

IDAHO

Scenic, Historic and Back Country Byways

Byways are grouped into three regions and then listed in alphabetical order. As you flip through this brochure, use the region's background color shown here to quickly identify the region of Idaho. The matching region color appears on the right side of each byway's page.

Region	Byway Name	Page	
Panhandle Region	Elk River Back Country Byway	7	
	Gold Bush Historic Byway	4	
	Lake Coeur d'Alene Scenic Byway	5	
	Northwest Passage Scenic Byway	6	
	Panhandle Historic River Passage	9	
	Pond Oreille Scenic Byway	10	
	St. Joe River Scenic Byway	11	
	White Pine Scenic Byway	12	
	Wild Horse Trail Scenic Byway	13	
	East Region	Fort Henry Historic Byway	27
		Lewis and Clark Back Country Byway	28
		Lost Gold Trails Loop	29
		Mass Falls Scenic Byway	30
Oregon Trail-Beaver Lake Scenic Byway		31	
Prairie River Historic Byway		32	
Sawtooth Historic Byway		33	
Texas Scenic Byway		34	
West & Central Region		City of Rocks Back Country Byway	14
		Hells Canyon Scenic Byway	15
		Main Oregon Trail Back Country Byway	16
		Owyhee Highlands Back Country Byway	17
		Peyote River Scenic Byway	18
	Pools to Craters Scenic Byway	19	
	Ponderosa Pine Scenic Byway	20	
	Salmon River Scenic Byway	21	
	Sawtooth Scenic Byway	22	
	Snake River Canyon Scenic Byway	23	
	Thousand Springs Scenic Byway	24	
	Western Heritage Historic Byway	25	
	Wildlife Canyon Scenic Byway	26	

Creating A Business Case For Transportation

Todd Litman

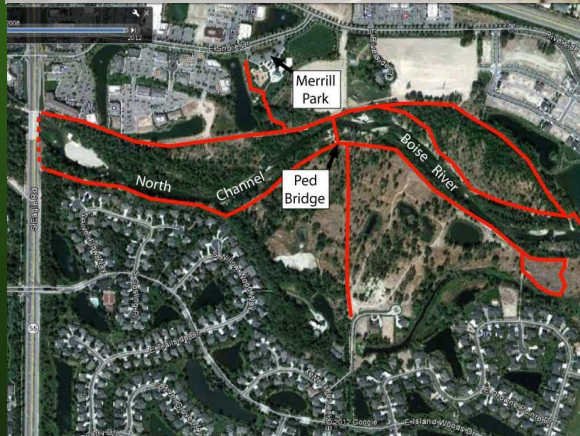
Victoria Transport Policy Institute

Making Connections

Improving Mobility and Design in the Treasure Valley

5 February 2015

Boise, Idaho



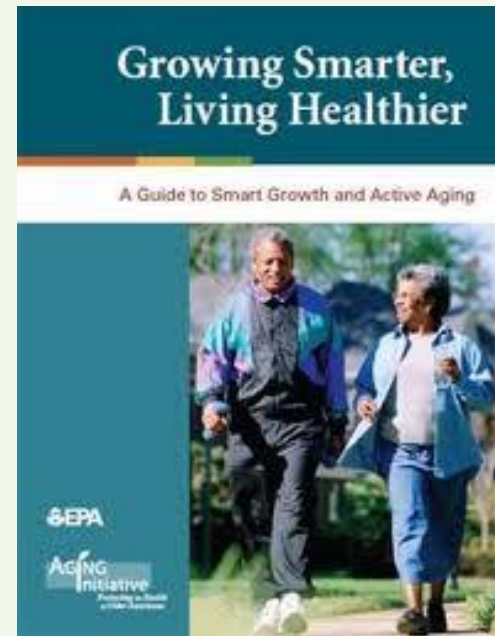
Creating Paradise

Paradise is not a distant destination - it is something we create in our own communities.



Issues to Discuss

- How are travel demands changing?
- What are the benefits of meeting these demands?
- What evidence is there to justify more transportation investment (and therefore more funding)?
- What are sources of opposition?
- How can you overcome that opposition?
- What would an optimal investment package look like?



Travel Demands

“Demands,” how and how much do people want to travel.

Demands	Drivers	Non-Drivers
Freight and service vehicles	Drive	
Commuting to work and school	Drive	Walk, bike, rideshare and public transit
Neighborhood errands	Drive	Walk, bike and taxi
Social and recreation	Drive	Walk, bike and taxi
Tourism	Drive	Walk, bike, and public transit
Intercity travel	Drive	Rideshare and public transit
Mobility for people with disabilities	Drive	Walk, rideshare, public transit, taxi

Past Visions of Future Transport



1949 ConvAIRCAR Flying Car



1958 Firebird



Segways

2001 A Space Odyssey



Wheeled Luggage



Paradigm Shifts

- **Growth** - expanding, doing more.



- **Development** - improving, doing better.



- **Mobility** - physical movement.



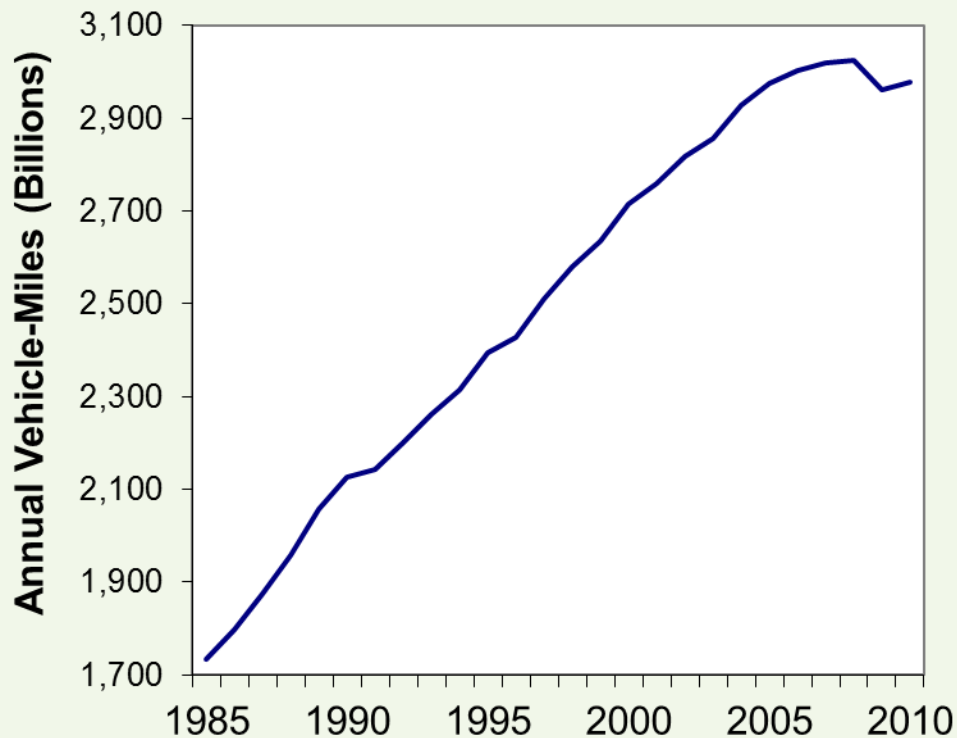
- **Accessibility** - obtaining desired goods, services and activities.

Paradigm Shift

	Old Paradigm	New Paradigm
Definition of <i>Transportation</i>	<i>Mobility</i> (physical travel)	<i>Accessibility</i> (people's overall ability to reach services and activities)
Transport planning goals	Maximize travel speeds and minimize user costs	Optimize transport system efficiency and equity
Modes considered	Mainly automobile	Multi-modal: Walking, cycling, public transport, and automobile
Performance indicators	Vehicle traffic speeds, roadway Level-of-Service (LOS), distance-based crash and emission rates	Quality of transport options. Multi-modal LOS. Land use accessibility. Quality of accessibility for disadvantaged groups. Various costs to users and society.
Favored transport improvement strategies	Road and parking facility expansion.	Improve transport options. TDM. More accessible land development.
Health impacts considered	Per-kilometer traffic crash and pollution emission rates	Per capita crash, emission and physical activity rates, and basic access 9

Motor Vehicle Travel is Peaking

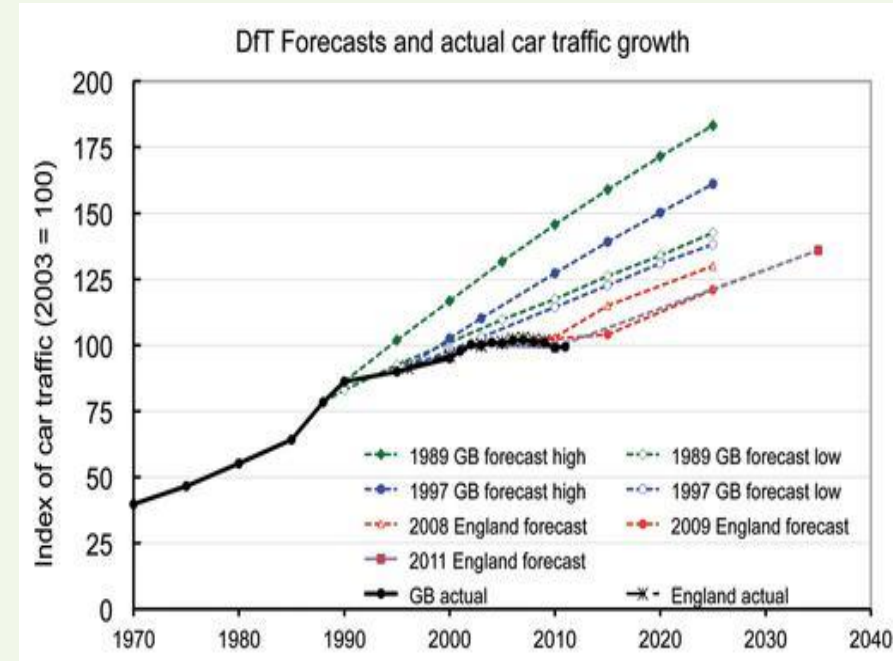
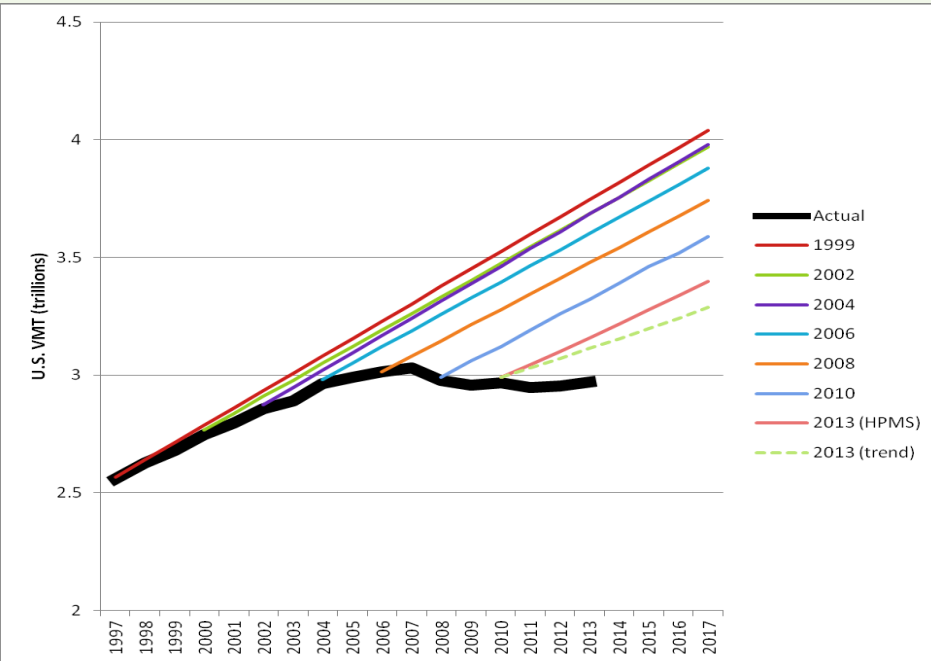
Annual Vehicle Mileage



Vehicle travel grew steadily during the Twentieth Century but stopped about 2003.

- Motor vehicle saturation.
- Aging population.
- Rising fuel prices.
- Increased urbanization.
- Increased traffic and parking congestion
- Improved transport options
- Changing consumer preferences
- Health Concerns
- Environmental concerns

Forecasts Versus Actual Traffic



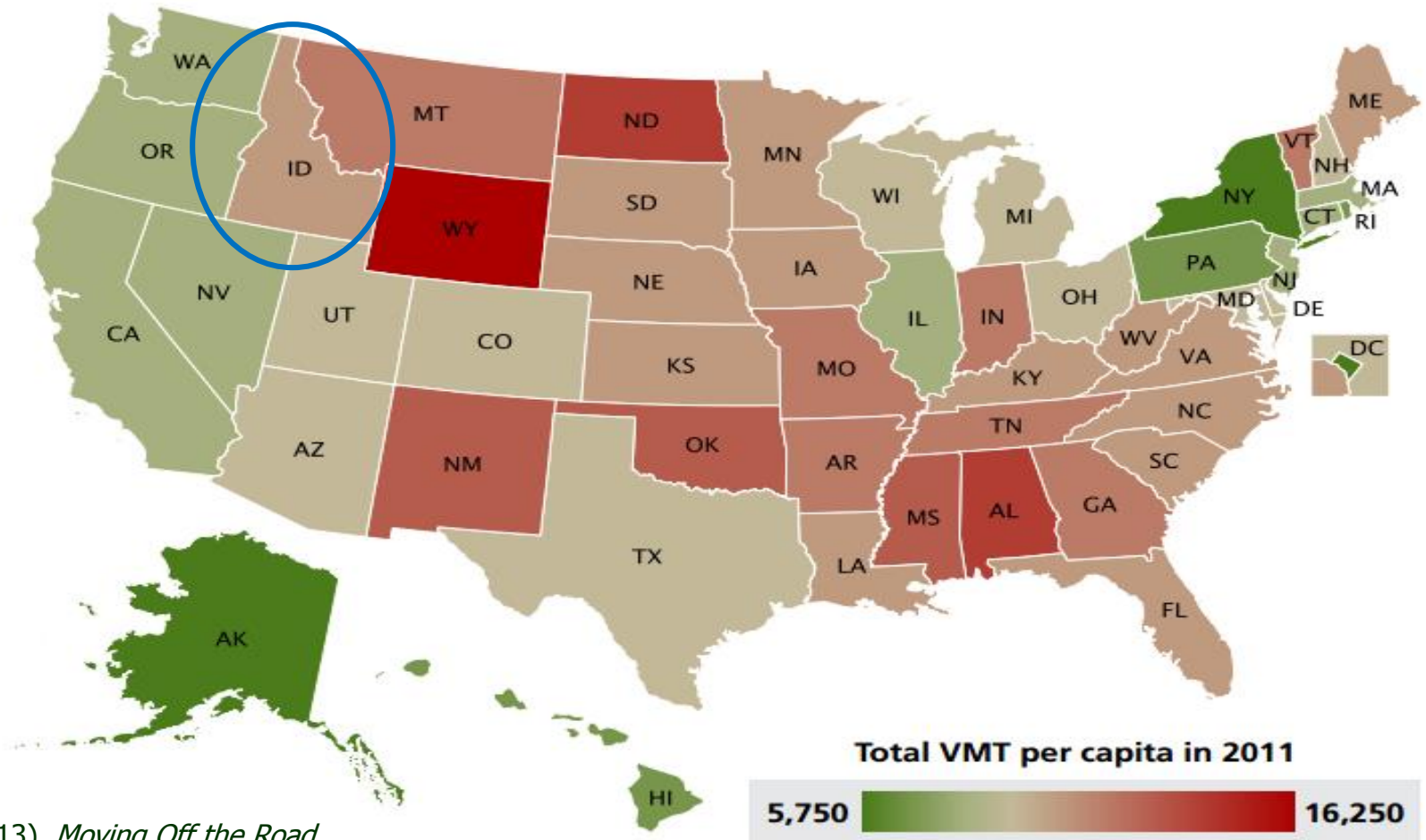
Recent U.S. (left) and British (right) travel forecasts have failed to predict actual travel activity. This reflects a failure in understanding travel demands.

Idaho Travel Trends *(Baxendall 2013)*

	Vehicle-miles traveled per person in 2011	Percent change in annual per-person vehicle miles traveled, 2005 to 2011	Peak year for annual vehicle miles per person	Peak year annual vehicle miles traveled per person	Reduction in annual vehicle miles traveled per person since peak year	Percent decline in vehicle miles traveled per person since peak year
Alabama	13,516	3.26%	2011	13,516	0	0.0%
Alaska	6,355	-16.23%	2001	7,639	1,284	16.8%
Arizona	9,190	-8.72%	2006	10,131	941	9.3%
Arkansas	11,216	-2.50%	2006	11,743	526	4.5%
California	8,511	-6.61%	1999	9,244	733	7.9%
Colorado	9,108	-11.40%	2005	10,281	1,172	11.4%
Connecticut	8,713	-3.45%	2007	9,152	439	4.8%
Delaware	9,952	-11.71%	2005	11,272	1,320	11.7%
D.C.	5,774	-14.40%	2003	7,371	1,597	21.7%
Florida	10,067	-11.13%	2005	11,328	1,261	11.1%
Georgia	11,050	-11.68%	2001	13,249	2,199	16.6%
Hawaii	7,322	-7.40%	2007	8,061	739	9.2%
Idaho	10,055	-3.34%	1999	11,171	1,116	10.0%
Illinois	8,022	-4.94%	2004	8,585	562	6.6%
Indiana	11,736	2.52%	2004	13,113	1,377	10.5%
Iowa	10,213	-2.47%	2004	10,594	381	3.6%

Per Capita Vehicle Travel by State

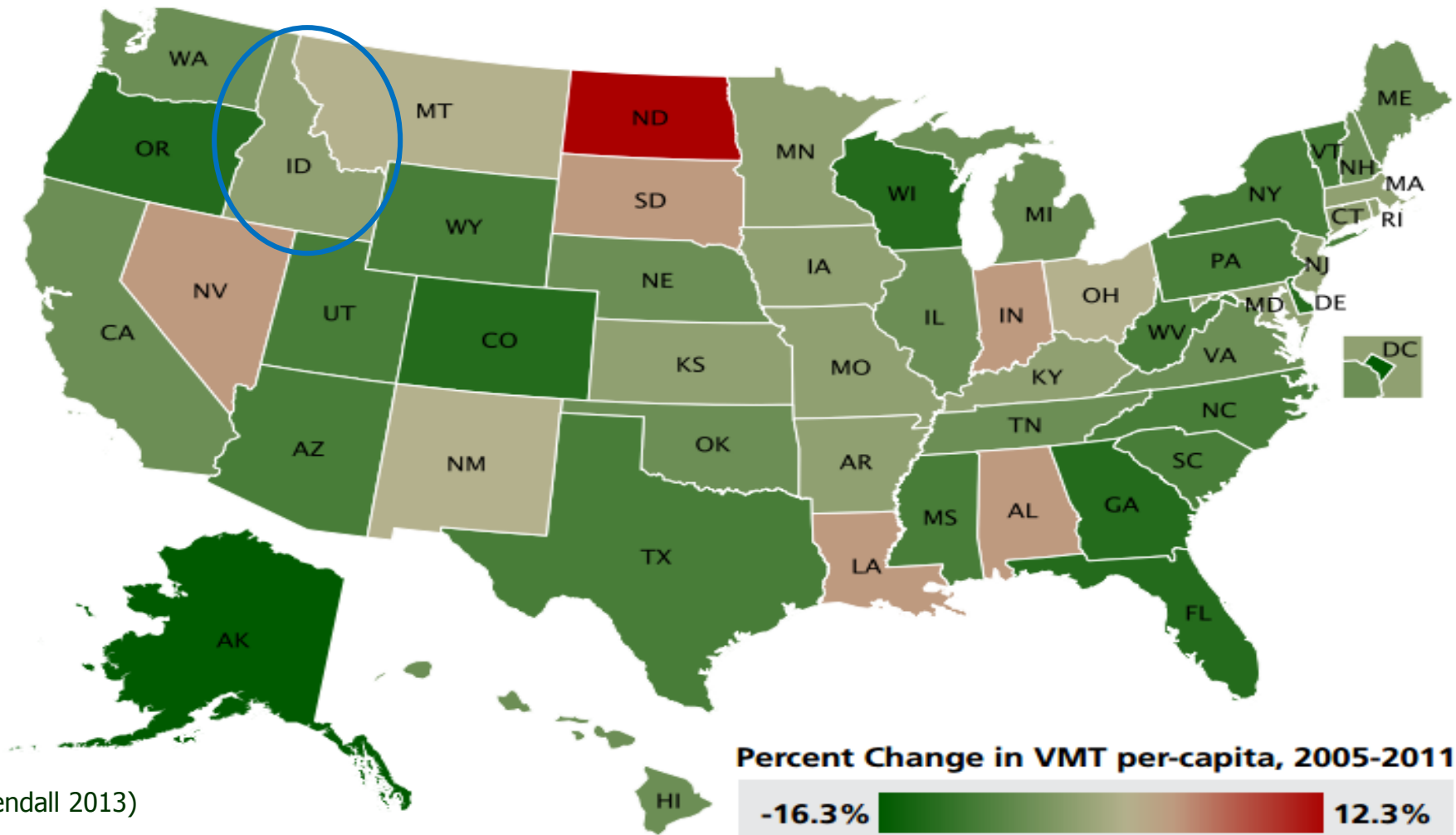
Total Annual Vehicle Miles Traveled (VMT) Per-Capita, 2011



Baxendall (2013), *Moving Off the Road*
A State-by-State Analysis of the
National Decline in Driving, PIRG.

Idaho Travel Trends

Percent Change in Vehicle Miles Traveled, 2005-2011



(Baxendall 2013)

New and Latent Travel Demands

- Many rural and small town seniors want to “age in place” in their communities, but are unsafe drivers. They will need suitable mobility options, including pedestrian improvements, and improved bus services.
- Many traffic safety strategies, including graduated driver’s licenses, senior driver skill testing and anti-impaired driving campaigns become more successful and publically acceptable if target audiences have suitable alternatives to driving.
- Many children, and their parents, prefer to walk and bicycle, rather than be chauffeured to school and other local destinations. This saves money and improve fitness and health.



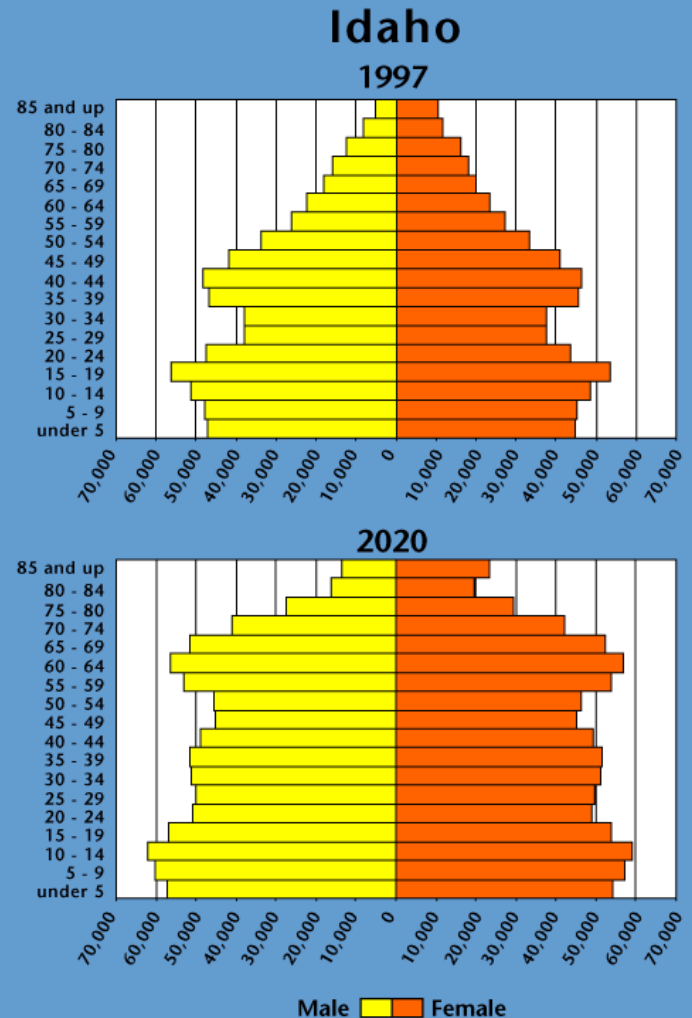
Campus Transport Management

Many college and universities have parking and traffic congestion problems, and automobile ownership is a major financial burden to many students. In response, many campuses are implementing transportation management programs that improve affordable travel options (walking, cycling and public transit) and encourage use of these modes instead of driving.



Who Values Improved Options?

- Youths 8-18 (about 20% of total population).
- Seniors over 70 who do not or should not drive (about 10% of total population and increasing).
- Adults who cannot drive due to disability (3-5%).
- Law-abiding drinkers.
- Lower income households that want to minimize automobile expenses.
- People who walk or bike for enjoyment and health.
- Pets who walk or bike for enjoyment and health.
- Motorists who want to avoid chauffeuring non-drivers.
- Motorists who want convenient parking.
- Residents who want less vehicle pollution.



Valuing Transport Diversity

Diverse travel demands requires diverse travel options. An efficient and equitable transportation system is diverse so users can choose the best mode for each trip:

- Walking and cycling for local errands.
- Public transit for travel on major corridors and to serve non-drivers.
- Automobile travel when it is truly most efficient, considering all impacts.

Residents of communities with diverse transport:

- Save money
- Spend less total time driving
- Have lower traffic fatality rates
- Are healthier



Benefits of Transport Diversity

Residents of communities with diverse transport systems:

- Save money
- Spend less total time driving
- Have lower traffic fatality rates
- Are healthier

Even people who do not use these modes benefit from reduced traffic and parking congestion, reduced chauffeuring burdens, and increased traffic safety.



Memo From Future Self

Hope for the best but prepare for the worst:

- *Physical disability* – diverse and integrated transport with universal design (accommodates people with disabilities and other special needs).
- *Poverty and inflation* – affordable housing in accessible, multi-modal locations.
- *Higher energy prices* – improve efficient modes (walking, cycling and public transport).
- *Isolation and loneliness* – community cohesion (opportunities for neighbors to interact in positive ways).



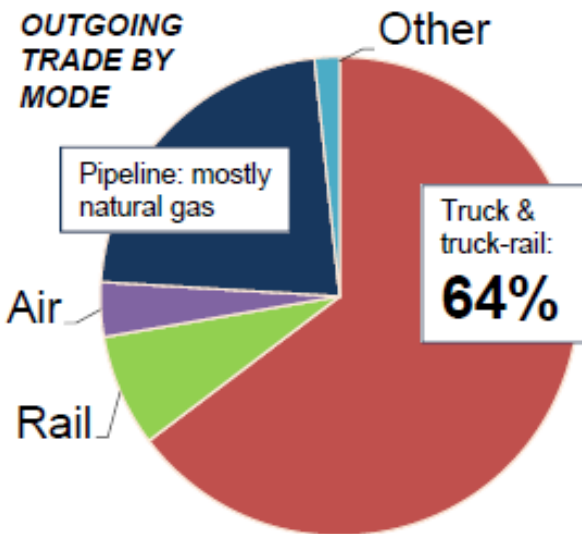
Economic Development

Transportation improvements can support economic development in several ways:

- Freight delivery and industrial activities
 - Reducing costs (vehicles, road and parking, accidents, etc.)
 - Commuter access to jobs
 - Making an area more attractive to live and visit.
 - Tourism activity
 - Land use development
- The greatest benefits occur when inadequate transportation constrains economic activities or imposes high costs. Where this occurs, transportation improvements tend to increase productivity.

Goods flow out, money flows in

\$33 B outgoing trade in 2013; **\$22 B** by truck & truck-rail



Road dependence

BY TRUCK OUTGOING

Commodity	2013 \$B	CAGR 2013-2030
Mixed freight (wholesale)	3.7	5.6%
Other prepared food (e.g. dairy)	2.6	1.2%
Electronics	1.4	2.5%
Other agriculture	1.3	0.2%
Wood products	1.1	0.0%
Machinery	0.8	3.8%
Miscellaneous manufacturing	0.5	2.3%
Motorized vehicles	0.5	0.8%
Metallic ores	0.5	0.6%
Cereal grains	0.5	0.3%

Total outgoing

\$16.8 B



Wholesale, dairy, manufacturing, agriculture



Source: TREDIS

Costs of Inadequate Transport

- Traffic congestion increases travel times and wastes fuel.
- Restricted bridges limit commerce by increasing travel distances.
- Rough roads and bridge decks increase vehicle wear and tear and jeopardize public safety.
- Delaying road and bridge preservation projects forces the need for more costly restoration projects
- Inadequate transport options (walking, cycling and public transit) reduce non-drivers' economic opportunities, increases chauffeuring burdens on drivers, increase crash risk and reduce tourism.



Efforts to reduce impaired driving are more successful if implemented with improved travel options

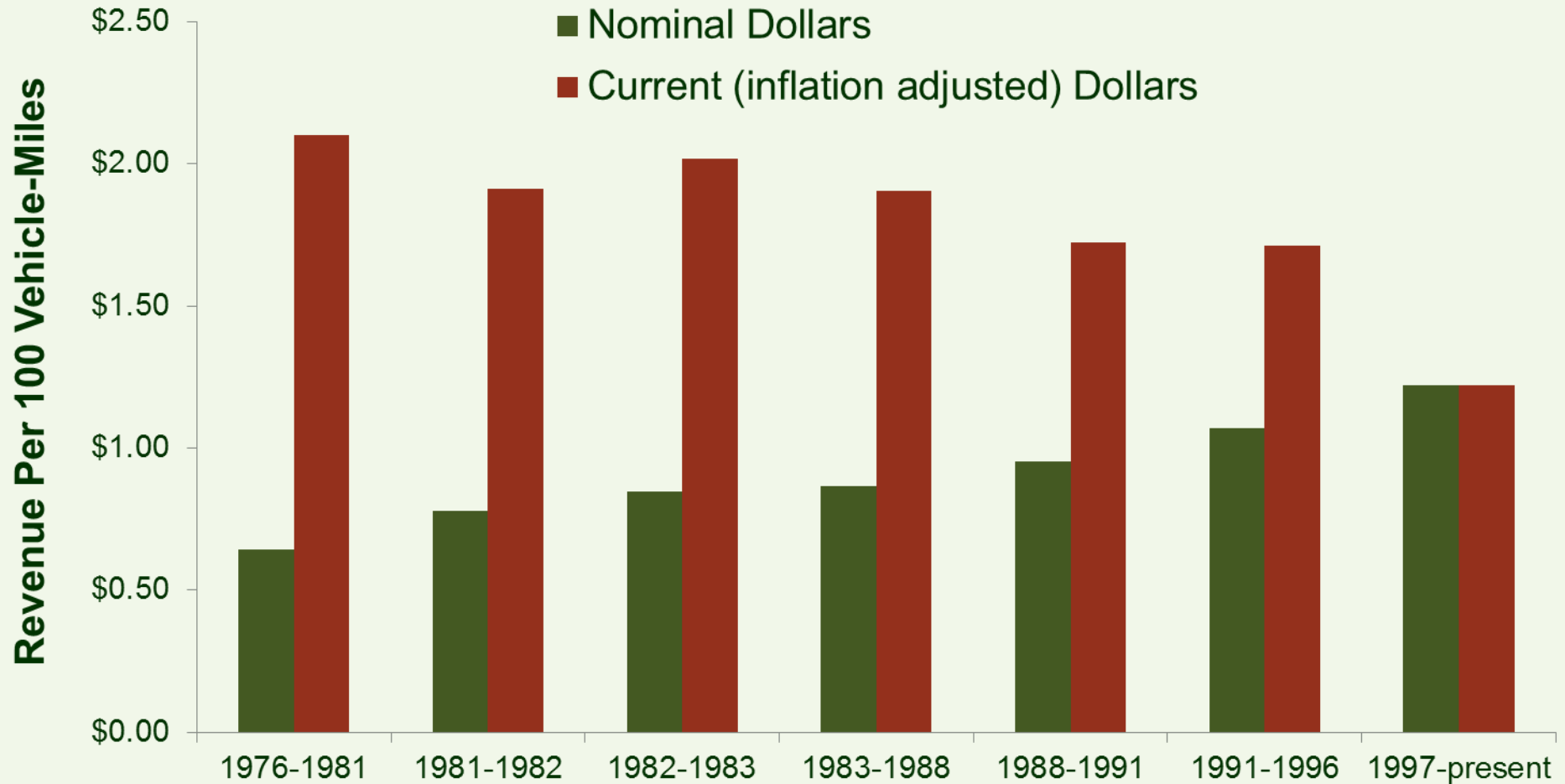
Raise My Taxes, Please!

What is the case for raising transportation taxes?

- Although traffic growth is slowing, infrastructure is aging.
- There are new travel demands.
- Construction and maintenance costs are increasing.
- Tax revenue per vehicle-mile is declining.



State Fuel Tax Revenues



Asset Management



Preventive maintenance reduces costs over the long run.

Well-maintained infrastructure maintains value and leaves a healthy legacy for the future.

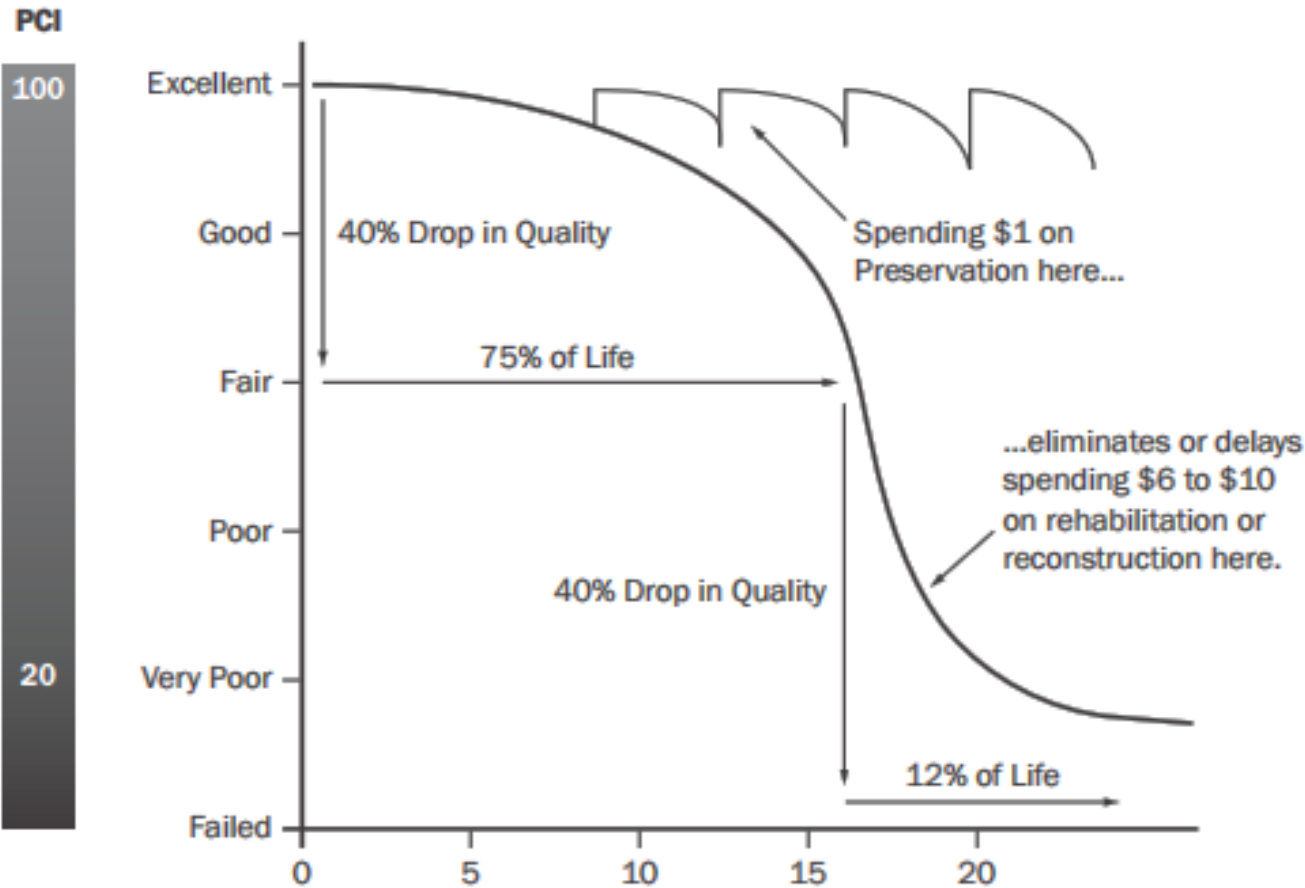
Maintenance and Rehabilitation

Idaho's Roads and Bridges are Aging

- Idaho made progress in improving its pavement condition since it was 60% good or fair in 1992.
- However, after achieving 85% in 2002, Idaho's percentage of good or fair pavement began decreasing again. In 2010, approximately 82% of pavement on the state highway system was in good or fair condition.
- Approximately 35% of Idaho's bridges were built in the 1950s and 1960s during the interstate construction era.
- About half of Idaho's bridges will be 50 years old or older within the next eight years. Almost 370 bridges were built prior to World War II.
- These old bridges will require an infusion of funds for rehabilitation, reconstruction, and replacement.



Road Maintenance Cost-Efficiency



Deferring maintenance increases long-run costs.

2011 Governor's Task Force

Key Survey Findings

Idaho has a significant and growing transportation funding shortfall :

- \$155 million annually for operation, preservation and restoration of the state system
- \$107 million annually for operation, preservation and restoration of the local system
- \$207 million annually for capacity and safety enhancement for the state system
- \$74 million annually for capacity and safety enhancement for the local system
- Idaho was the fifth-fastest-growing state in the nation between 2001 and 2009. During that time Highway Distribution Account revenue decreased by 0.4%
- Public transit demand is growing and requires more funding



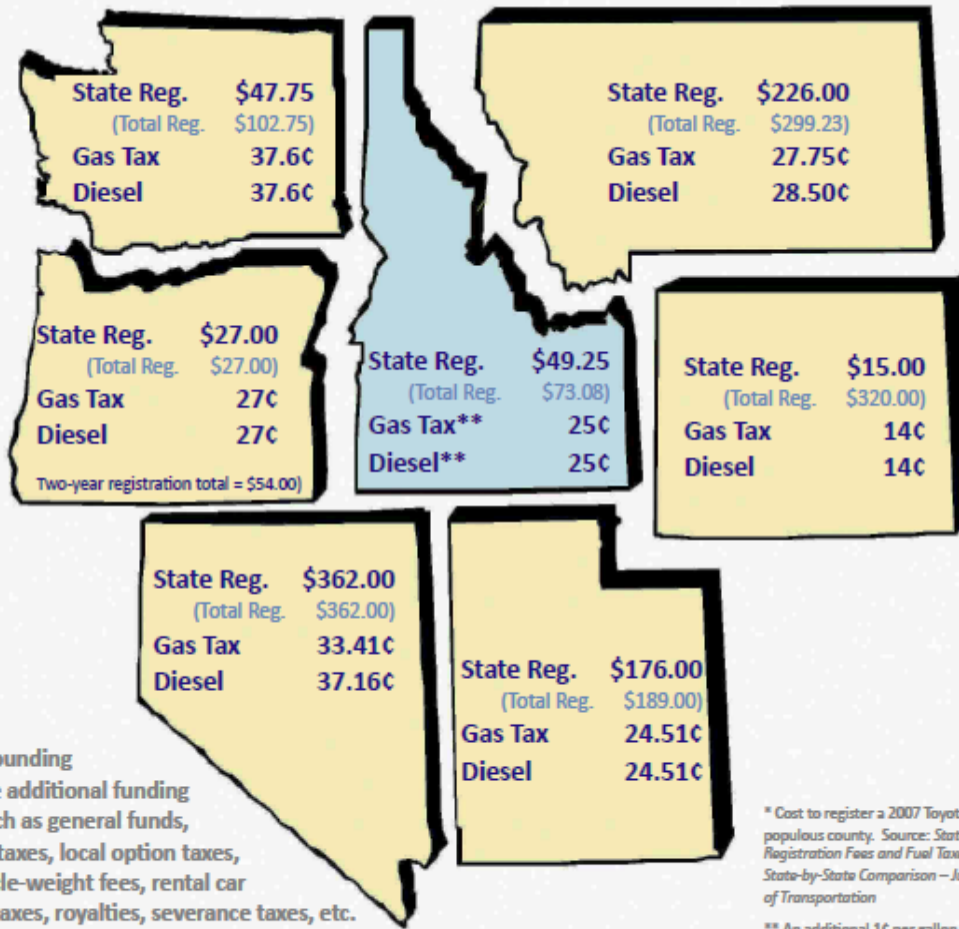
Governor's Task Force
On Modernizing
Transportation
Funding In Idaho

Final Report



January 2011

Surrounding States Fees and Taxes



Annual State Fees and Taxes to Operate a 2007 Camry

NEVADA	\$ 562.46
MONTANA	\$ 392.50
UTAH	\$ 323.00
WASHINGTON	\$ 273.35
IDAHO	\$ 205.25
OREGON	\$ 189.25
WYOMING	\$ 99.00

(12,000 miles/year at 20 mpg)
Does not include local fees

NOTE
Some surrounding states have additional funding sources such as general funds, extraction taxes, local option taxes, gross-vehicle-weight fees, rental car taxes, toll taxes, royalties, severance taxes, etc.

* Cost to register a 2007 Toyota Camry in the county seat of each state's most populous county. Source: *State-by-State Comparison of Annual Motor Vehicle Registration Fees and Fuel Taxes, 2008*. Fuel Tax Rate Source: *Fuel Taxes: A State-by-State Comparison - June, 2009* prepared by the Washington State Dept. of Transportation

** An additional 1¢ per gallon is added for the Petroleum Clean Water Trust Fund (effective 10-1-07)

Voter Opinions

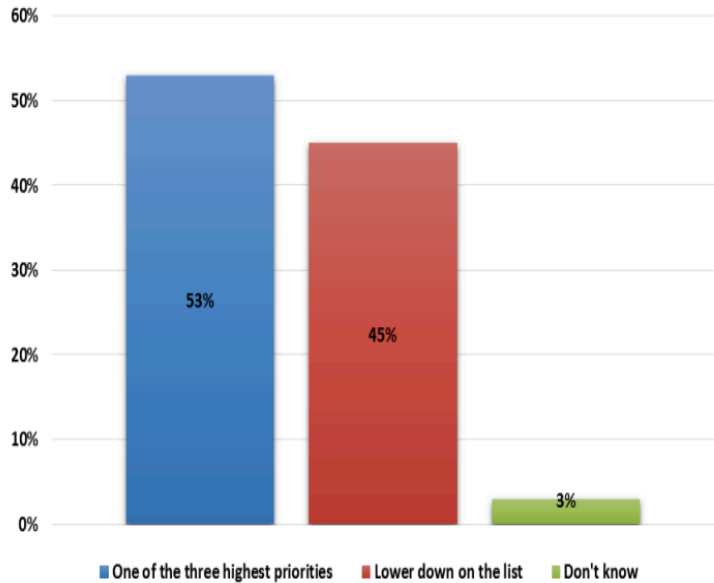


Figure 8: How high of a priority should increasing funding for Idaho's roads and bridges be for the state legislature?

(Wulfhorst, Reyna and McNamee 2014)

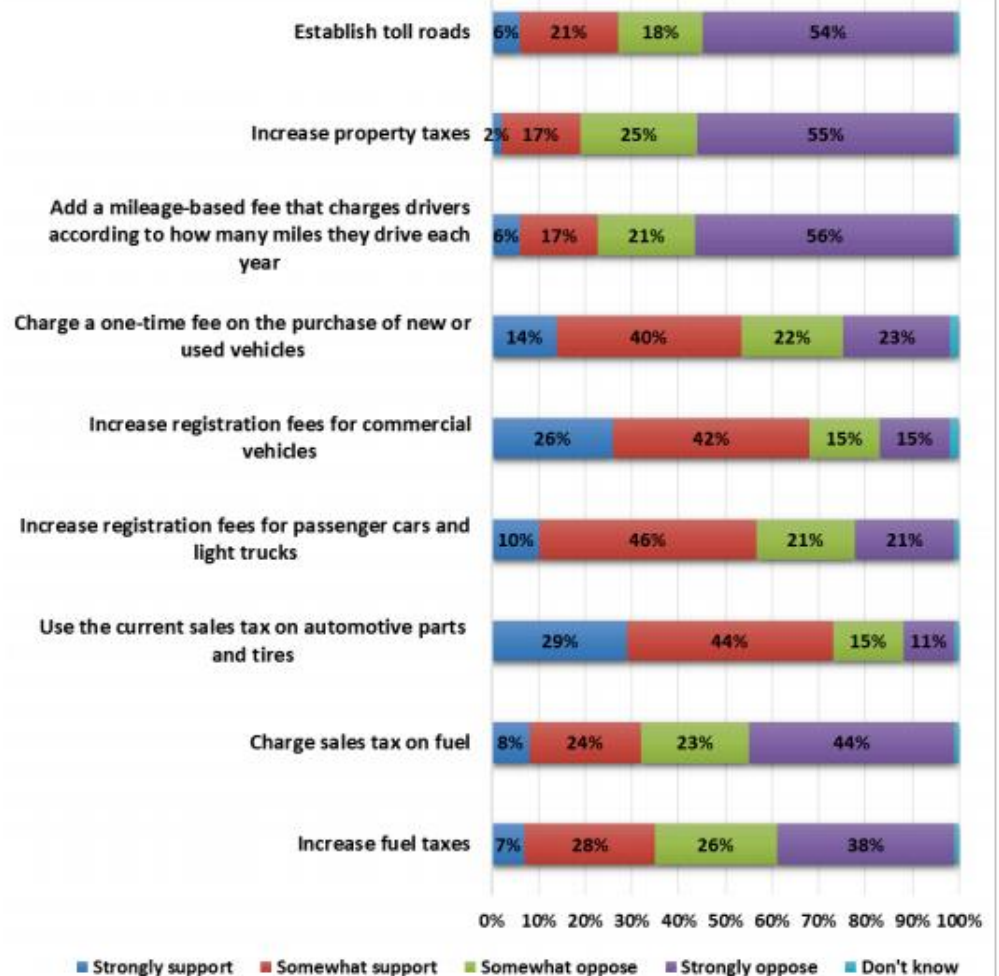
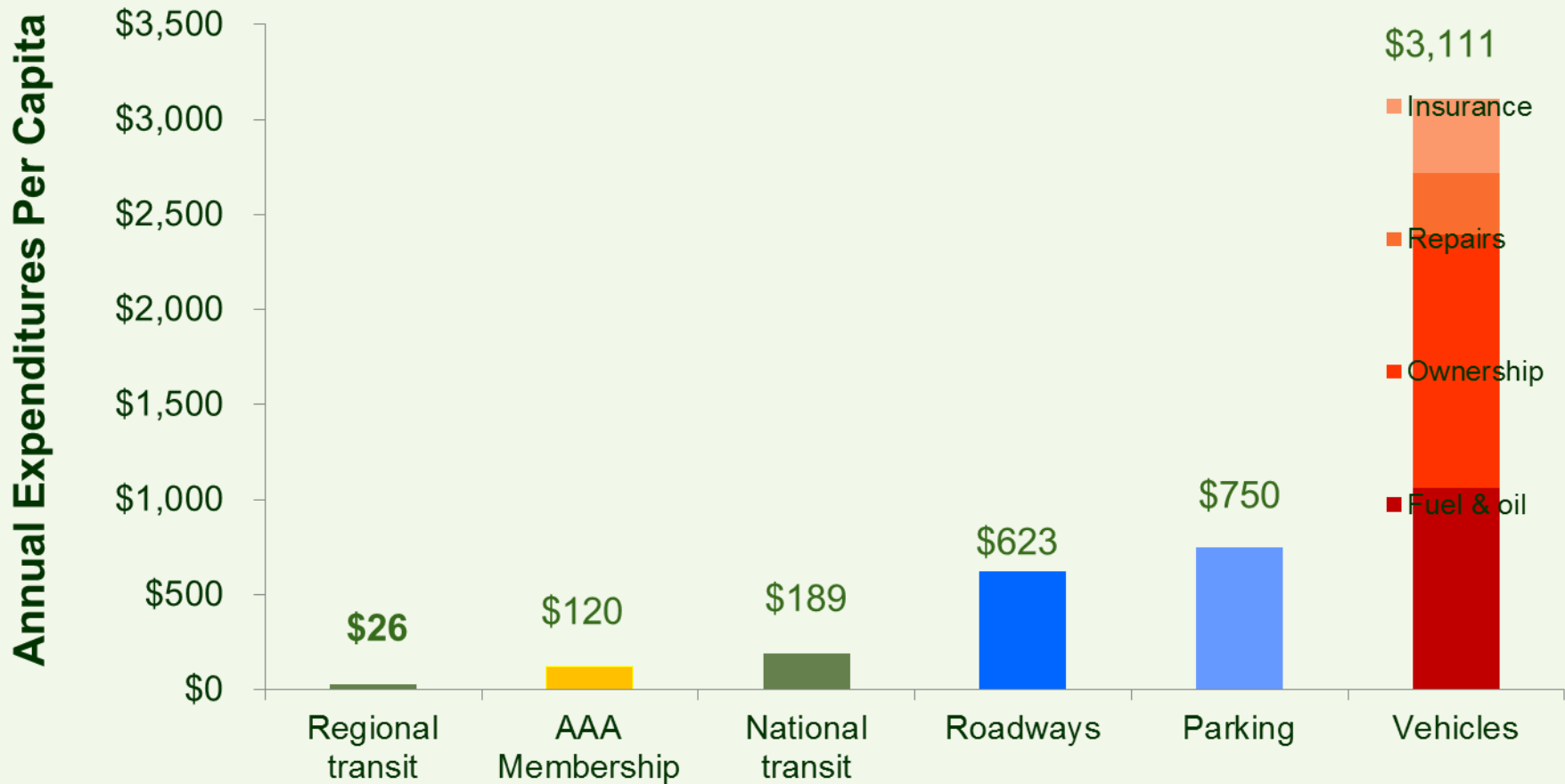


Figure 11: Support for possible sources of increased funding for Idaho's roads and bridges

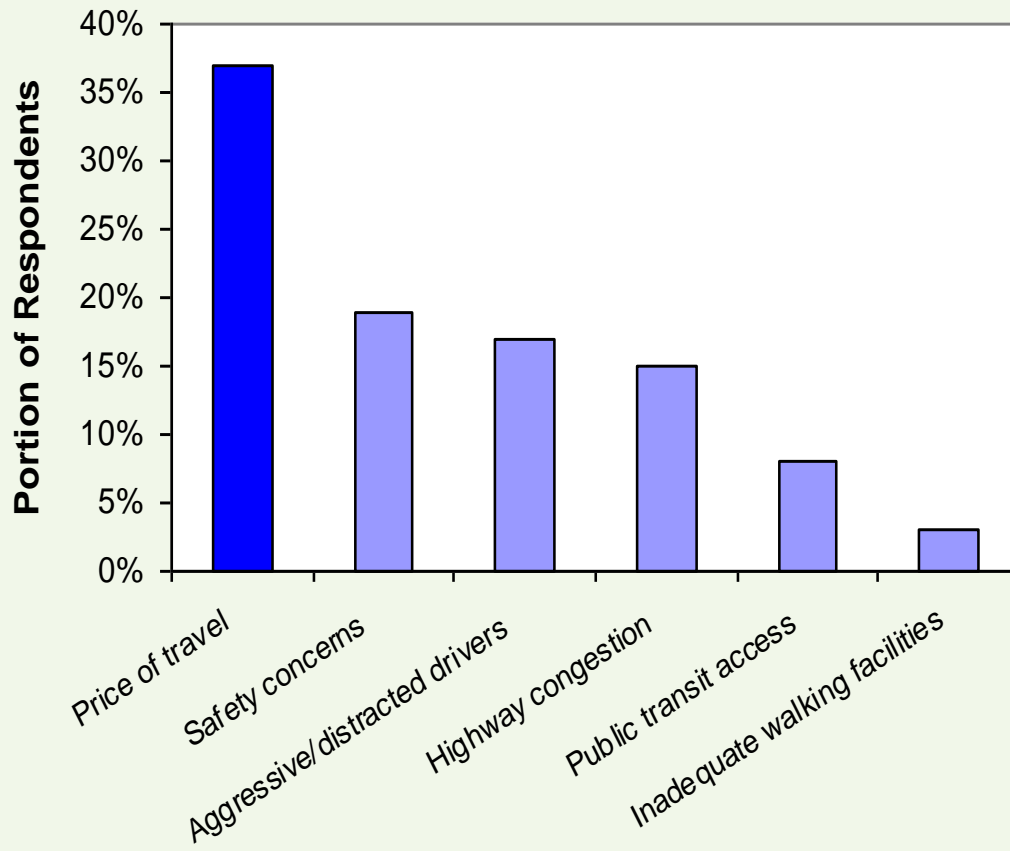
Addressing Voter Objections

- Taxpayers will receive a positive return on investment.
- More efficient transportation supports businesses, increasing employment and economic development
- Differed maintenance will increase long-run costs and leave a debt in the future.
- More traffic deaths.
- Without sufficient funding the system will need to contract:
 - Quality of maintenance will decline.
 - Some paved roads will revert to gravel.
 - More bridges will be limited.

Comparing Expenditures

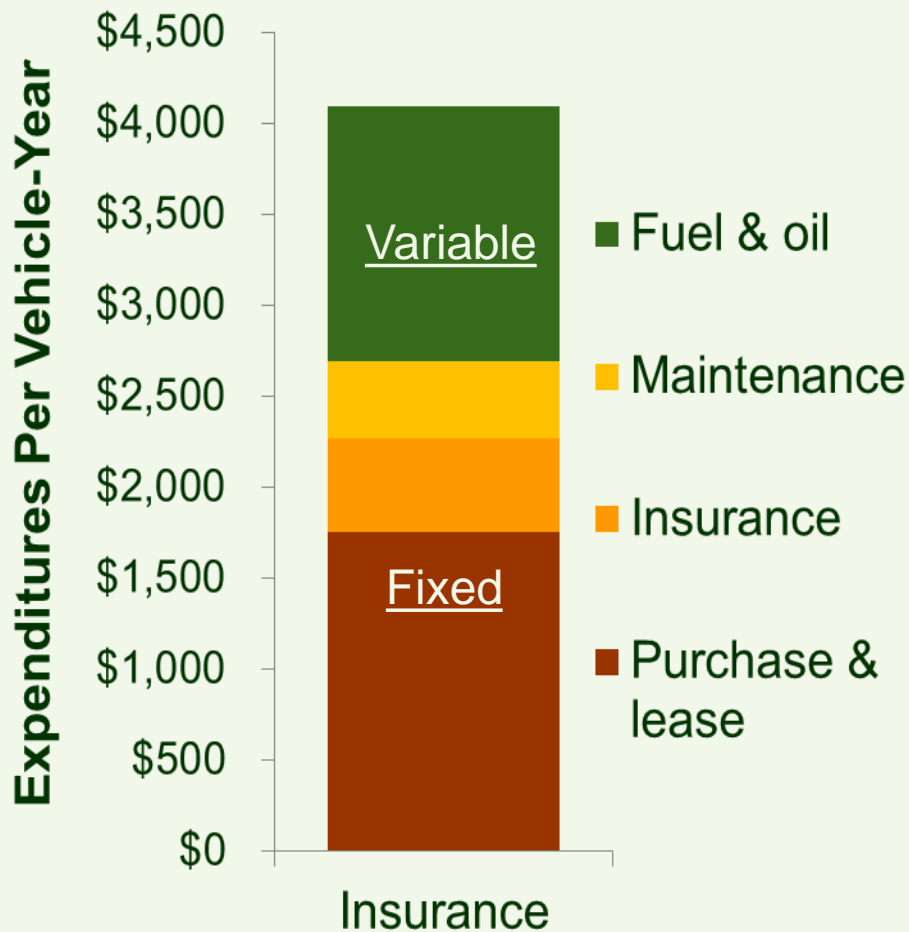


Affordability as a Planning Issue



2009 National Household Travel Survey respondents ranked the “Price of Travel” most important of the six transport issues considered.

Transportation Affordability



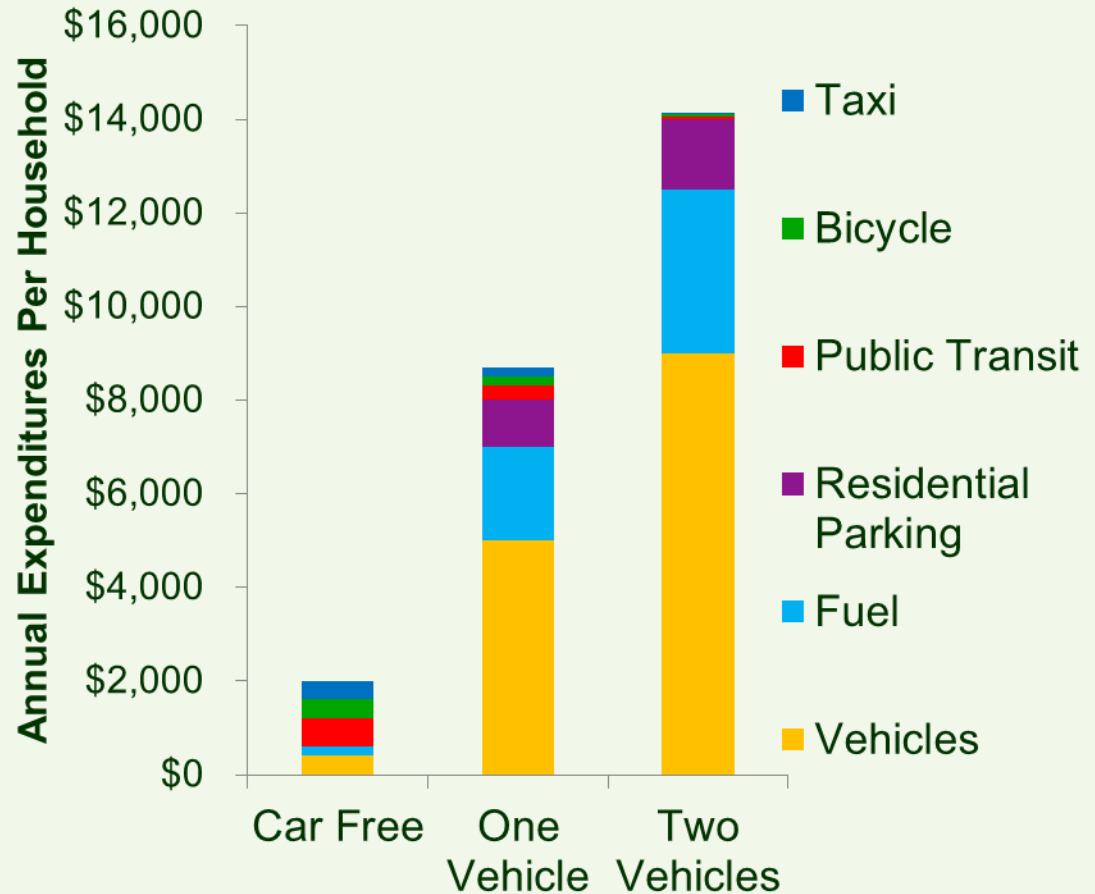
Most vehicle expenses (purchase, lease, registrations, insurance, and regular maintenance) are fixed – not directly affected by the amount a vehicle is driven. As a result, transportation affordability requires that households be able to reduce their vehicle ownership so they avoid fixed costs.

Affordability

Households can save thousands of dollars annually by reducing their vehicle ownership.

This requires:

- Good walking and cycling conditions and convenient public transit and taxi services.
- Compact, mixed neighborhoods with services and activities near homes.
- Convenient vehicle rental services (such as carsharing)



Housing and Transport Costs

[VIEW THE INDEX](#) [USER GUIDE](#) [ABOUT THE INDEX](#) [FAQ](#) [NEWS](#) [APPLICATIONS](#)



TRUE AFFORDABILITY AND LOCATION EFFICIENCY

H+T[®] Affordability Index

Share this Map

Boise City-Nampa, ID

FIND



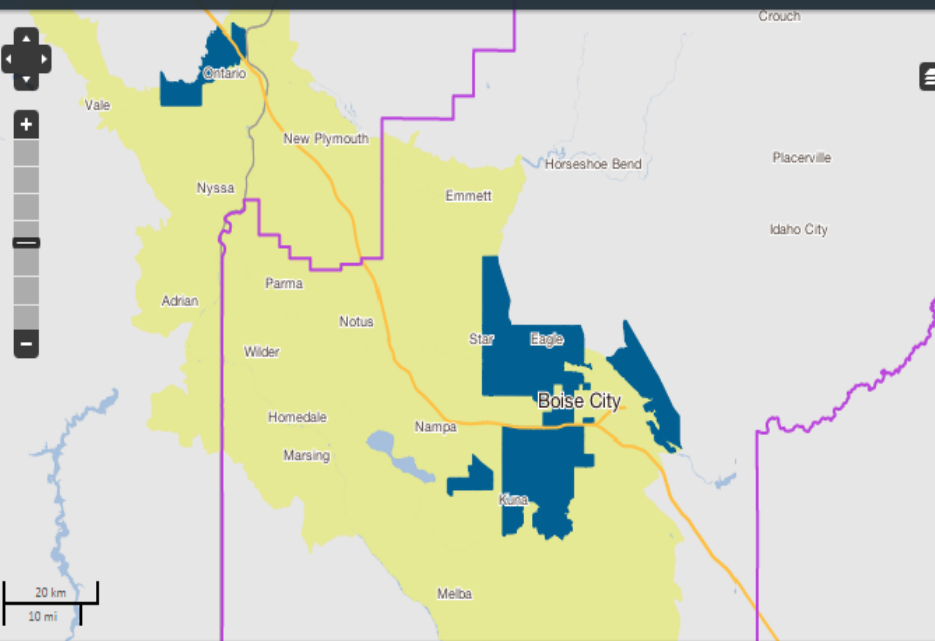
MAP VIEW

Housing Costs % Income

Regional Typical Household in Boise City-Nampa, ID

Income: \$50,961 HH Size: 2.63 People Commuters: 1.16 Workers

Insufficient Data < 30 % 30 + %

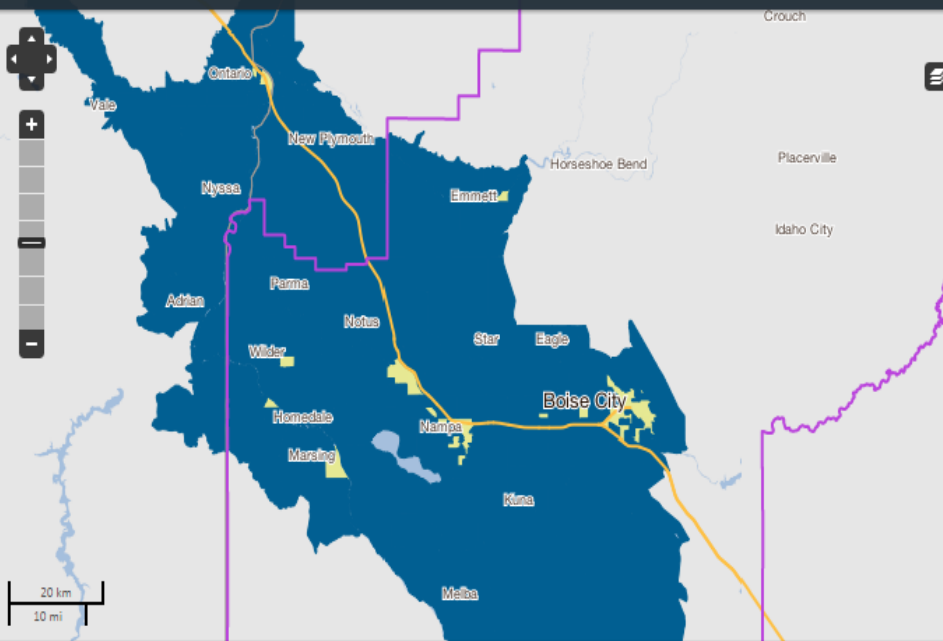


Housing + Transportation Costs % Income

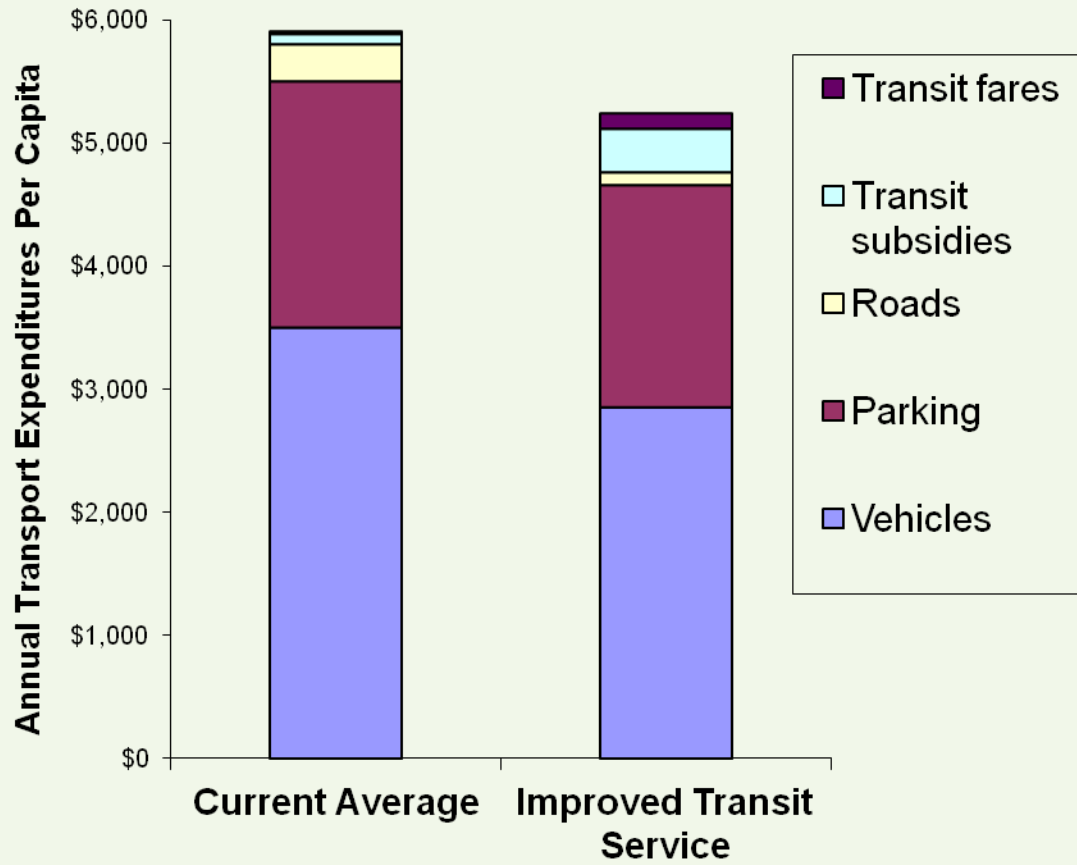
Regional Typical Household in Boise City-Nampa, ID

Income: \$50,961 HH Size: 2.63 People Commuters: 1.16 Workers

Insufficient Data < 45 % 45 + %



Return on Investment



High quality public transit typically requires about \$268 in additional subsidies and \$104 in additional fares annually per capita, but provides vehicle, parking and road cost savings averaging \$1,040 per capita, plus other savings and benefits:

- Parking cost savings.
- Congestion reductions
- Accident reductions
- Pollution reductions
- Improved mobility for non-drivers,
- Improved fitness and health

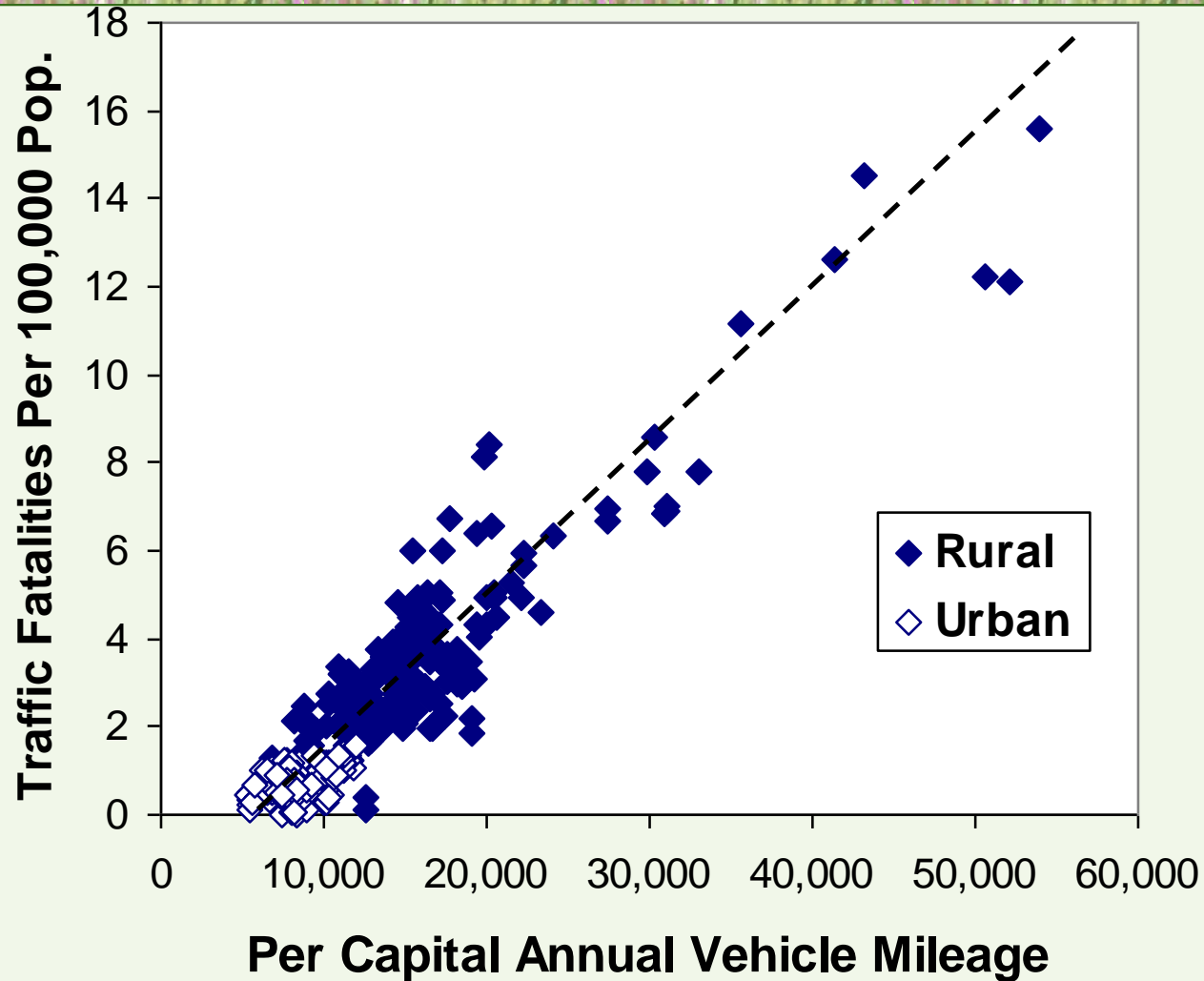
Traffic Safety

Table 110
Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State

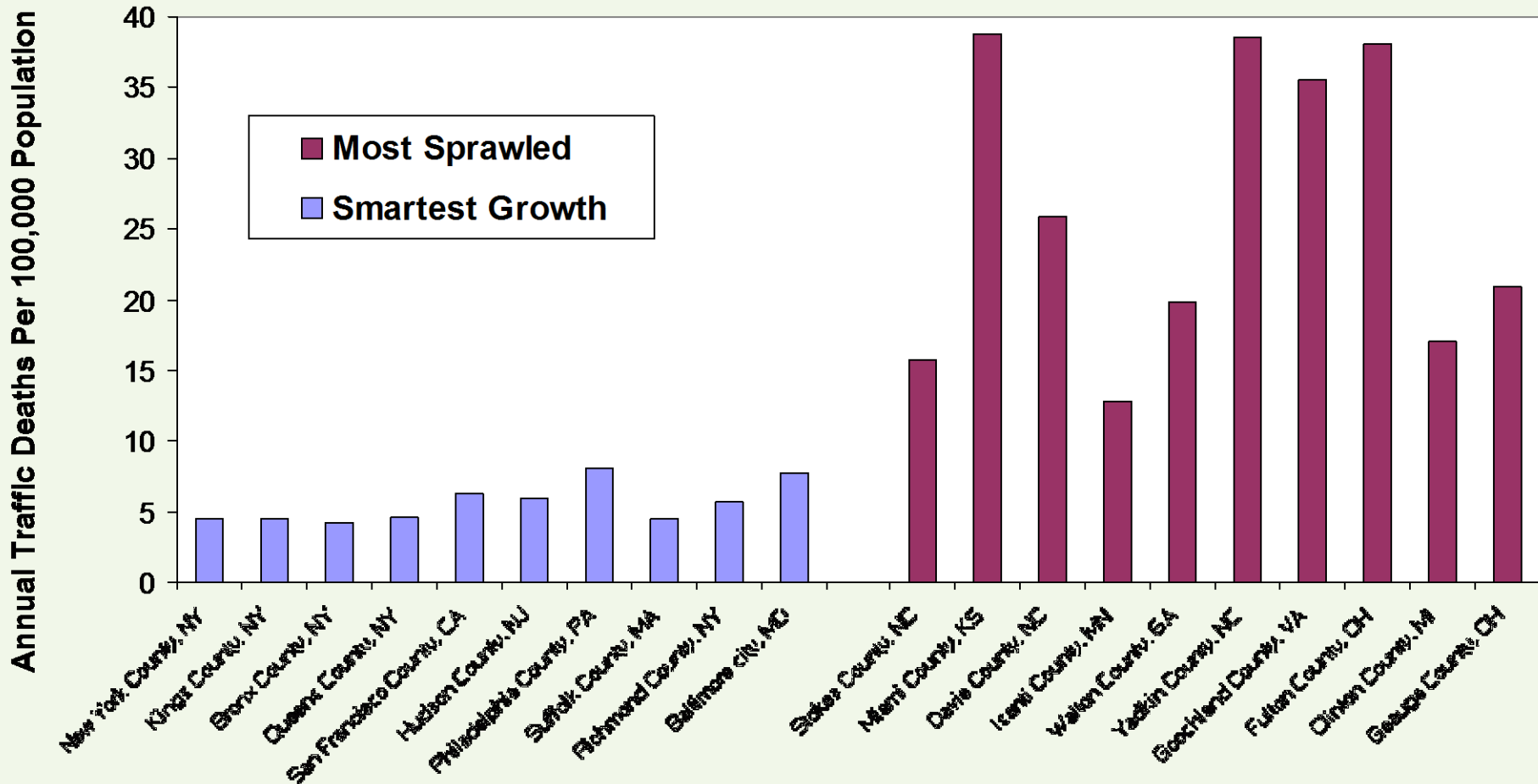
State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	3,828	22.60	4,845	17.85	4,822	17.94	865
AK	526	11.21	775	7.61	731	8.07	59
AZ	4,698	17.56	5,163	15.98	6,553	12.59	825
AR	2,199	25.10	2,480	22.26	2,949	18.72	552
CA	24,201	11.81	27,702	10.31	38,041	7.51	2,857
CO	3,808	12.40	4,562	10.35	5,188	9.10	472
CT	2,486	9.49	2,706	8.72	3,590	6.57	236
DE	720	15.83	944	12.08	917	12.43	114
DC	401	3.74	322	4.65	632	2.37	15
FL	13,897	17.44	15,666	15.47	19,318	12.55	2,424
GA	6,582	18.11	7,647	15.59	9,920	12.02	1,192
HI	915	13.77	1,232	10.23	1,392	9.05	126
ID	1,093	16.83	1,644	11.19	1,596	11.53	184
IL	8,236	11.61	10,132	9.44	12,875	7.43	956
IN	5,376	14.49	6,004	12.97	6,537	11.92	779
IA	2,217	16.46	3,511	10.40	3,074	11.87	365
KS	2,018	20.07	2,449	16.54	2,886	14.03	405
KY	2,985	24.99	3,671	20.32	4,380	17.03	746
LA	2,924	24.69	3,889	18.56	4,602	15.69	722
ME	1,008	16.27	1,180	13.90	1,329	12.34	164
MD	4,102	12.31	3,983	12.68	5,885	8.58	505
MA	4,734	7.37	4,950	7.05	6,646	5.25	349
MI	7,019	13.36	7,798	12.03	9,883	9.49	938
MN	3,322	11.89	5,099	7.75	5,379	7.34	395
MS	1,958	29.72	2,052	28.36	2,985	19.50	582
MO	4,288	19.26	5,685	14.53	6,022	13.72	826
MT	758	27.05	1,489	13.77	1,005	20.40	205
NE	1,364	15.55	1,888	11.23	1,856	11.43	212
NV	1,728	14.93	2,130	12.11	2,759	9.35	258
NH	1,065	10.14	1,302	8.29	1,321	8.18	108

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	6,040	9.75	7,911	7.44	8,865	6.64	589
NM	1,430	25.52	1,806	20.21	2,086	17.50	365
NY	11,249	10.38	10,449	11.18	19,570	5.97	1,168
NC	6,678	19.35	7,793	16.58	9,752	13.25	1,292
ND	503	33.81	810	20.98	700	24.30	170
OH	8,006	14.03	10,116	11.10	11,544	9.73	1,123
OK	2,400	29.50	3,440	20.58	3,815	18.56	708
OR	2,770	12.13	3,527	9.53	3,899	8.62	336
PA	8,843	14.81	10,471	12.51	12,764	10.26	1,310
RI	750	8.54	854	7.49	1,050	6.09	64
SC	3,456	24.97	3,897	22.15	4,724	18.27	863
SD	607	21.92	1,004	13.25	833	15.96	133
TN	4,574	22.17	5,393	18.80	6,456	15.71	1,014
TX	15,252	22.28	20,238	16.79	26,059	13.04	3,398
UT	1,789	12.13	1,981	10.95	2,855	7.60	217
VT	530	14.54	607	12.69	626	12.30	77
VA	5,538	14.03	7,117	10.92	8,186	9.49	777
WA	5,228	8.49	5,850	7.59	6,897	6.44	444
WV	1,242	27.30	1,459	23.24	1,855	18.27	339
WI	4,057	15.16	5,215	11.79	5,726	10.74	615
WY	422	29.18	799	15.39	576	21.34	123
USA	211,815	15.84	265,647	12.63	313,914	10.69	33,561

U.S. Crash Rates



Smart Growth Safety Impacts



What Gets People Moving?

Walking is a natural and essential activity. If you ask sedentary people what physical activity they will most likely to stick with, walking usually ranks first.

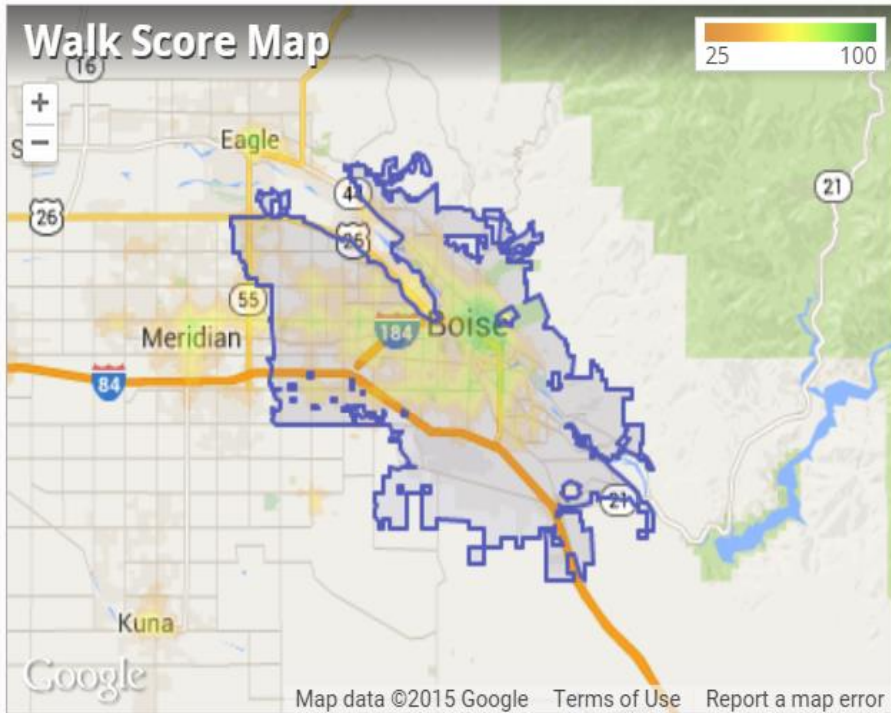


Walkability

Walk Score
37

Boise City is a Car-Dependent city

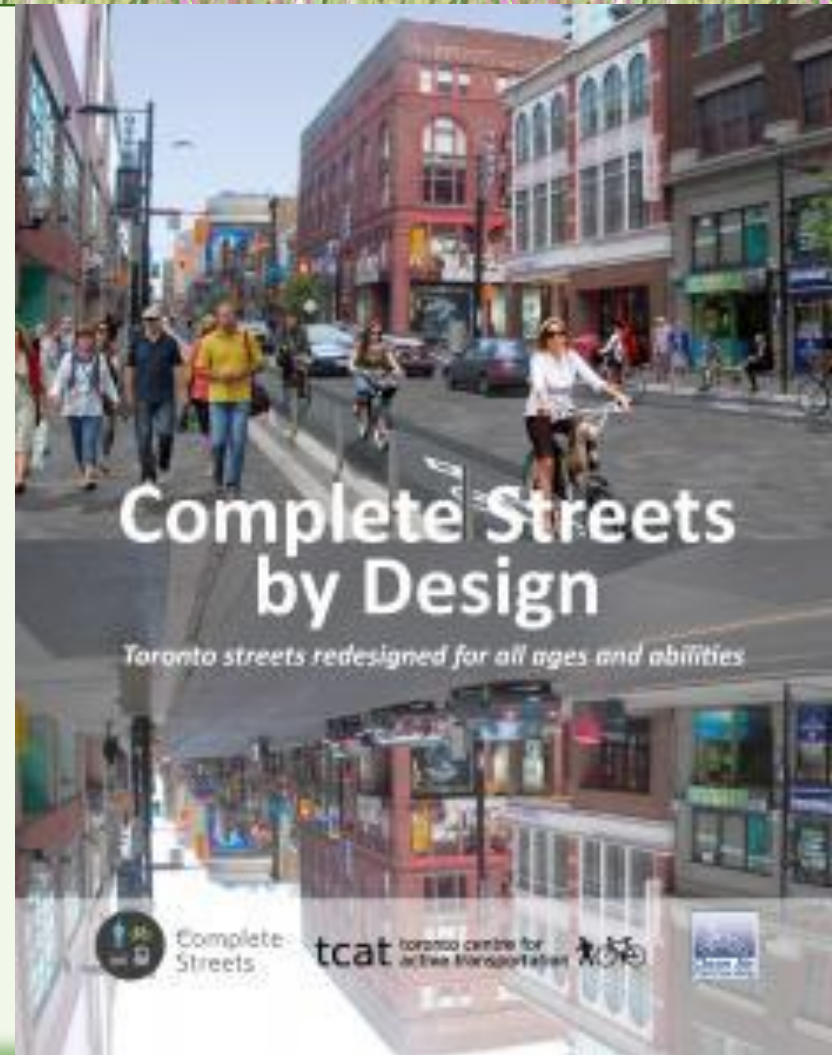
Most errands require a car.



Most errands require a car in Boise City.

Complete Streets

A Complete Street is designed for all activities, abilities, and travel modes. Complete Streets provide safe and comfortable access for pedestrians, cyclists, transit users and motorists, and a livable environment for visitors, customers, employees and residents in the area.



Linking the Centers across US29

by Dan Burden, Walkable & Livable Communities Institute



Ped/bike bridge from mall to transit stop/garage



Mixed-use redevelopment on mall parking lot



Landscaping matures



Additional redevelopment



Landscaping matures over time



Public Transit Improvements

- Quality service (convenient, fast, comfortable).
- Low fares.
- Support (walkable communities, park & ride facilities, commute trip reduction programs).
- Convenient information.
- Incentives such as commute trip reduction programs and parking cash out.
- Positive Image



Transit's Roles

Public transit plays various roles in an efficient and equitable transportation system:

- Basic mobility for non-drivers. A portion of community residents (typically 20-40%) cannot or should not drive and so depend on walking, cycling, public transit and ridesharing. Without public transit they either lack mobility or require chauffeuring. Transit therefore reduces chauffeuring burdens.
- Affordable mobility, including fuel savings for longer trips and allows some households to reduce their vehicle ownership.
- Reducing traffic congestion on major corridors, and reducing parking problems (e.g., downtown and at university).
- Supports certain industries, such as higher education (colleges and universities), tourism, retirement industries, and businesses that require numerous lower-wage employees.
- Can be a catalyst for compact urban development (transit-oriented development).



Transit Station Level-Of-Service

- Clean
- Comfort (seating, temperature, quiet).
- Use as a community activity center.
- Convenience (real-time user information, easy fare payment)
- Accessible (walkability, bike parking, nearby housing, employment, nearby shops)
- Services (washrooms, refreshments, periodicals, etc.)
- Security



User Information

Provide information when and where users need it:

- Transit route, schedule and fares
- Discounts and incentives.
- Real-time arrival.
- Navigation to bus stops, train stations and destinations.
- Travel times for various modes (e.g., transit vs. driving).
- Special problems (warnings of delays).
- On-board wifi services.
- Parking availability and price.

Delivering real-time public transit information when and where you need it. 28 Fillmore 7:45am & 12:45pm

NEXTbus

NEXTBUS INC.

View Real-Time Arrivals

NextBus is putting public transit on the information highway. We provide accurate information—*not* schedules—at the stop and on the Internet. With NextBus, you KNOW BEFORE YOU GO!

Passenger Information Everywhere

Who uses NextBus?
"This site rocks!"
Eric P. San Francisco

News: Toronto TTC approves \$9.9M award to NextBus/Grey Island

Navigation: About Us, Press Room, Contact Us, How NextBus Works

Wait times for connecting lines at stop 48th Ave & Point Lobos Ave:

- 38AX-Geary A Express Outbound: 9 minute wait time
- 38L-Geary Limited Outbound: 2 minute wait time

18-46th Avenue ←

Map showing bus routes and landmarks like Sunland District and Golden Gate Park.



Tourist Transport Management

- Improve alternative modes (walking, cycling and public transit) to tourist destinations.
- Organize special programs and services to accommodate non-drivers and promote “car free” tourism.
- Implement transport management for workers and visitors during peak tourist seasons.



Walking and Cycling Improvements

- More investment in sidewalks, crosswalks, paths and bike lanes.
- Improved roadway shoulders.
- More traffic calming.
- Bicycle parking and changing facilities.
- Encouragement, education and enforcement programs.



THERE IS TOO MUCH TRAFFIC
FOR BILLY TO WALK TO SCHOOL ;
SO WE DRIVE HIM.



Lockwood

Traffic Inducing Traffic

School & Campus Transport Management

Programs that encourage parents and students to use alternative modes to travel to schools, colleges and universities.



Affordable-Accessible Housing



More accessible development is equivalent to increased roadway capacity by reducing the need to drive.

- Locate affordable housing in accessible areas (near services and jobs, walkable, public transit).
- Diverse, affordable housing options (secondary suites, rooms over shops, loft apartments).
- Reduced parking requirements.
- Reduces property taxes and utility fees for infill housing, reflecting their lower public service costs.

“Yes in my backyard!”

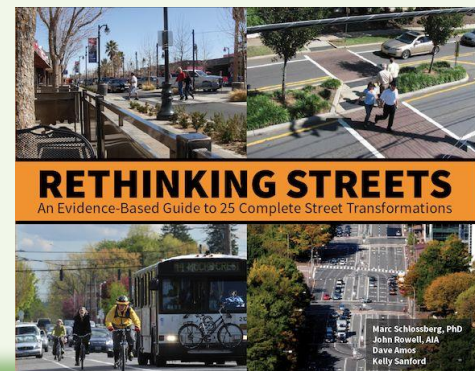
Rural Transportation Management

- Improve affordable transport options (walking, cycling, public transit, delivery services, particularly for non-drivers groups (people with disabilities, low incomes, adolescents and visitors).
- Improve walking and cycling facilities for transport, recreation, and public health.
- Improve user information concerning transport options.
- Preserve special community and environmental features through context sensitive design.
- Create attractive bus and rail stations and shelters where residents can wait in comfort and security.
- Address traffic congestion and parking problems associated with tourism and special events
- Use investments to support strategic objectives, such as redeveloping downtowns and supporting industries such as tourism and retirement communities.



State Highways and Mainstreets

Where state highways pass through small towns and villages, it is important to apply *complete streets* principles which ensures that they are designed to accommodate diverse users and uses, including walking, cycling, driving, public transit, parking and commercial activities.



Example – Linx Cooperative

Linx is a cooperative organization that integrates transport service providers across 27 counties in Idaho, Wyoming and Montana to improve access within the Greater Yellowstone region. It provides a centralized contact for information on all modes; trip planning and ticketing; marketing of existing and emerging services; route, schedule and transfer coordination that benefits transport service providers and their passengers.





Quick Trip Planner

From

To

05/24/2010 08:00 AM 

[Find My Trip](#)

 [Need Help?](#)

[Traveling with Children?](#)

Mobile office? Movie theater? Nap spot?
It's up to you when you ride Linx.



Connecting People and Places in Idaho, Montana and Wyoming



Popular Destinations

From Jackson Hole to West Yellowstone to the local zoo, Linx can get you there - while you enjoy the ride and let someone else worry about the driving.



Cool Things To Do

Soak in natural hot pools, attend a music festival or ski bottomless powder - Linx is the stress-free way to discover the region.



Sweet Deals

Ride Linx to Yellowstone Business Partnership's annual conference (May 24-26). Busses departing from Idaho Falls, Billings and Bozmean.



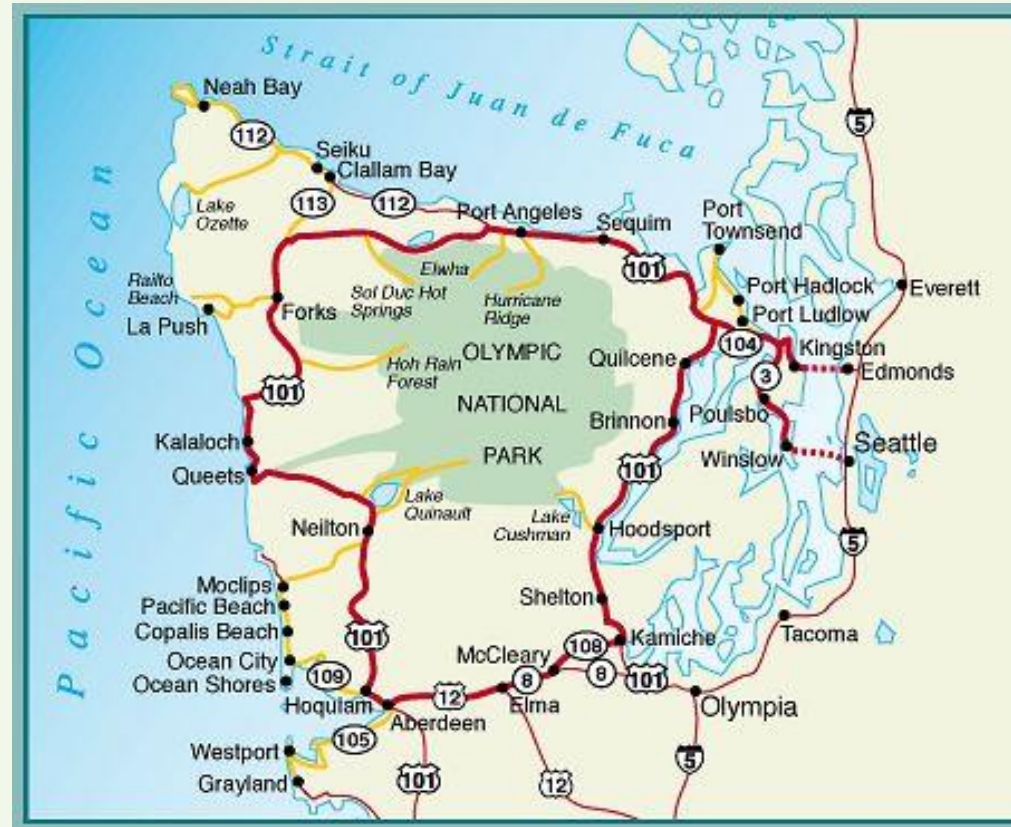
My Linx

Retrieve your itinerary, keep a list of places to go and things to do...

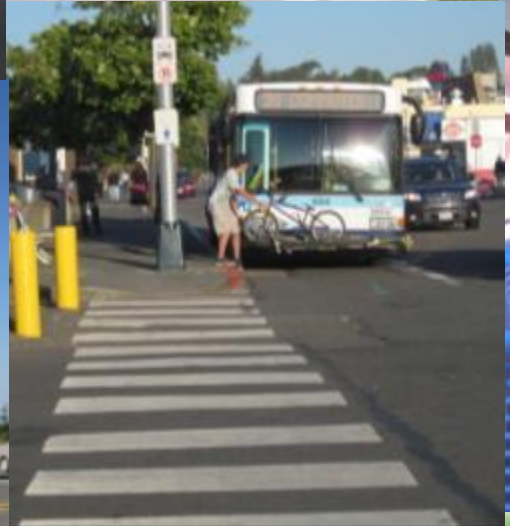
Example – Olympic Peninsula Transit

Washington State's Olympic Peninsula has numerous towns and villages located in six counties each with its own public transit system. It possible to travel between these communities by public transit.

- Terminals in each town.
- Convenient user information.
- Integrating schedules.
- Bike racks on all buses.
- Sidewalks and highway shoulders for cyclists.

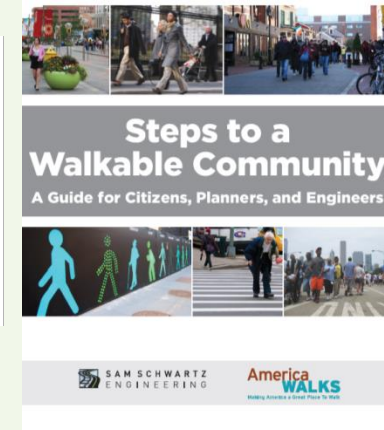
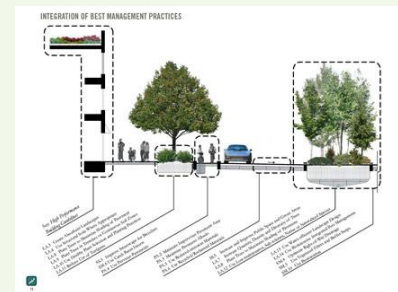
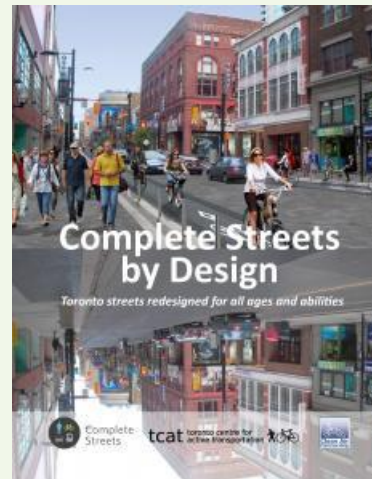
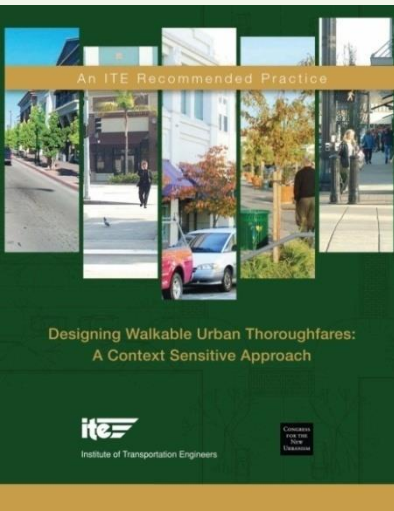
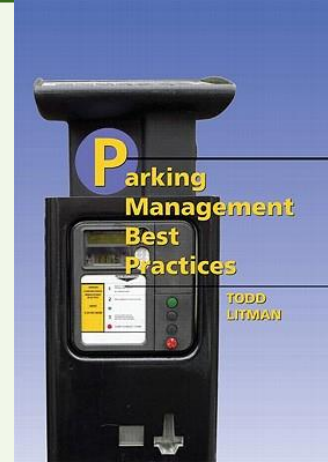
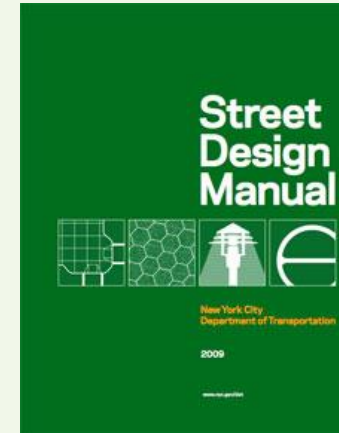


Olympic Peninsula Transit Services



New Planning Resources

Employee Transportation Coordinator Handbook





“If Health Matters: Evaluating Transport Health Impacts”

“The New Transportation Planning Paradigm”

“Transportation Cost and Benefit Analysis”

“The Future Isn’t What It Used To Be”

“Evaluating Smart Growth Benefits”

“Online TDM Encyclopedia”

and more...

www.vtppi.org