

Bannock Transportation
Planning Organization



Bicycle and Pedestrian Master Plan



Appendix D Plans, Policies, and Statutes

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Bicycle and Pedestrian Master Plan

Introduction

Local community plans and regulations influence the design and location of bicycle and pedestrian facilities and often affect the implementation and effectiveness of the transportation system. Land use regulations, sub-division ordinance, comprehensive plans describe how bicycle and pedestrian networks are located, designed, and managed. State Statutes and local ordinances control and use and operation of bicycle and pedestrian facilities. This section provides information to the master plan on the controlling plans, policies, and laws which affect bicycle and pedestrian transportation.

Plans, policies, and laws are the three types of documents listed. Plans include non-codified reports which provide guidance on the developed of infrastructure related to active transportation. *BTPO defines activity transportation as bicycling, walking, and public transit.* Policies are principals that governments use to guide activity. Laws are specified codified laws of the State of Idaho, City of Pocatello, City of Chubbuck, or Bannock County.

For each plan the following information is provided:

- Name,
- Year,
- Agency,
- Summary of the content,
- Specific relationship to walking and bicycling,
- Link, if available, to the web location.

Policies and Statues are presented as summaries of the requirements, restrictions, and use of pedestrian and bicycle facilities.

Plans

Comprehensive Plans

City of Pocatello Comprehensive Plan Update

YEAR	2017
AGENCY	City of Pocatello
SUMMARY	The Comprehensive Plan is a twenty-year land-use planning document.
RELATIONSHIP	Chapter 9 Transportation outline the vision for the transportation system including bicycle and pedestrian facilities. The goals for walking and bicycling reference the BTPO Bicycle and Pedestrian Master Plan.
LINK	https://www.pocatello.us/DocumentCenter/Home/View/333

City of Chubbuck Comprehensive Plan

YEAR	2002
AGENCY	City of Chubbuck
SUMMARY	



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RELATIONSHIP
LINK

Bannock County Comprehensive Plan

YEAR	2008
AGENCY	Bannock County
SUMMARY	The Comprehensive Plan is a twenty-year land-use planning document.
RELATIONSHIP	Chapter 11 provides the vision for the development of trails and open space needs, especially along the Portneuf River. Chapter 12 Transportation identifies developing and maintain bicycle and pedestrian facilities in the areas of city impact. The plan also calls for connections to the Greenway system.
LINK	http://www.bannockcountyplanning.us/uploads/1/4/1/8/14185210/comp_plan.pdf

ACTIVE TRANSPORTATION PLANS

Portneuf Greenway Trail System Master Plan

YEAR	2009
AGENCY	Bannock Transportation Planning Organization
SUMMARY	The master plan is a twenty-year plan for the development, location, and maintenance of separated multi-use pathways.
RELATIONSHIP	Separated pathways are critical to bicycling and walking. Paths are divided from the vehicle and provide the safest and most comfortable type of active transportation facility.
LINK	http://e-squaredcreative.com/greenway/wp-content/uploads/2017/11/PortneufGreenwayMasterPlan1.pdf

Portneuf Valley Bicycle Master Plan 2012

YEAR	2012
AGENCY	Bannock Transportation Planning Organization
SUMMARY	The master plan is a twenty-year plan for the development, location, and maintenance bicycle facilities within the BTPO planning area.
RELATIONSHIP	The bicycle master plan is the existing bicycle master plan.
LINK	

Pocatello/Chubbuck Pedestrian Plan

YEAR	2008
AGENCY	Bannock Transportation Planning Organization
SUMMARY	The master plan is a twenty-year plan for the development, location, and maintenance of pedestrian facilities within the BTPO planning area.
RELATIONSHIP	The bicycle master plan is the existing bicycle master plan.
LINK	

Idaho Statewide Bicycle and Pedestrian Study

YEAR	2014
AGENCY	Idaho Transportation Department
SUMMARY	The plan provides a statewide perspective on bicycle and pedestrian facilities.
RELATIONSHIP	The plan provides bicycle and pedestrian facility investment goals and strategies. The plan has a series of recommendations for the location of facilities with a specific distance of parks and schools.
LINK	http://apps.itd.idaho.gov/apps/bike/StatewideBicyclePedestrianStudy.pdf



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Resource Plans

Portneuf River Vision Study

YEAR	2016
AGENCY	City of Pocatello and Army Corps of Engineers
SUMMARY	The Portneuf River Vision Study outlines goals and recommendations for improved River corridor management and identifying opportunities for environmental improvement and restoration. The Vision Study is also designed to work in concert with other planning efforts currently ongoing within the watershed.
RELATIONSHIP	The Portneuf River Study identifies access and recreation strategies for the river. River access via trails and paths provide a connect to the river and act as a transportation corridor across the Portneuf Valley.
LINK	https://drive.google.com/file/d/0B9hV3YRCbFoMVC1iUEVTS1ZGODA/view

City Creek Management Area Management Plan

YEAR	2009
AGENCY	City of Pocatello
SUMMARY	The management plan provides a framework for the use and preservation of the City Creek Area. The plan provides locations for various motorized and non-motorized uses along with strategies for protecting the environmental integrity of the study area.
RELATIONSHIP	Management plan identifies trails and trailheads for the City Creek area. Coordination between these off-road resources and bicycle and pedestrian facilities is critical for connectivity.
LINK	https://www.pocatello.us/DocumentCenter/View/532

Statutes

Idaho State Statutes

Idaho Statute §§49-701 – 49-724 provides the rules of conduct for bicycle and pedestrian activities. The Statute also describes the rules for motor vehicles when interacting with bicycle and pedestrians. The specific section of the 2017 State Statute related to conducting of the motorist, bicyclist, and pedestrians are listed to provide a reference for a code of conduct.

49-702. Pedestrians' Rights-of-Way in Crosswalks.

(1) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping, if need be, to yield to a pedestrian crossing the highway within a crosswalk.

(2) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.

(3) Subsection (1) of this section shall not apply under the conditions stated in section 49-704(2), Idaho Code.



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(4) Whenever any vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at an intersection to permit a pedestrian to cross the highway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

(5) Except where otherwise indicated by a crosswalk or other traffic-control devices a pedestrian shall cross the highway at right angles to the curb or by the shortest route to the opposite curb.

49-704. Crossing at other than Crosswalks

(1) Every pedestrian crossing a highway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the highway.

(2) Any pedestrian crossing a highway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the highway.

(3) Between adjacent intersections at which traffic-control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.

(4) No pedestrian shall cross a highway intersection diagonally unless authorized by traffic-control devices. When authorized to cross diagonally, pedestrians shall cross only in accordance with the traffic-control devices pertaining to crossing movements.

49-706. Blind and/or Hearing Impaired Pedestrian has Right-of-Way

The driver of a vehicle shall yield the right-of-way to any blind pedestrian carrying a clearly visible white cane or accompanied by a guide dog or a hearing-impaired person accompanied by a hearing aid dog.

49-708. Pedestrian on Highways

(1) Where a sidewalk is provided and its use is practicable, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(2) Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practicable from the edge of the roadway.

(3) Where neither a sidewalk nor a shoulder is available, any pedestrian walking along and upon a highway shall walk as near as practicable to an outside edge of the roadway, and, if on a two-way highway, shall walk only on the left side of the highway.

(4) Except as otherwise provided in this title, any pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway.



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49-714. Traffic Laws Apply to Persons on Bicycles And Other Human-Powered Vehicles — Due Care

(1) Every person operating a vehicle propelled by human power or riding a bicycle shall have all of the rights and all of the duties applicable to the driver of any other vehicle under the provisions of chapters 6 and 8 of this title, except as otherwise provided in this chapter and except as to those provisions which by their nature can have no application.

(2) Every operator or rider of a bicycle or human-powered vehicle shall exercise due care.

49-717. Position on Highway

(1) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

(a) When overtaking and passing another bicycle or vehicle proceeding in the same direction.

(b) When preparing for a left turn at an intersection or into a private road or driveway.

(c) When reasonably necessary to avoid conditions including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards or substandard width lanes that make it unsafe to continue along the right-hand curb or edge.

(2) Any person operating a bicycle upon a one-way roadway with two (2) or more marked traffic lanes may ride as near the left-hand curb or edge of the roadway as practicable.

49-718. Riding Two Abreast

Persons riding bicycles upon a highway shall not ride more than two (2) abreast except on paths or parts of highways set aside for the exclusive use of bicycles. Persons riding two (2) abreast shall not impede the normal and reasonable movement of traffic and, on a multi lane roadway, shall ride within a single lane.

49-720. Stopping — Turn and Stop Signals.

(1) A person operating a bicycle or human-powered vehicle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection. After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection or junction of highways, except that a person after slowing to a reasonable



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speed and yielding the right-of-way if required, may cautiously make a turn or proceed through the intersection without stopping.

(2) A person operating a bicycle or human-powered vehicle approaching a steady red traffic control light shall stop before entering the intersection and shall yield to all other traffic. Once the person has yielded, he may proceed through the steady red light with caution. Provided however, that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a right-hand turn. A left-hand turn onto a one-way highway may be made on a red light after stopping and yielding to other traffic.

(3) A person riding a bicycle shall comply with the provisions of section 49-643, Idaho Code.

(4) A signal of intention to turn right or left shall be given during not less than the last one hundred (100) feet traveled by the bicycle before turning, provided that a signal by hand and arm need not be given if the hand is needed in the control or operation of the bicycle.

49-721. Bicycles on Sidewalks.

(1) A person operating a bicycle upon and along a sidewalk, or across a highway upon and along a crosswalk, shall yield the right-of-way to any pedestrian, and shall give an audible signal before overtaking and passing a pedestrian or another bicyclist.

(2) A person shall not operate a bicycle along and upon a sidewalk or across a highway upon and along a crosswalk, where the use of bicycles is prohibited by official traffic control devices.

(3) A person operating a vehicle by human power, or operating a motorized wheelchair or an electric personal assistive mobility device upon and along a sidewalk, or across a highway upon and along a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.

49-723. Light and Reflector Required at Night.

Every bicycle in use at times described in section 49-903, Idaho Code, shall be operated with a light emitting device visible from a distance of at least five hundred (500) feet to the front, attached to the bicycle or the rider, and with a reflector clearly visible from the rear of the bicycle.

