the goal of connecting the community.

To assist further development of the trail system, the Portneuf Greenway Master Plan's policies, recommendations, and maps should be incorporated into City of Pocatello, City of Chubbuck and Bannock County's comprehensive plans and land use ordinances.

The Portneuf Greenway Trail System has three complementary parts: Class I Trails (paved and separated from roadway), Class II Trails (non-paved trails), On-Street Connections (consisting of bicycle lanes and sidewalks, low volume streets). Each of these components are critical for a connected system.

Class I Trails

Class I Trails are the major component of the system. These trails can be considered the interstate of our non-motorized system. Class I Trails are separated from motorized traffic and are intended to cover long distances.

Class II Trails

These non-paved trails such as City Creek, connect other components to public lands, or are stand alone recreational trails within the Urban Boundary (i.e. Sister City Park) . In some new hillside developments, these Class II Trails are planned for ravines to connect the development to public lands and provide public access through the trails.

On-Street Connections

The community's integrated system of bicycle lanes, routes and sidewalks provide for additional connectivity especially where Class I Trails are desired but not feasible.

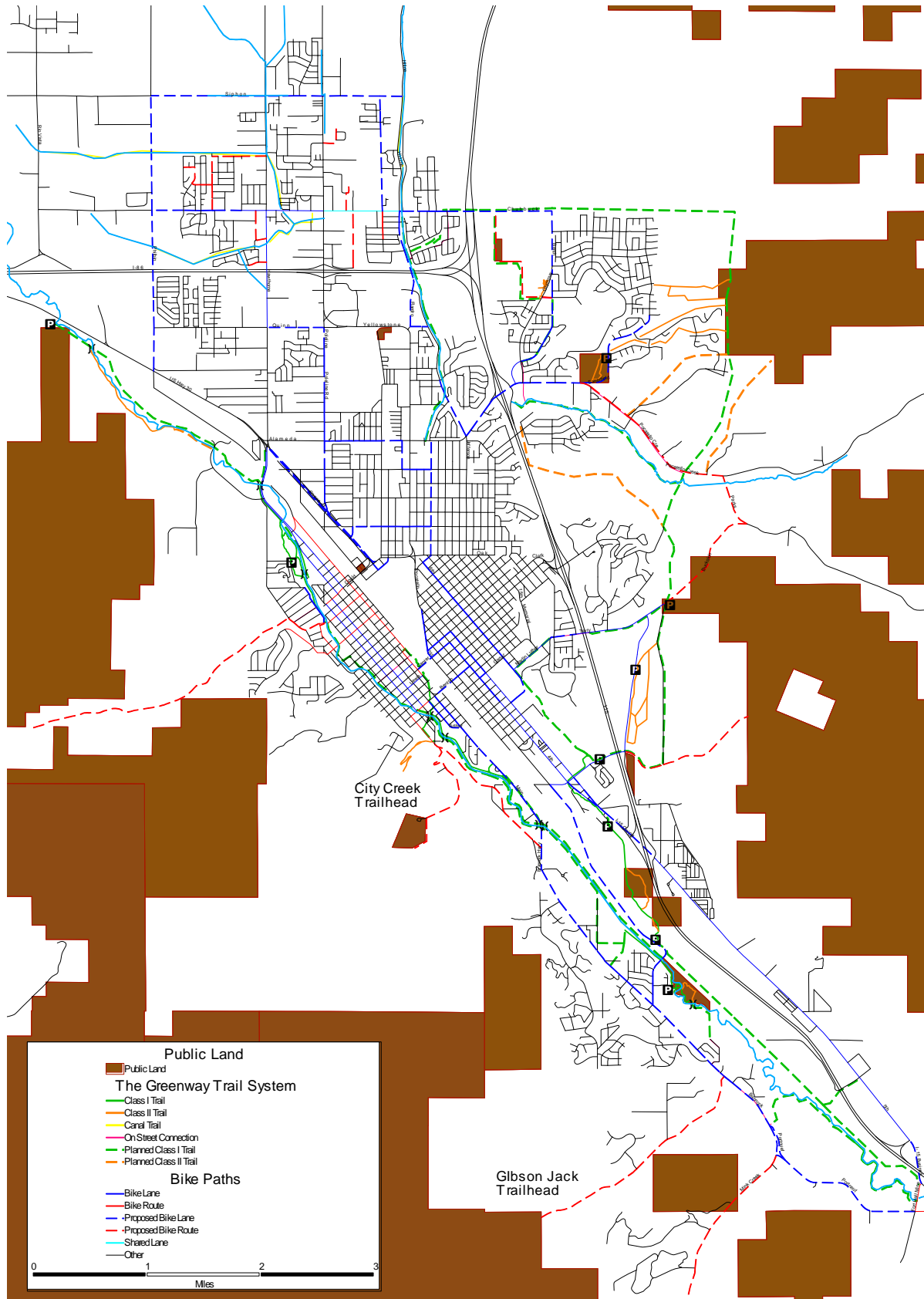


Figure 1-1: Portneuf Greenway Master Plan Trail System

Chapter 2 Class I Trail Corridors

Class I Trails are non-motorized paved paths which are separated from a public road. The paths are generally located in their own recreational right-of-way or easements but sometimes can be included within public road right-of-way. Class I Trails are wide enough to accommodate two-way traffic for both pedestrian and bicycle traffic.



Figure 2-1: Examples of Class I Trails

Class I trails are the best way to accommodate multiple users. Children as well as experienced bicyclists feel more comfortable and safe when not sharing space with motorized traffic. These trails are the backbone of the Greenway system. They provide a safe comfortable connection along the river and to major recreational destinations within the valley.

Class I Trails are the largest component and primary focus of the Portneuf Greenway Master Plan. To link the river to the community and public lands the following seven corridors were identified.

- River Corridor
- ISU Corridor
- Old Town Corridor
- East Side Corridor
- Pocatello Creek Corridor
- Chubbuck Road Corridor
- Hilina Canal Corridor

Figure 2-2 shows the location of each corridor and its various sections. The corridors are listed in priority order using the criteria of 1; ability to meet the overall objective; 2. ability to be constructed; and 3. current status of sections. Together, the corridors would create 39.5 miles of a Class I Trail System.

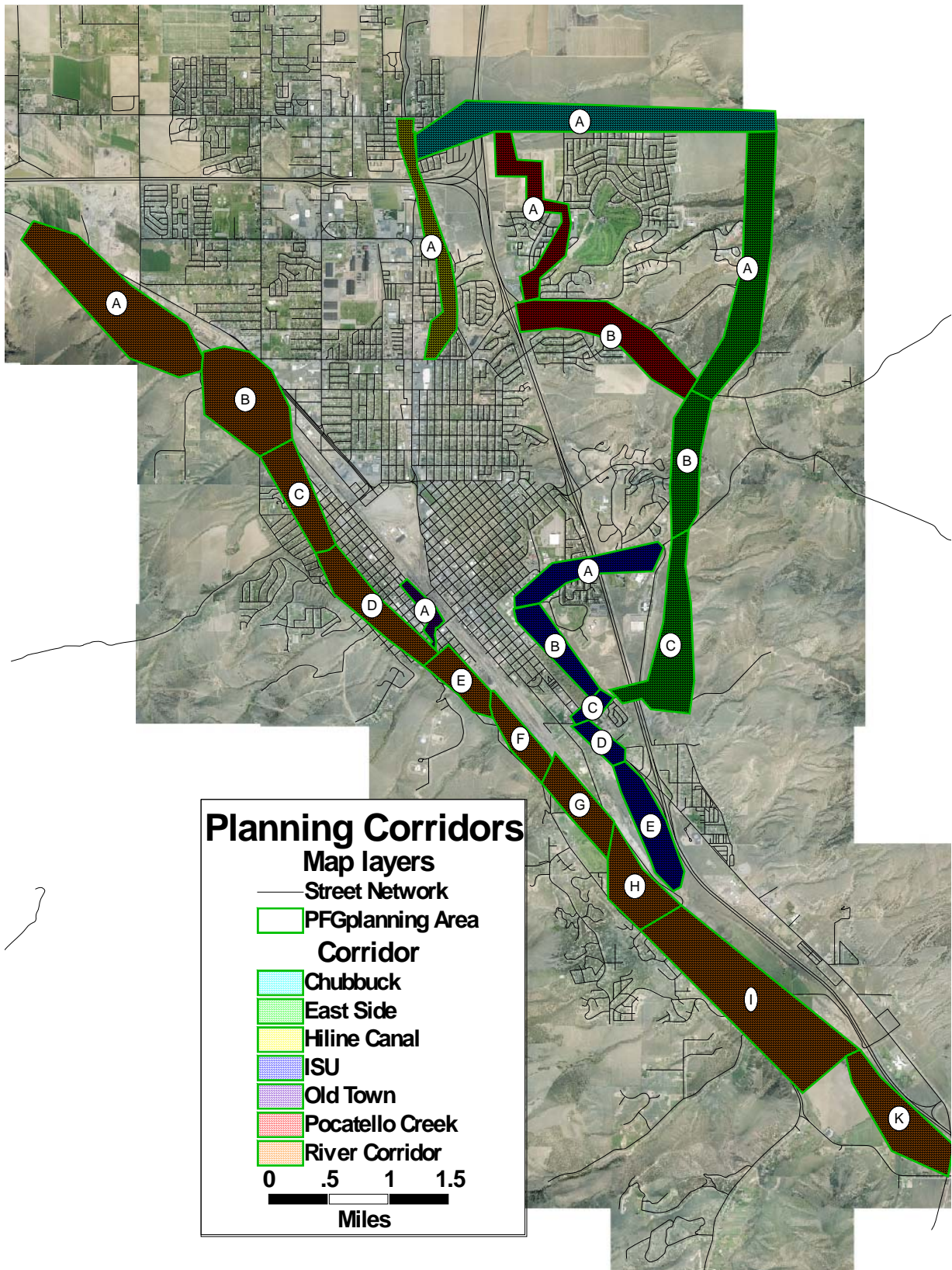


Figure 2-2: Class I Corridors

The corridors and their sections are for planning purposes. The routes selected within each corridor and section represent the most desirable or practical alignment of the trail. In many cases, the proposed alignment does not belong to the City of Pocatello, Portneuf Greenway Foundation, or any other public agency. The exact alignment of the trail will be determined as ROW or easements are acquired and trail is constructed.

Descriptions

The seven corridors are as varied as the geography of the Portneuf Valley. The River corridor runs, for the most part, along the Portneuf River. The ISU Corridor is primarily along the basalt cliffs and at the base of Red Hill. The planned corridors of Chubbuck Road and the East Side will be adjacent to planned roadways. The Pocatello Creek Corridor is proposed to follow Pocatello Creek Road and also along an urbanized road to connect with the Chubbuck Road Corridor. The most urbanized corridors are the Hilina Canal Corridor, which is proposed to be constructed on top of the existing Fort Hall Canal, and the Old Town Corridor, which is located in Old Town Pocatello.

These seven corridors are further divided into sections for both planning and project development purposes. The sections were established to capture the changing nature of each corridor and also to break each corridor into manageable sections to plan for projects and eventual management of the trail system. A description of each corridor and its sections will highlight the unique characteristics of each section and provide statistics and points of interest. Detailed maps are included in Appendix C.

River Corridor

The River Corridor contains 20.5 planned miles of trail. The corridor's ten sections all run near or next to the Portneuf River. The corridor is the backbone of the Class I Trail system. The planned corridor starts in northwest Pocatello near where US 30 crosses the Portneuf River and ends in the south at the Portneuf Gap. In many places along the corridor, trails are built or planned for trail on both sides of the river. These dual trails will require four to five additional bridges which would total eight or nine bridges on the entire corridor.

ISU Corridor

The ISU Corridor contains a total of 4.5 planned miles of trail. The corridor's five sections connect Idaho State University (ISU) to the River Corridor. The corridor is planned to start at the intersection of Buckskin and American Roads and currently ends on South 2nd Avenue near the Portneuf River.

The corridor also provides access to Upper Ross Park, the aquatic center and the zoo facilities. Parts of the trails are close to or cross major roadways which require care in crossing. The corridor also links to the neighborhoods surrounding the ISU campus. Access to Lower Ross Park from this trail corridor will be designed as part of the Ross Park Master Plan.

Old-Town Corridor

The Old-Town Corridor was established to link the Old Town area to the river. The corridor is set-up with a series of public open spaces along an easement between City Creek and the Railroad Depot, and outlines Pocatello's historic timeline. Leading north away from the River Corridor are three parks: Pre-History, Trappers, and Pioneer Park which show the historic development phases in our region. Native American Park is planned, but is awaiting easement acquisition. This corridor is entirely urbanized and contains many street intersections. The Old Town Corridor is not divided into sections. The plan is to extend this corridor north to Lander Street, and then back to the river.

East Side Corridor

The East Side Corridor is 5.7 miles long and will be entirely built when the future roadway is constructed. The alignment is in close proximity to the border of Bureau of Land Management lands. The trail starts on the north end at Chubbuck Road and ends on Barton Road at the ISU Corridor. The corridor is considered a long range project with much of the effort dedicated to preserving access to public lands. The corridor will serve as a trailhead to many Public Land Class II Trails. The corridor is divided into three sections.

Pocatello Creek Corridor

The Pocatello Creek Corridor is 3.6 miles long with two sections. This corridor connects the Chubbuck Road and East Side Corridors. One section is proposed along the creek and the second is either adjacent to or on public streets.

Chubbuck Road Corridor

The linear distance of this undeveloped section is 2.63 miles. The corridor is proposed to be a Class I facility along Chubbuck Road. This corridor will allow a connection from Chubbuck and Pocatello Creek Corridors to the East Side Corridor and public lands to the east of the East Side Corridor. The corridor's use of public ROW and its location next to a road will require a lot of planning and coordination.

Hiline Canal Corridor

The linear distance of this undeveloped section is 2 miles. This corridor will be a Class I facility on top of the Fort Hall Canal, which will be encased. The corridor starts at Chubbuck Road and ends at Alameda Road. The canal banks already serve walkers, joggers, and bicyclists who use the corridor regularly. The corridor will connect the City of Chubbuck and its park system to Pocatello. The corridor will cross Mountain Park and Pearl Streets which could pose a challenge.

Recommended Miles of Class I Trail

Table 2.1 compares the miles of existing Class I Trail with the recommendations found in the Pocatello Comprehensive Plan. The Comprehensive Plan recommends 8 miles per every 20,000 residents based on National Parks and Recreation Association recommendations. This equates to 0.40 miles per thousand residents. In 2007 there were 7.2 miles of Class I Trail, where the recommended amount for the current population is 21.43 miles for Pocatello's 50,000 residents. To meet the recommended

standard, the entire River and ISU Corridors would need to be constructed. The planned 39.5 miles will be sufficient to meet the recommended available trail to meet Pocatello’s projected population in 2025.

No recommendation exists for Chubbuck; therefore the Pocatello recommendation was used. In Chubbuck there is no existing Greenway Trail and in the plan only 1.5 miles are located in Chubbuck. So, Chubbuck with its 2007 population of 10,000 people would not meet the recommended miles of trail per thousand residents.

Table 2.1 Mileage Comparison

Comparison of existing to standard	2007 Inventory	Existing Mi/1000 Residents 2005	Standard Mi/1000 Residents 2005	Miles Needed	Miles Planned
Pocatello Class I	7.20	0.13	0.40	21.43	38.02
Chubbuck Class I	0.00	0.00	0.40	4.74	1.50

Source: Pocatello Comprehensive Plan

Current Condition Class I Trails

As of 2007, 7.2 miles of these trails have been constructed on three of the seven corridors (River, ISU and Downtown). Table 2.2 shows the status of each corridor and sections within that corridor.

The ISU Corridor is 42.7% complete now and 67% of this corridor will be complete when the Red Hill section is done in 2008. The corridor is composed of trails separated from public ROW. Old Town Corridor which is 35% built has the second most trails complete, but a required bridge connection and acquiring easements could be major road blocks for completion of this corridor. The River Corridor has the most miles at 5.07 but this only represents 26.7% of the planned trail system.

As of 2007, only 19% of the planned Class I Trails are built so there is a long way to go in completing the entire system. The news is not as bad as this low percentage suggests. The entire Class I Trail system is over 42 miles, but only 24 miles were in the original Portneuf Greenway Implementation Plan. Counting only what is shown on the original plan, 30% of that system is complete.

Table 2.2: Class I Trail Matrix

Corridor	Trail Section	Name	Length	
			Built	Planned
Riverside				
	A	Simplot- Swanson Reach		1.82
	B	Pacific Recycling		0.51
		Pocatello Creek		0.29
		Millward Mile	0.45	
	C	Sacajawea	1.63	
		Brennan (Main Street to River)	0.25	
		Brennan (Day to Main)		0.3
	D	Downtown Reach		1.18
			0.07	
	E	Pre-history to Rose garden	0.16	
		Pre-History to Taysom Park (west side)		0.78
		Pre-History to Taysom Park (east side)	0.76	
	F	Taysom Park to Bannock Highway	0.12	
		River East Side		0.62
		River West Side		0.74
		Bannock Highway		0.54
	G	Abraszewski		0.75
		Railroad West Side		0.78
	H	Tech Farm to Cheyenne (east side)		0.82
		Pump Station to Cheyenne Ave (west side)	0.4	
		Tech Farm to Levy		0.78
	I	Edson Fichter Nature Area	0.7	
		Kirkham Trailhead to Ponds (east side)		0.7
		Edson Fichter Nature Area to Old Ranch Road		0.41
	K	East Side		2.24
		West Side		1.76
		West Side	0.53	
		River to South 5th		0.39
		Sub-Total	5.07	15.41
		Total	20.48	
ISU				
	A	ISU Campus		1.57
	B	Red Hill		0.98
	C	Melton Mountainview	0.31	
	D	Maag-Shadyside	0.42	
	E	AMI	1.17	
		Sub-Total	1.9	2.55
Total		Total	4.45	
East Side				
	A	Chubbuck Road Extension to Pocatello Creek		2.38
	B	Pocatello Creek to Buckskin Road		1.21
	C	Buckskin Road to Barton Road		2.08
		Sub-Total		5.67
Total		Total	5.67	
Pocatello Creek				
	A	Bench		1.88
	B	Pocatello Creek		1.73
		Sub-Total		3.61
Total		Total	3.61	
Old Town				
	A	Parks	0.23	
	A	Old Town		0.37
		Sub-Total	0.23	0.37
Total		Total	0.6	
Hiline Canal				
	A	Chubbuck Road to Alameda Road		2.07
			Sub-Total	2.07
Total		Total	2.07	
Chubbuck Road Corridor				
	A	Hiline Road to Intersection with East Side		2.63
			Sub-Total	2.63
Total		Total	2.63	
Total Planned				32.31
Total Built				7.2

Gaps

With 7.2 of the 39.5 miles complete, many gaps exist. This section will focus on corridors with existing trails including River, ISU, and Downtown Corridors. The other corridors are essentially undeveloped at this time so an analysis of gaps is not applicable. The gaps identified are those which limit the trail user's ability to proceed from a complete trail to another complete trail. In many cases this is the interface between corridors.

River Corridor

The River Corridor has three main gaps in the existing system which are:

- Section D – City Reach
- Section F – Taysom Park to Levy at Bannock Highway
- Section G – From Bannock Highway to Tech Farm Road
- Section G - Tech Farm Road

The most significant gap in the River Corridor is Section D or from Carson Street, where the existing trail ends, to Halliday Street where Pre-History Trail begins. The section is currently served with on-street bicycle lanes and sidewalk connections through a densely developed older neighborhood. The river in this section is channelized and when the channel was built, homes were allowed to be constructed near or next to the new channel. There are limited opportunities to create a separated trail along the river. Some advocate for removal of the concrete channel and restoration of the river in this area; however, this would require numerous property acquisitions and a massive investment of public funds.

Solutions to Section F gaps are in the works in the form of an Idaho Transportation Department Enhancement project. This project in 2010 will eliminate the gap and provide a short term route along Bannock Highway until the easements can be obtained from property owners along the river route.

A solution to Section G's gap may also be in the works with the planned South Valley Connector which will connect Bannock Highway to South 2nd. This proposed bridge will link the River Corridor to the ISU Corridor. A trail from Tech Farm Road built on a recently acquired easement from a housing development will allow connection to the existing trail near the City's water pump station and the planned South Valley Connector. The Tech Farm Road connection may be provided by on-street paths or a separated trail within road right-of-way.

ISU Corridor

By defining gaps as missing sections in the existing trail, the ISU Corridor only has one main gap, which is a missing section between the AMI Trailhead and the Maag-Shadyside Trail. This section is served by Avenue of the Chiefs and a gravel parking lot. A trail to eliminate this gap should be constructed by 2010.

The extension connecting the ISU Corridor to the River Corridor is another major gap. The ISU Corridor ends at the Kirkham Trailhead near South 2nd Avenue. This trailhead is a gravel parking lot and South 2nd Avenue lacks adequate bicycle or pedestrian facilities. With a new road and connection to the River Corridor planned, a separated Class I Trail should be considered along South 2nd Avenue from the trailhead to the railroad. In addition, the design of the South Valley Connector should be monitored to ensure connection to the ISU Corridor is made.

Old Town Corridor

There are no gaps in existing sections of the Downtown Corridor. The remaining section to be built is on the north end of Pioneer Park continuing north. The gaps or areas of concern are the transitions from one small park to the other. These intersection connections which cross Arthur Avenue and Main Street should be further studied to consider improved pedestrian crossings. One possible design solution is to provide bulb extensions at intersections to decrease the distance needed to cross.

Chapter 3 Class II Trails and On-Street Connections and Trailheads

Class II Trails

Class II Trails (general hiking trails) are non-motorized unpaved paths of various configurations. Where Class I trails are very uniform in design and use, Class II Trails vary according to their environment. These trails can be hiking trails, old dirt roads, or two track trails in some areas. All of the Class II Trails recommended in this master plan are within the urbanized area and are hiking type trails. Class II Trails generally provide a linking function from the urban area and Class I Trails to public lands.



Figure 3-1: Examples of Class II Trails

Figure 3.2 shows the recognized Class II Trails. The hills and open spaces in the valley have many trails which by appearance could be Class II Trails. Some of these trails are open to the public but some are on private land and access may be closed. Before using Class II Trails the user should ensure public access is allowed by locating the Greenway Logo at most Class II trailheads.

As development continues on the hillsides, opportunities for additional Class II Trails might become available. The group that oversees these opportunities is the City of Pocatello's Open Space Committee. Most trails are in ravines and can coexist with facilities for water runoff and other maintenance activities associated with them. The City should work with developers to determine where trail additions would complement the existing Class I and Class II systems.

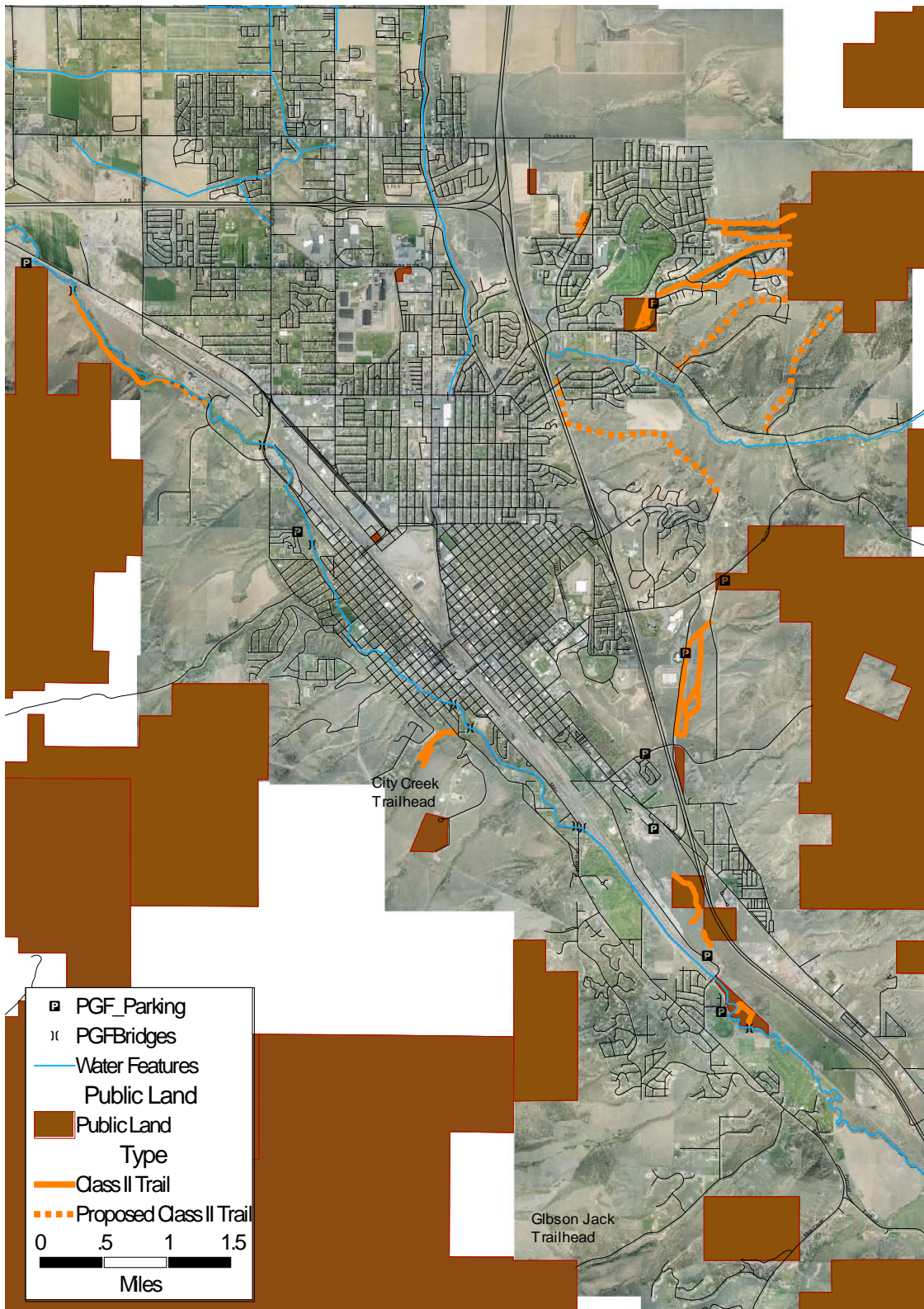


Figure 3-2: Class II Trail Locations

Current Conditions

Class II Trails are those trails which are unpaved hiking, horseback riding, or bicycling trails. There are 6.14 miles of this type of trail within the urbanized area. Class II trails outside the urban area would fall under the Public Lands Trails category. The existing trails are located in four main areas all of which are adjacent to or within one of the Class I Corridors.

In the Highland area three trails exist including Bluebird, Sister City and the Fairgrounds. Bluebird connects the Highland area to public lands on the east bench. Sister City and the Fairgrounds are parks which include Class II trails for recreational activities. Sister City has an exercise course while the Fairgrounds trail contains a flower and planting display.

Next to the East Side Corridor C is the ISU cross country course. This course has several hilly trails which are not paved but graded, which allows ease of walking and running.

On the AMI Trail (On ISU Corridor Section E) a Class II trail provides an alternative to the Class I Trail. The Class II Trail is a loop connecting to the AMI Trail.

On the River Corridor “Section A” near Kraft Road a Class II Trail runs along the river’s west side.

The Class II Trails are not meant to provide a connected corridor, but rather increased recreational opportunities.

On-Street Connection

Not every Class I or Class II trail can be connected to each other or to public land. To bridge the gaps in between, on-street connections such as bike lanes (striped lanes), bike routes (signed routes), and low volume streets will have to be used in some areas to connect the trails to public lands and each other. In addition to these bicycle facilities, sidewalks provide connections for pedestrians and some bicycles.

Bicycle Lanes and Sidewalks

The urbanized bicycle lanes (separated lane for bicycles) provide a major connectivity element for the Greenway system. For many users these lanes provide an express route from one part of the community to another, including the various Class I Corridors. In most areas, the bicycle path has accompanying sidewalk for pedestrians. These sidewalks provide the same function but are not usually used for trips over one mile in distance.

Low Volume Streets

There are some areas where it is not practical to provide a bike lane from the Class I Corridor to the public land trailhead. In these areas, such as Barton Road, the road itself will provide the connecting function. Barton Road above Alvin Ricken Drive is under 500 vehicles per day and can easily accommodate bicycle and pedestrian users. For

many users (such as families with children) these streets are the preferred route through the community.

Trailheads and Parking Facilities

Besides the trails themselves, the Greenway Trail System has six trailheads with parking facilities at the following locations:

- AMI Trailhead (ISU Corridor Section E off of Avenue of the Chiefs)
- Kirkham Trailhead (ISU Corridor Section E off of South 2nd Avenue)
- Taysom Rotary Park Trailhead (River Corridor Section F off of Bannock Highway)
- Sacajawea Trailhead (River Corridor Section C off of Aspen Lane)
- Pacific Recycling Trailhead (River Corridor Section B off of North Main Extension)
- Edson Fichter Nature Area (River Corridor Section I off of Cheyenne Avenue)

Five more trailheads and parking facilities are planned at the follow locations:

- Simplot-Swanson Reach near US 30 (River Corridor Section A off of US-30)
- Melton Mountainview (ISU Corridor Section C off of Barton Road)
- American Road North (East Side Corridor Section C off of Buckskin Road)
- ISU Cross Country Course (East Side Corridor Section C off of Alvin Ricken Drive)
- Fort Hall Mine Road (River Corridor Section J off of Fort Hall Mine Road)

Chapter 4 Trail Management

The City of Pocatello, Trails Working Group (TWG) and the Portneuf Greenway Foundation (PGF) are the primary partners involved in the management of the Portneuf Greenway Trail System. The City of Pocatello and City of Chubbuck have the final authority and responsibility for facilities located within their boundaries, but has decided to form a management partnership with other agencies by forming the TWG. The TWG is responsible for the management and implementation of the Portneuf Greenway Master Plan. The PGF, while a member of the TWG also serves a separate but vital role of advocacy and fund raising. The final decision on the construction of a trail segment rest with the government agency the project is located.

The Trails Working Group is a committee of 1) the City of Pocatello comprised of members from the City's Parks and Recreation Department, Planning and Development Services, and Public Works; 2) Bannock Transportation Planning Organization; 3) Portneuf Greenway Foundation; 4) Idaho Transportation Department, and 5) City of Chubbuck.

This master plan is an extension of the Pocatello/Chubbuck Bicycle Plan and Portneuf Valley Pedestrian Plan. These plans outline the provision of bicycle and pedestrian facilities on existing public roadways. While the Portneuf Greenway Master Plan uses these connections the Portneuf Greenway Trail System primarily provides trails separated from the public roadway for both bicycle and pedestrian users.

Trails Working Group Roles and Responsibilities

The Trails Working Group (TWG) is responsible for the ongoing operation and implementation of the Portneuf Greenway Master Plan. The TWG is responsible for making all project and operational recommendations to the City of Pocatello or the City of Chubbuck.

The Trails Working Group is responsible for the ongoing operation and implementation of the Portneuf Greenway Master Plan. All recommendations from the TWG must be with a unanimous vote of the committee. The City of Pocatello Parks and Recreation Director is the Chair of the TWG.

The TWG is responsible for:

- Making recommendations to appropriate City/County governments on all trail projects on the Portneuf Greenway;
- Working with PGF to develop one and five year Capital Improvement Plans for the maintenance and development of the Portneuf Greenway;
- Working to have recommendations adopted by the responsible government agency;
- Working with the Portneuf Greenway Foundation and others to secure funding for projects and maintenance activities; and
- Promoting the use of the Portneuf Greenway facilities.

PGF Roles and Responsibilities

The Portneuf Greenway Foundation (PGF) is a 501(c)(3) non-profit whose mission is to help establish and improve the Portneuf Greenway as a community resource and to encourage restoration of natural areas along the Portneuf River to enhance the quality of life for residents of Pocatello, Chubbuck, and Bannock County.

PGF is responsible for:

- Ongoing fundraising for projects and maintenance activities;
- Establishing an annual maintenance budget for maintenance activities on the system;
- Promoting the use of the Portneuf Greenway facilities;
- Encouraging community involvement with trail planning, building and maintenance;
- Making project and operational recommendations to the TWG; and
- Working with the TWG to develop one and five year Capital Improvement Plan for the maintenance and development of the Portneuf Greenway.

Goals

Since the beginning of the Greenway in 1992 when the Portneuf Greenway Implementation Plan was completed, the primary goal of the PGF and local government agencies has been to build trails. The PGF has raised funds (primarily private local donations and federal enhancement grants) to promote and build the Greenway in partnership with the City of Pocatello. The City of Pocatello has used City funds and donations from the PGF to maintain the Greenway (landscaping maintenance). The Portneuf Greenway Master Plan expands on that original goal, reflecting the maturing nature of the Greenway within our community.

The Goals of the Portneuf Greenway Master Plan are as follows:

Goal 1. Build a connected well-designed multi-use trail system across the valley and along the Portneuf River.

Objective 1.1 - Connect the community to the river trail and public open spaces on the benches with separated Class I Trials paths where possible.

Objective 1.2 - Connect neighborhoods to shopping districts, schools and parks with an integrated non-motorized transportation network of on-street bike lanes, off street Greenway paths, canal paths and sidewalks.

Objective 1.3 - Provide amenities and enhancements along trails when desirable and possible.

Objective 1.4 - Provide for the ongoing maintenance and health of the Portneuf Greenway Trail System.

Objective 1.5 – City of Pocatello Planning & Development Services staff should consult the Portneuf Greenway Master Plan when new subdivisions and

development plans are reviewed to investigate whether a greenway connection could be incorporated into a project.

Objective 1.6 – Incorporate the map and goals of the Portneuf Greenway Master Plan into future updates of the Comprehensive Plans for Pocatello, Chubbuck and Bannock County.

Objective 1.7 – Create an acquisition map for easement and right-of-way needed for construction of mapped trail locations.

Goal 2. Encourage and support connectivity to other community's trails where possible.

Goal 3. Promote and encourage the restoration of natural areas along the Portneuf River and hillsides.

Goal 4. Develop a sense of ownership within the community for a trail system by involving the community in trail planning, building and maintenance.

Goal 5. Promote the use of trails as a resource for community members to incorporate activity and exercise into their lifestyle.

Management Policies

The policies are for the administration of the of the Greenway system.

POLICY 1. All proposed projects on the Portneuf Greenway will be reviewed and approved by the Trails Working Group.

POLICY 2: Final project approval rests with City/County where the project is located.

POLICY 3: All construction, operations, and maintenance efforts will be conducted in accordance with all applicable City/County codes and regulations.

Chapter 5 Implementation

This Portneuf Greenway Master Plan provides goals and plans to guide the development of the Portneuf Greenway Trail System. This chapter includes proposed strategies for implementing those goals and plans. This is not a definitive strategy set in stone but rather a method to prioritize projects and to weigh opportunities as they occur.

Right of Way and Easements

The number one obstacle to any trail construction is the ownership or use of the property. The City's GIS database and Bannock County's parcel data should be used to track the Right-of-Way (ROW) and easements that are needed along the various corridors and sections. Obtaining ROW and easements is the highest implementation priority.

There are many methods to obtain the necessary ROW for the trail system including donations, agreements, or purchases:

Donation: The Portneuf Greenway Foundation is a non-profit 501-(c)3 cooperation to which tax deductible donations can be made. An identified property owner can donate an easement or the title to property where trail will be built to the Foundation. Donations should be accepted for parcels adjacent to existing trails and along areas where the trail is planned to be constructed. For corridors like East Side Corridor where the trail location is conceptual at this time, the Trails Working Group should be consulted prior to acceptance of ROW or easements.

Agreements: The Trails Working Group should work to obtain agreements for the development of trails with private and public agencies which control corridors along the proposed trail routes. These agencies may include Intermountain Gas Company, Idaho Power, private developers, Fort Hall Canal Company, and others. The agreements should allow for construction and use of trail on private streets or private properties.

Purchase: When other alternatives are not available, ROW or easements must be purchased. To assist in the purchase of these properties the City of Pocatello and City of Chubbuck should develop a Future Acquisition Map for the Greenway System in accordance with the Idaho Statute Title 67-6517. This map notifies property owners of the City's desire to purchase the ROW when there is a transfer of the property from one party to another.

Project Selection Criteria

The Greenway in Pocatello has been advanced by the generous donation of land and funds to build specific trail sections. However, sometimes project priorities have been responsive to these gifts and donations resulting in a system which is separated and unconnected. To ensure donations for Class I Trails are furthering the goals and purpose of the Greenway, the following check list should be completed prior to a decision about whether to pursue a specific project.

Criteria	If Meet
Adjacent to existing trail	Accept
Identified as proposed trail in Section Maps	Accept
Within identified Class I Corridors	The location of the proposed trail should be close to the proposed alignment of the trail within that section. Other factors to consider include the proposed trail’s proximity to other trails on that corridor. If a trail is proposed which would create a gap, caution should be used prior to acceptance of the trail. ROW or easements should be accepted but gaps should be avoided.
Connects public spaces	Accept
Connects Greenway to other trails systems	If the proposed trail would allow the Greenway to connect the trails of Bannock County, City of Chubbuck, or other systems, the trail should be accepted.
Meets goals of the Portneuf Greenway Master Plan	Care should be used when accepting a Class I Trail outside of the existing corridors. However, if the trail meets the goals and purpose of Portneuf Greenway Master Plan, the route and how it could connect into an existing corridor should be explored. If it is feasible to connect the proposed trail to existing trail or corridor, the trail may be accepted.
None of the above	Do not accept for Class I but consider for Class II

Class II Trail projects should be approved by the Trails Working Group and should provide connections to public lands.

Prioritization

An analysis of the missing sections of Class I Trail was developed to prioritize each project. A points system was used where each project was awarded points for meeting certain criteria. Criteria used for project prioritization:

- Is project on the River Corridor?
- Is ROW or an easement required?
- Cost
- Environmental Challenges
- Does project fill a gap in the system?
- Community Input
- Physical Obstacles

The points system used input from the public at an open house did not determine a definitive listing of projects but rather a grouping of projects. The projects are listed as high, medium and low priority projects. Figure 5-1 shows each project by priority.

High Priority Project:

River Section A
River Section B Pacific Recycling
River Section E Rose Garden to Centennial Park
River Section F East Side
River Section F – Bannock Highway
River Section G – Bridge near Bannock Highway
River Section G – West Side
River Section H – Trail to S. Valley Connector
River Section H – Tech Farm to Connector
River Section I – East Side
River Section I – Bridge at Edson Fichter
River Section I – Edson Fichter to Old Ranch Road
River Section J – East Side

Medium Priority Projects :

River B – Pocatello Creek
River C – Brennan
River D – Custer to Lander
River D – Lander to Halliday
River E – West Side
River F – West Side
River F – Bridge @ Bannock Highway
River J – West Side
ISU Trailhead at Barton
ISU D – Maag to AMI Trailhead
ISU D – AMI Trailhead Parking
East Side C – Trailhead on Buckskin

Low Priority Projects:

River Section G – East Side
River Section H – East Side
ISU A – East Side
ISU A – West Side
ISU C – 4th and 5th Crossing
East Side A
East Side B
East Side C
East Side C – American Road to I 15
East Side C – I 15 to ISU Corridor
Pocatello Creek A – Chubbuck to Olympus
Pocatello Creek A – Bench to Olympus
Pocatello Creek B – Creek Trail
Hiline Corridor
Old Town – Main to Center
Old Town – Center to Fremont

Chubbuck Road – Bench Road to East
Chubbuck Road – Bench Road to West

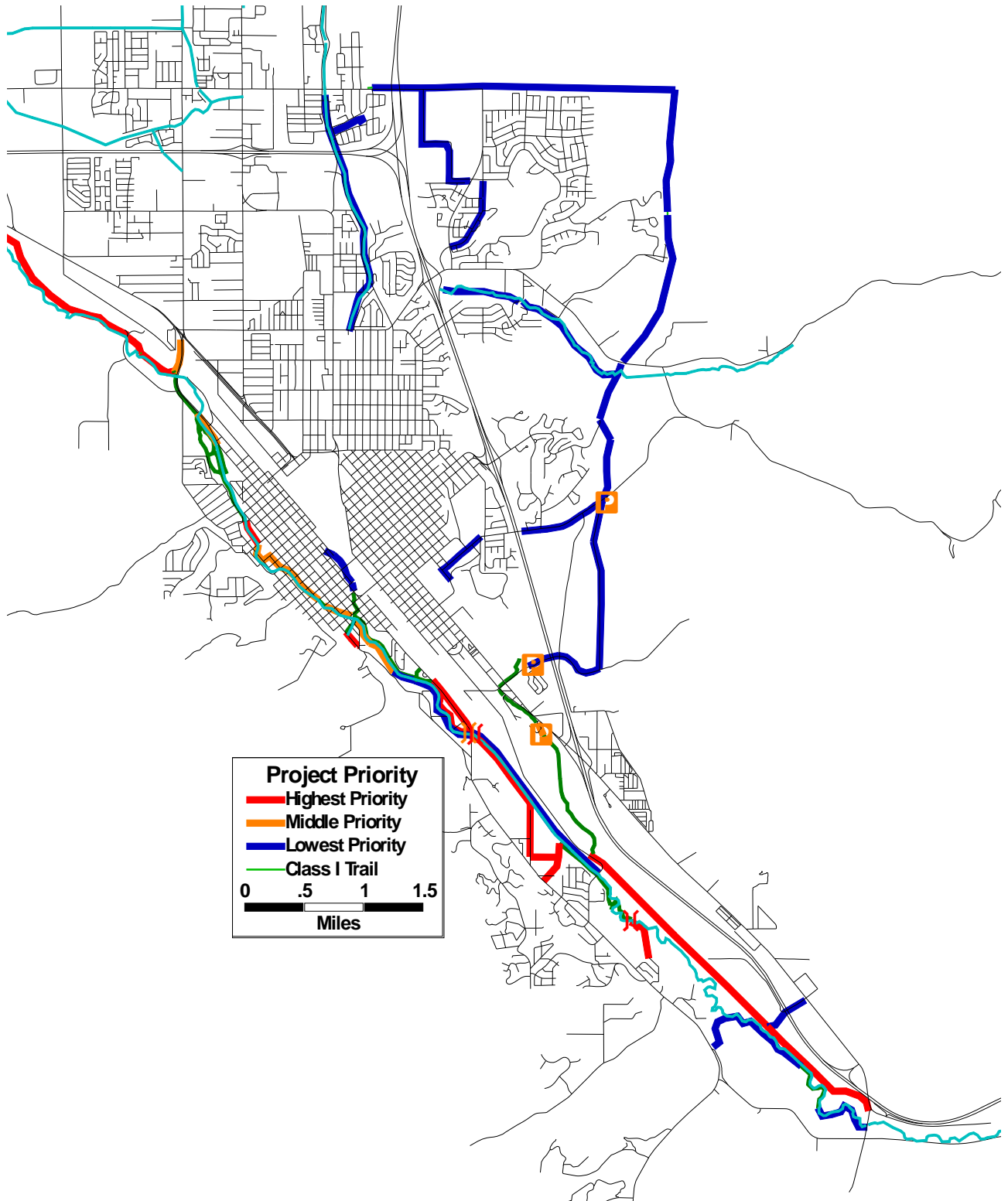


Figure 5-1: Class I Trail Project Priority by Location

Updated Priorities

Based on the Portneuf Greenway Master Plan and project priorities, the TWG and the Portneuf Greenway Foundation should co-develop an annual and five year plan to construct the Class I Trail system. These annual and five year plans will allow the TWG and PGF to modify priorities based on current conditions.