



MASTER PATHWAYS PLAN
APRIL 2021

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SECTION 1: PLAN PURPOSE & GOALS

The City of Mountain Home 2020 Comprehensive Plan identifies the importance of pathways and active transportation. The City of Mountain Home is well served in private automobile transportation and infrastructure; however, active transportation options and infrastructure for pedestrians and bicyclists are limited and can be improved. Public input associated with the 2020 Comprehensive Plan strongly encourages and supports the need for more pedestrian pathways and connectivity (2020 Mountain Home Comp. Plan, pg. 15).

Thus, the 2021 Mountain Home Master Pathways Plan aims to provide both direction and a guide concerning the further expansion of Mountain Home's master pathway system. The plan will illustrate future locations of pathway expansion and provide details regarding pathway construction.

In summary, the goals of this plan are to:

- Develop a continuous, comprehensive, safe pedestrian and bicycle pathways system that provides access to key destinations throughout the community with appropriate linkages to neighborhoods (2020 Mountain Home Comp. Plan, pg. 66).
- Unify the City by linking separate (and some isolated) parts of the City with distinct and interconnected pathways (2020 Mountain Home Comp. Plan, pg. 63).
- Encourage and plan for neighborhoods that provide walking and bicycling (2020 Mountain Home Comp. Plan, pg. 59).
- Encourage the integration of commercial and residential areas to integrate existing pathways and include pedestrian and bike-friendly amenities on-site for future development connectivity (2020 Mountain Home Comp. Plan, pg. 57).
- Encourage and create walkable neighborhoods (2020 Mountain Home Comp. Plan, pg. 53)
- Implement walking paths in neighborhoods (2020 Mountain Home Comp. Plan, pg. 98)
- Encourage ease of walking or biking to school (2020 Mountain Home Comp. Plan, pg. 104).

- Work with the community, landowners, and developers to set aside and dedicate portions of open space for trails, pathways, and greenbelts in proximity to City entryways and view-shed areas (2020 Mountain Home Comp. Plan, pg. 59).
- Develop a continuous, comprehensive, safe pedestrian and bicycle pathways system that provides access to key destinations throughout the community with appropriate linkages to neighborhoods (2020 Mountain Home Comp. Plan, pg. 66).
- Provide pathways that add aesthetic appeal and livability to our community, which provide value to residents and their quality of life (2020 Mountain Home Comp. Plan, pg. 67).



SECTION 2: BENEFITS OF ACTIVE TRANSPORTATION INFRASTRUCTURE

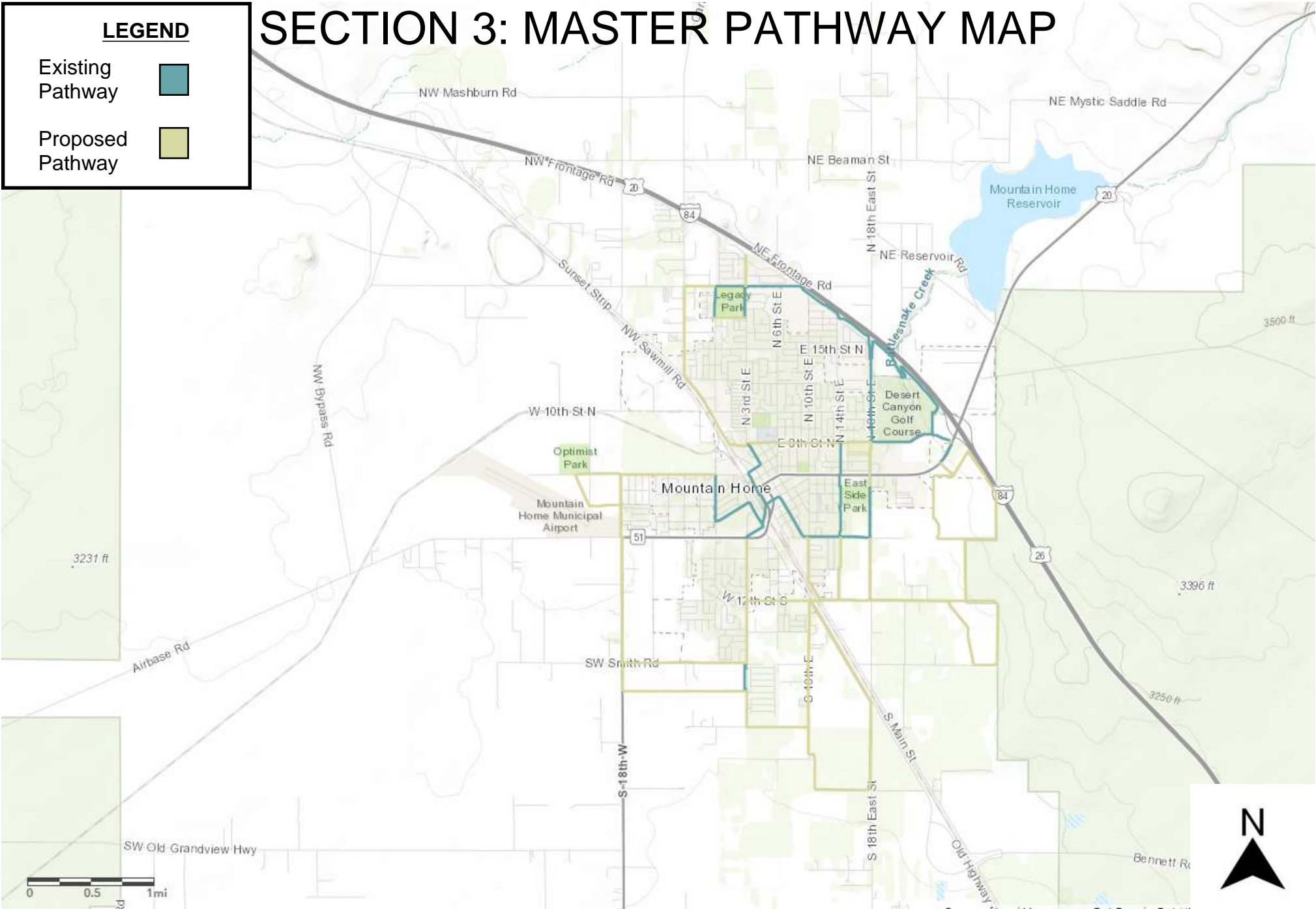
There are many benefits when investing in pathway and active transportation infrastructure, specific benefits include:

- *Increased Pedestrian & Bicyclist Safety:*
The proposed protected pathway system will accommodate a wide range of ages and bicyclist ability. An independent pathway will allow pedestrians and bicyclists to feel more at ease knowing they are not sharing the road with automobiles. Further, the proposed pathway being more expansive than a typical sidewalk will allow for greater separation between those walking, running, and bicycling.
- *Increased Exercise and Health Opportunities:*
Currently, in the United States, the leading cause of death is heart disease. More than 600,000 Americans die of heart disease each year. That is one in every four deaths in this country (CDC.gov, 2020). Leading contributors to heart disease include obesity, physical inactivity, and emotional stress. The proposed pathway system will promote healthy physical habits such as walking, running, and bicycling. Further said, physical activity can provide recreational, social, and emotional relief from stress and loneliness (Mayoclinic.org, 2020).
- *An Increase in Available Affordable Transportation Options:*
One-third of Americans do not have a driver's license (Speck, 2020). Further, automobile unaffordability continues to climb as prices continue to rise and the most common term length for an automobile loan is 72 months, with 84 months being a close second (Annarhecht, 2019). Thus, alternative transportation infrastructure for pedestrians and cyclists will help further provide equitable transportation solutions.

SECTION 3: MASTER PATHWAY MAP

LEGEND

- Existing Pathway 
- Proposed Pathway 

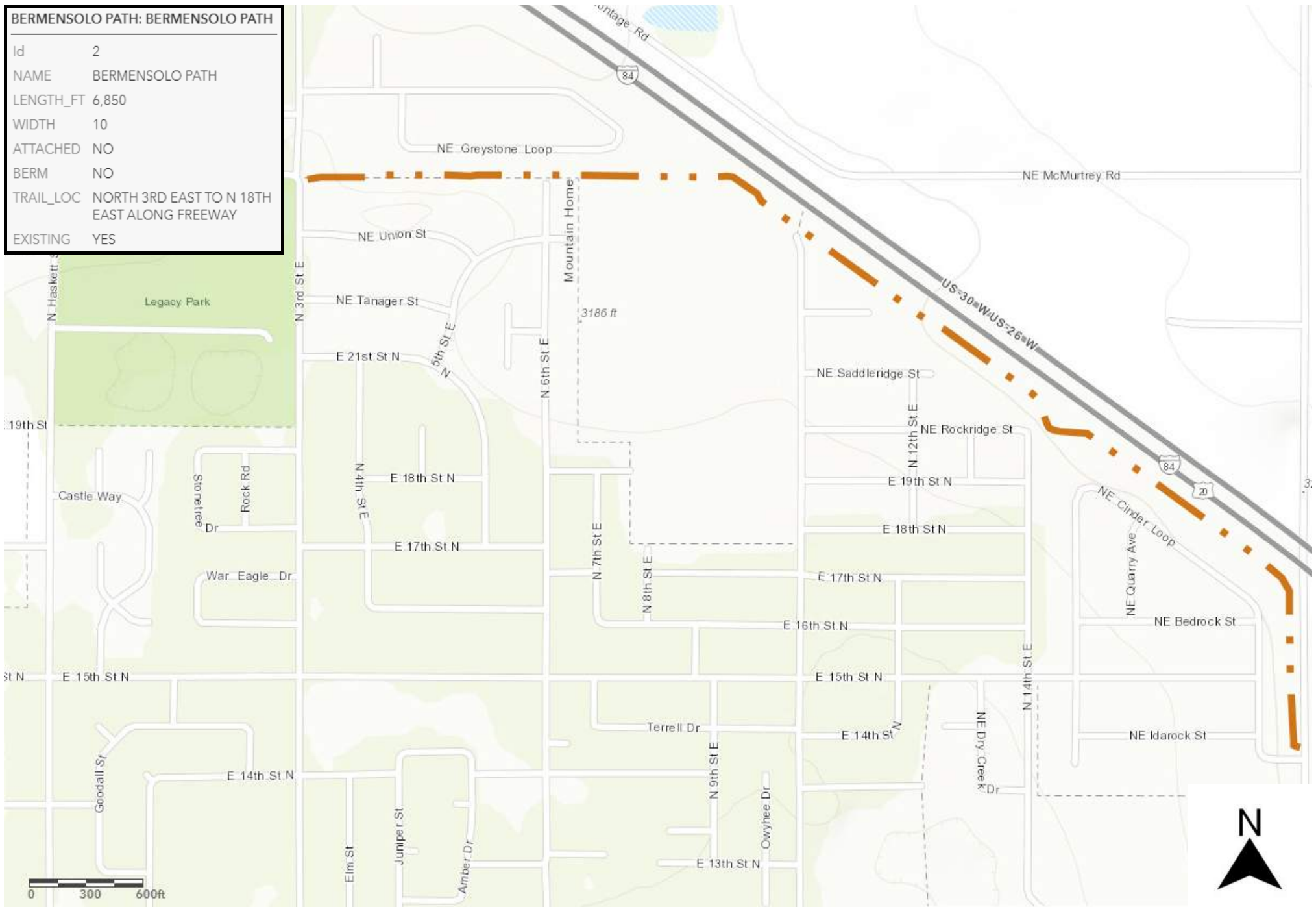


MASTER PATHWAYS PLAN



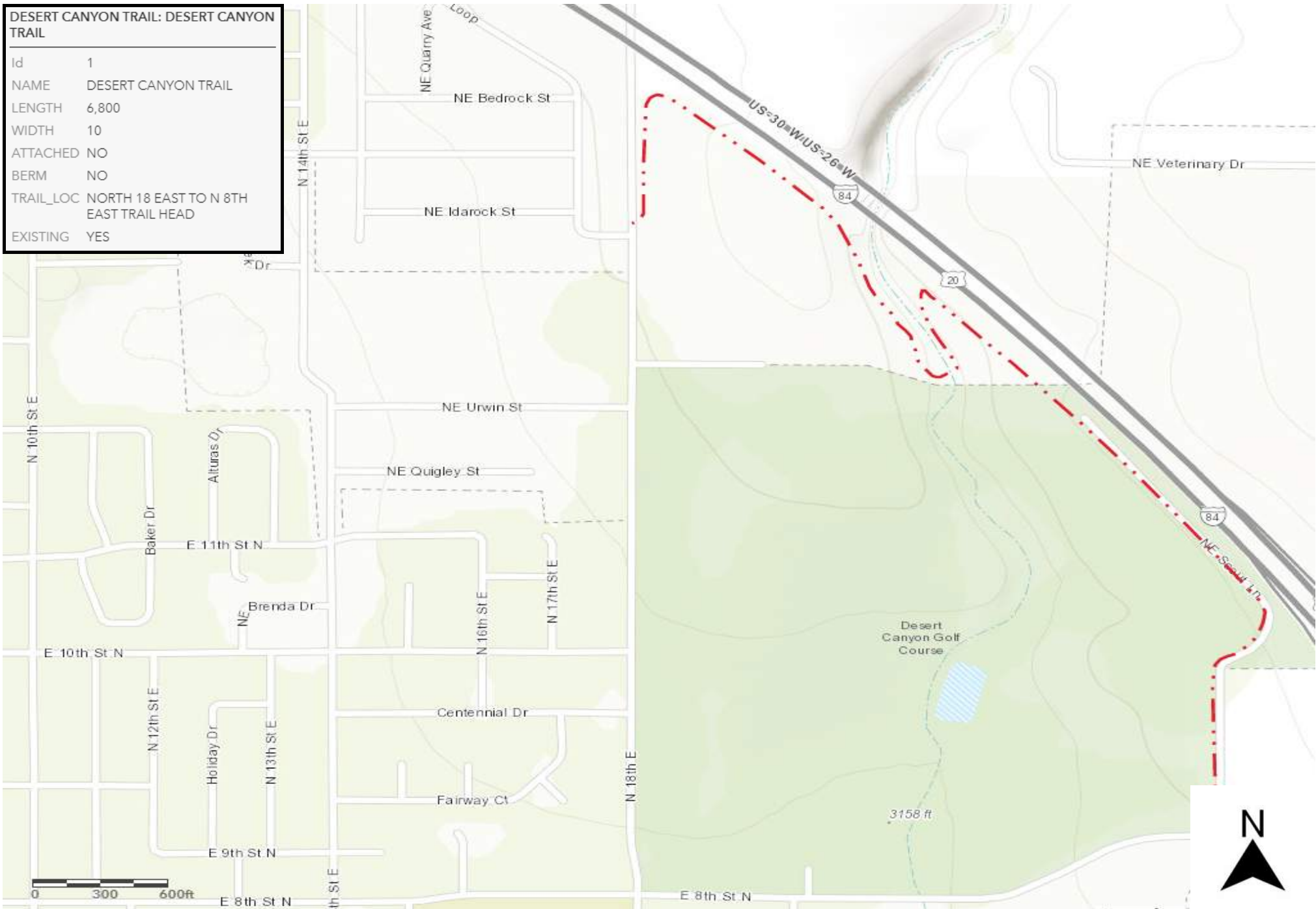
BERMENSOLO PATH: BERMENSOLO PATH

Id	2
NAME	BERMENSOLO PATH
LENGTH_FT	6,850
WIDTH	10
ATTACHED	NO
BERM	NO
TRAIL_LOC	NORTH 3RD EAST TO N 18TH EAST ALONG FREEWAY
EXISTING	YES



**MASTER PATHWAYS PLAN:
BERMENSOLO PATH SECTION**

DESERT CANYON TRAIL: DESERT CANYON TRAIL	
Id	1
NAME	DESERT CANYON TRAIL
LENGTH	6,800
WIDTH	10
ATTACHED	NO
BERM	NO
TRAIL_LOC	NORTH 18 EAST TO N 8TH EAST TRAIL HEAD
EXISTING	YES

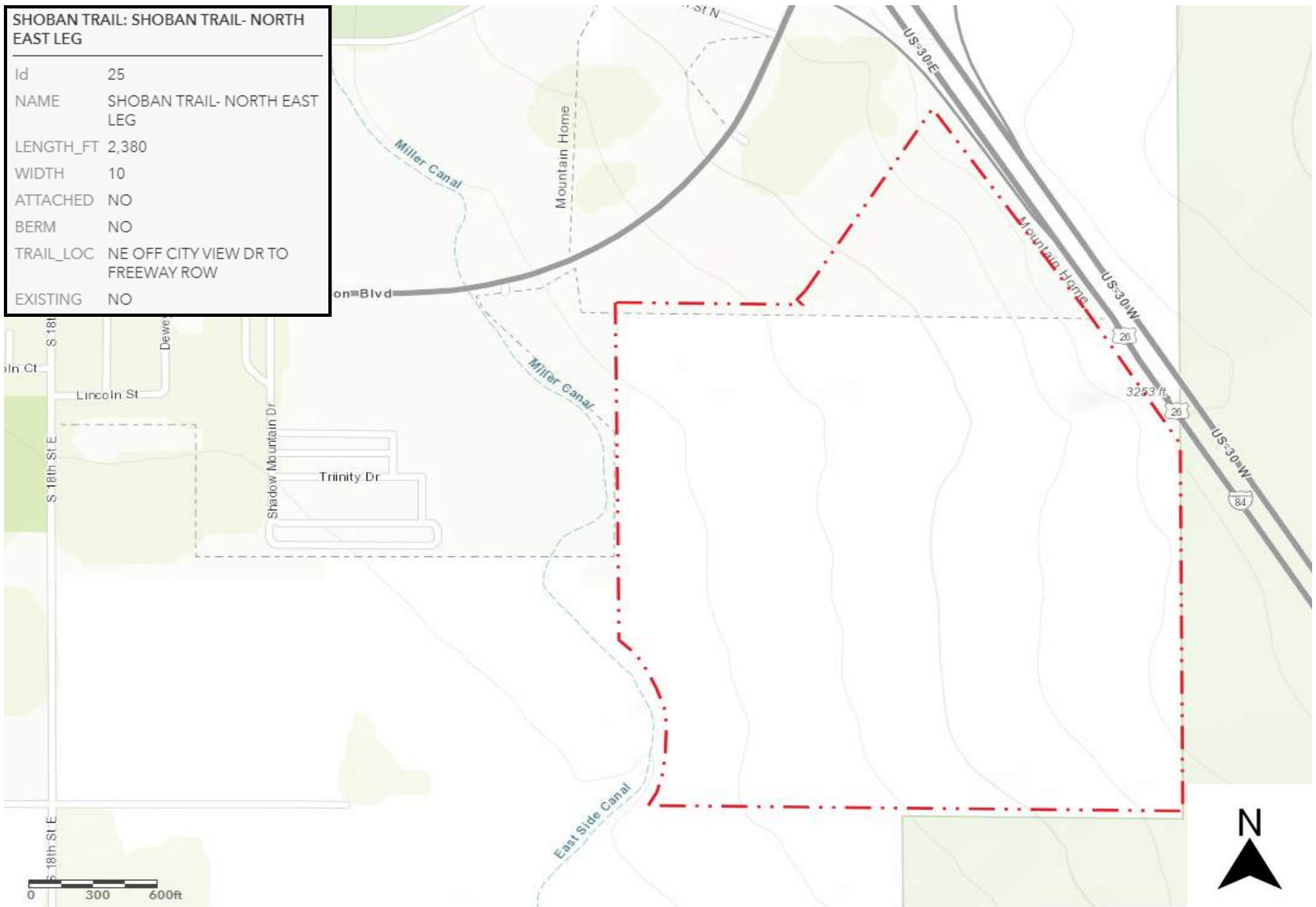


NE CONNECTOR: NE CONNECTION-AMER LEGION	
Id	23
NAME	NE CONNECTION-AMER LEGION
LENGTH_FT	950
WIDTH	6
ATTACHED	YES
BERM	NO
TRAIL_LOC	EAST SIDE AMERICAN LEG TO CITY VIEW
EXISTING	YES



SHOBAN TRAIL: SHOBAN TRAIL- NORTH EAST LEG

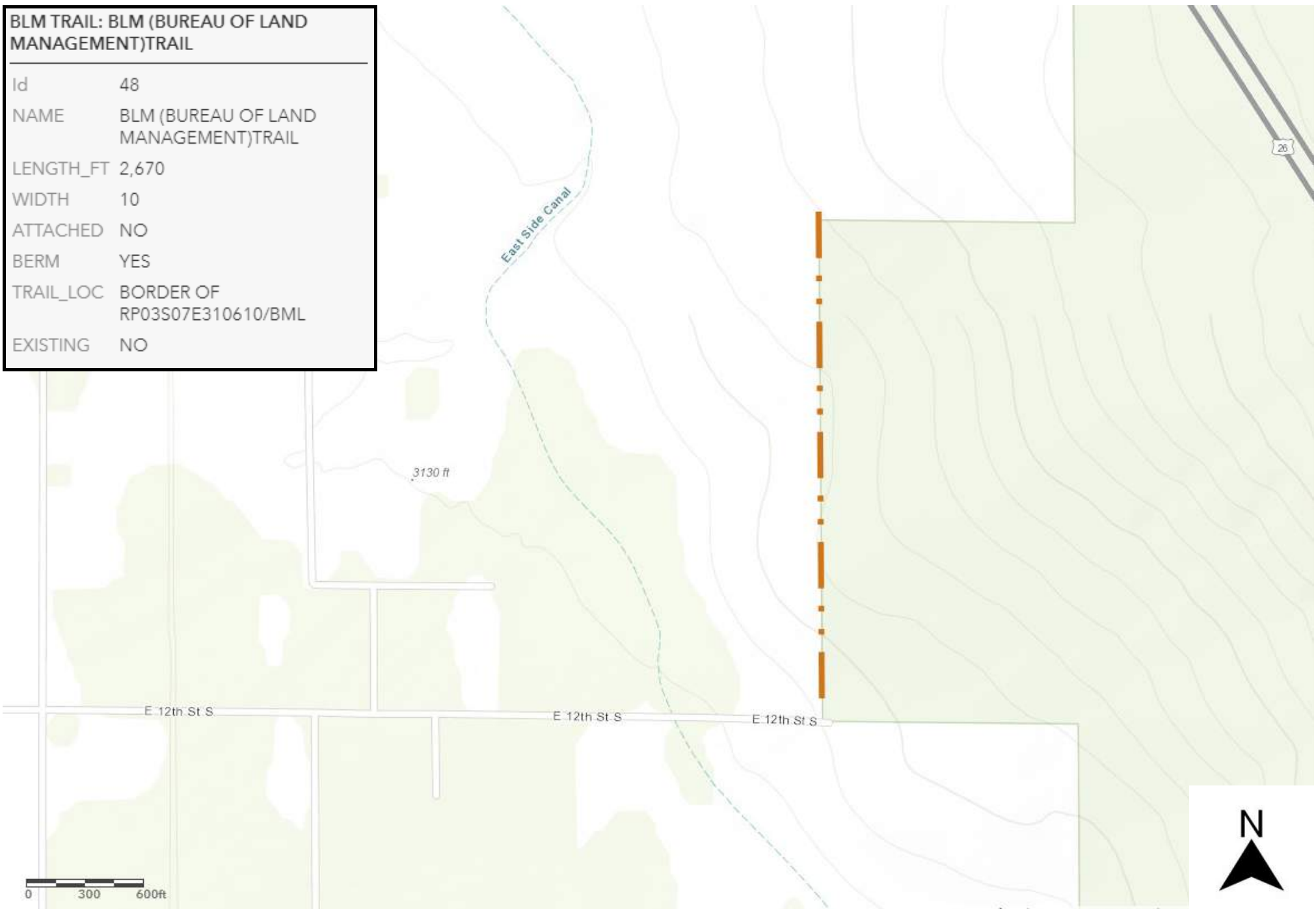
Id	25
NAME	SHOBAN TRAIL- NORTH EAST LEG
LENGTH_FT	2,380
WIDTH	10
ATTACHED	NO
BERM	NO
TRAIL_LOC	NE OFF CITY VIEW DR TO FREEWAY ROW
EXISTING	NO



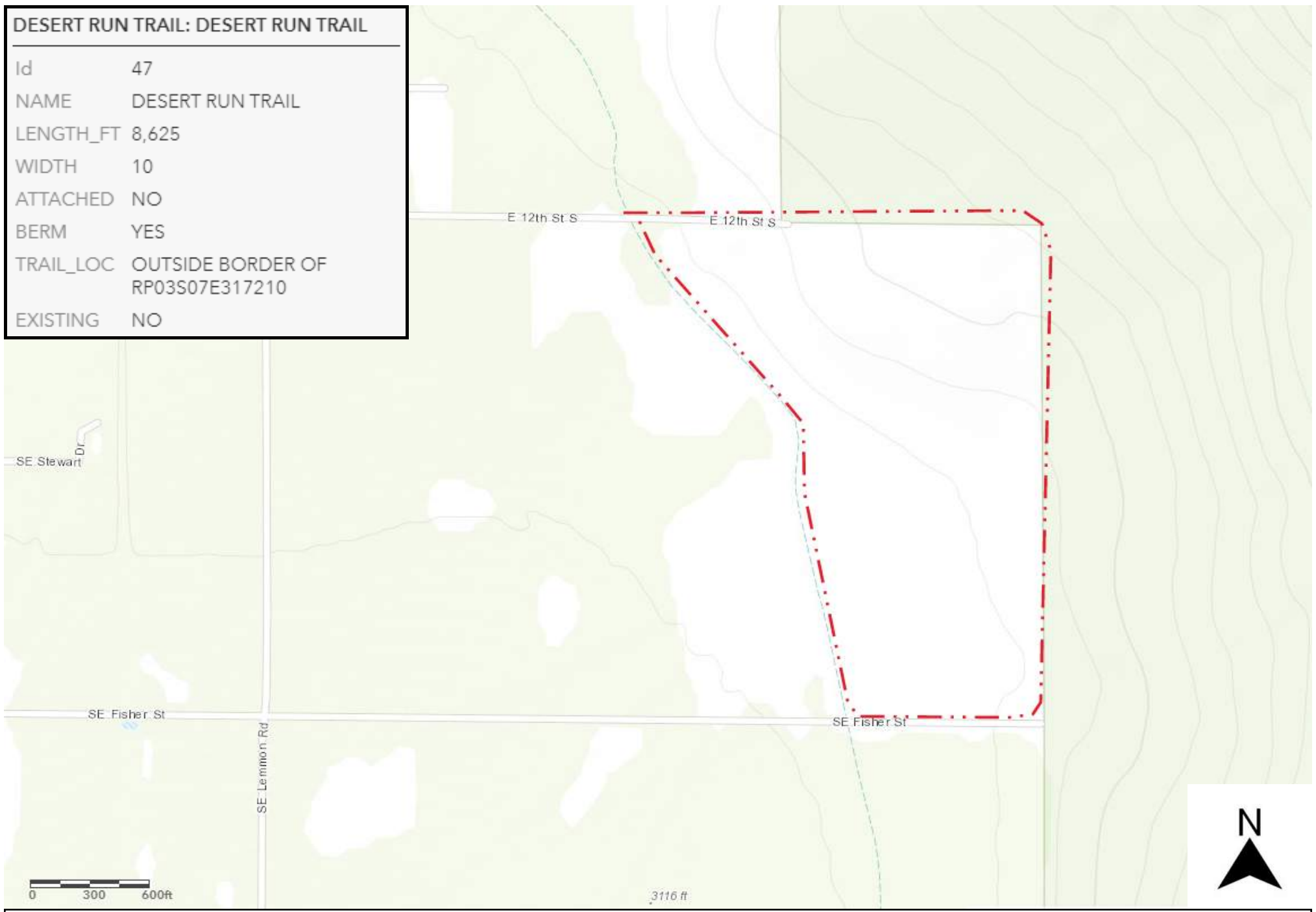
**MASTER PATHWAYS PLAN:
SHOBAN TRAIL SECTION**

BLM TRAIL: BLM (BUREAU OF LAND MANAGEMENT)TRAIL

Id	48
NAME	BLM (BUREAU OF LAND MANAGEMENT)TRAIL
LENGTH_FT	2,670
WIDTH	10
ATTACHED	NO
BERM	YES
TRAIL_LOC	BORDER OF RP03S07E310610/BML
EXISTING	NO



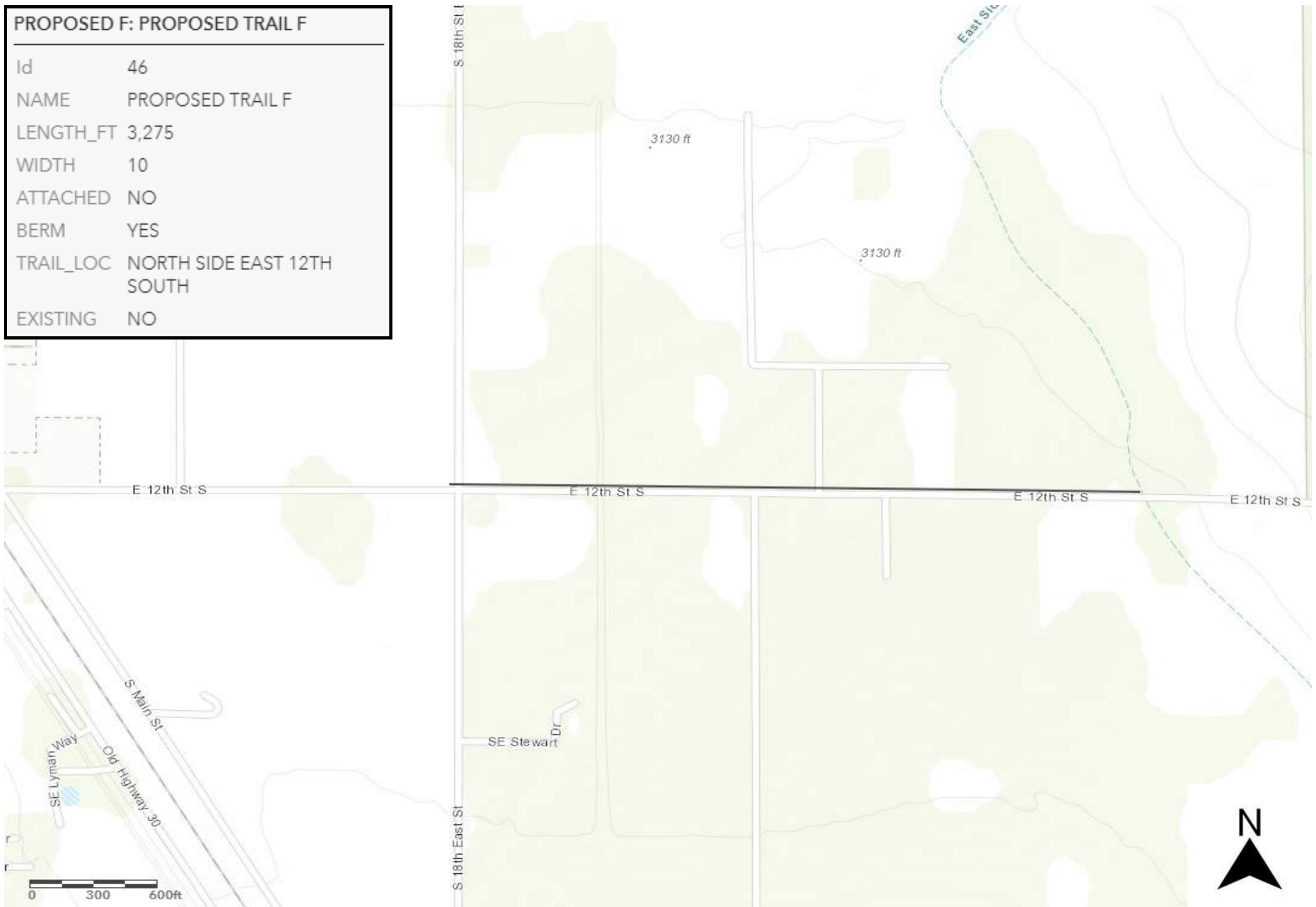
DESERT RUN TRAIL: DESERT RUN TRAIL	
Id	47
NAME	DESERT RUN TRAIL
LENGTH_FT	8,625
WIDTH	10
ATTACHED	NO
BERM	YES
TRAIL_LOC	OUTSIDE BORDER OF RP03S07E317210
EXISTING	NO



**MASTER PATHWAYS PLAN:
DESERT RUN TRAIL SECTION**

PROPOSED F: PROPOSED TRAIL F

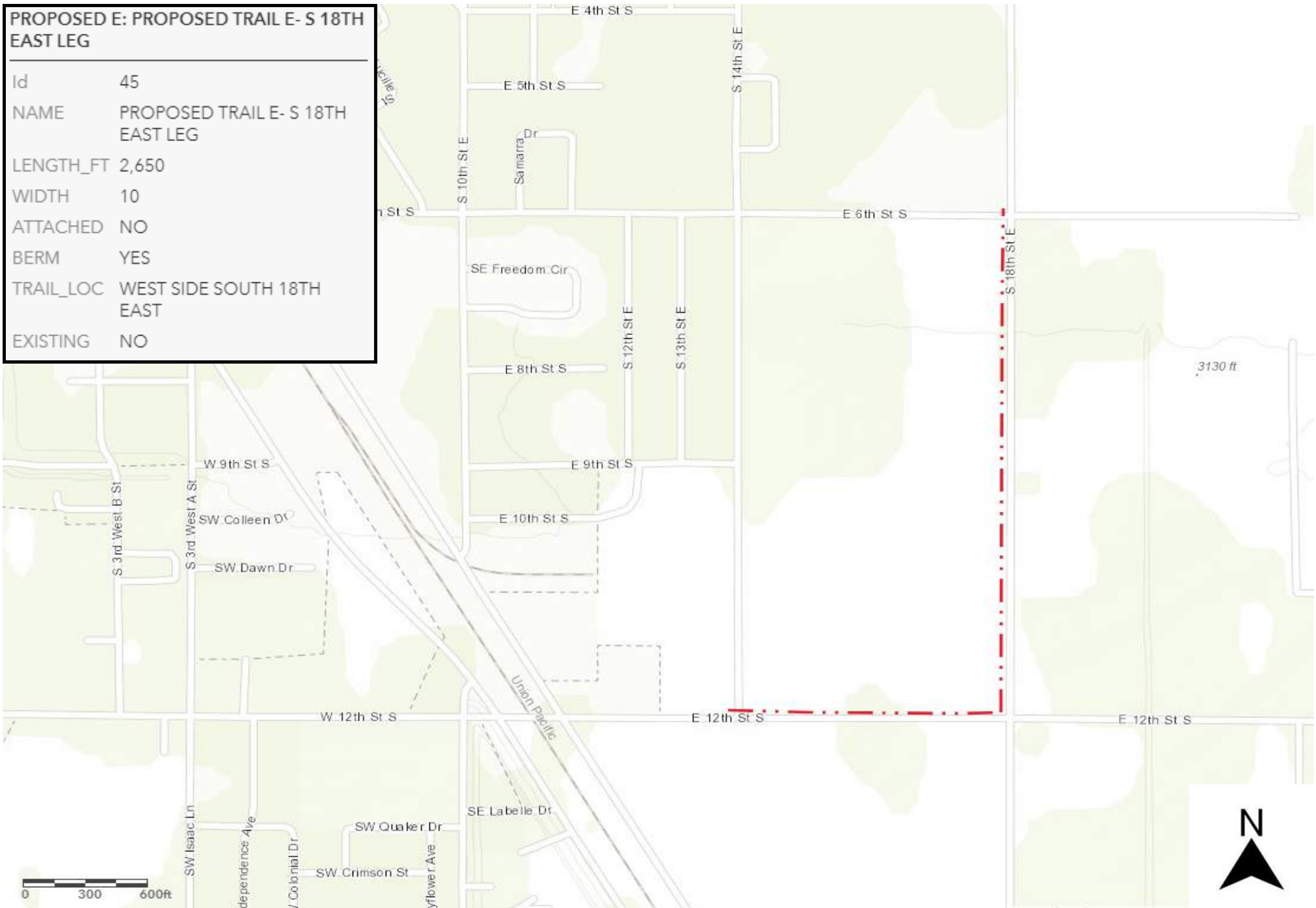
Id	46
NAME	PROPOSED TRAIL F
LENGTH_FT	3,275
WIDTH	10
ATTACHED	NO
BERM	YES
TRAIL_LOC	NORTH SIDE EAST 12TH SOUTH
EXISTING	NO



**MASTER PATHWAYS PLAN:
TRAIL "F" SECTION**

PROPOSED E: PROPOSED TRAIL E- S 18TH EAST LEG

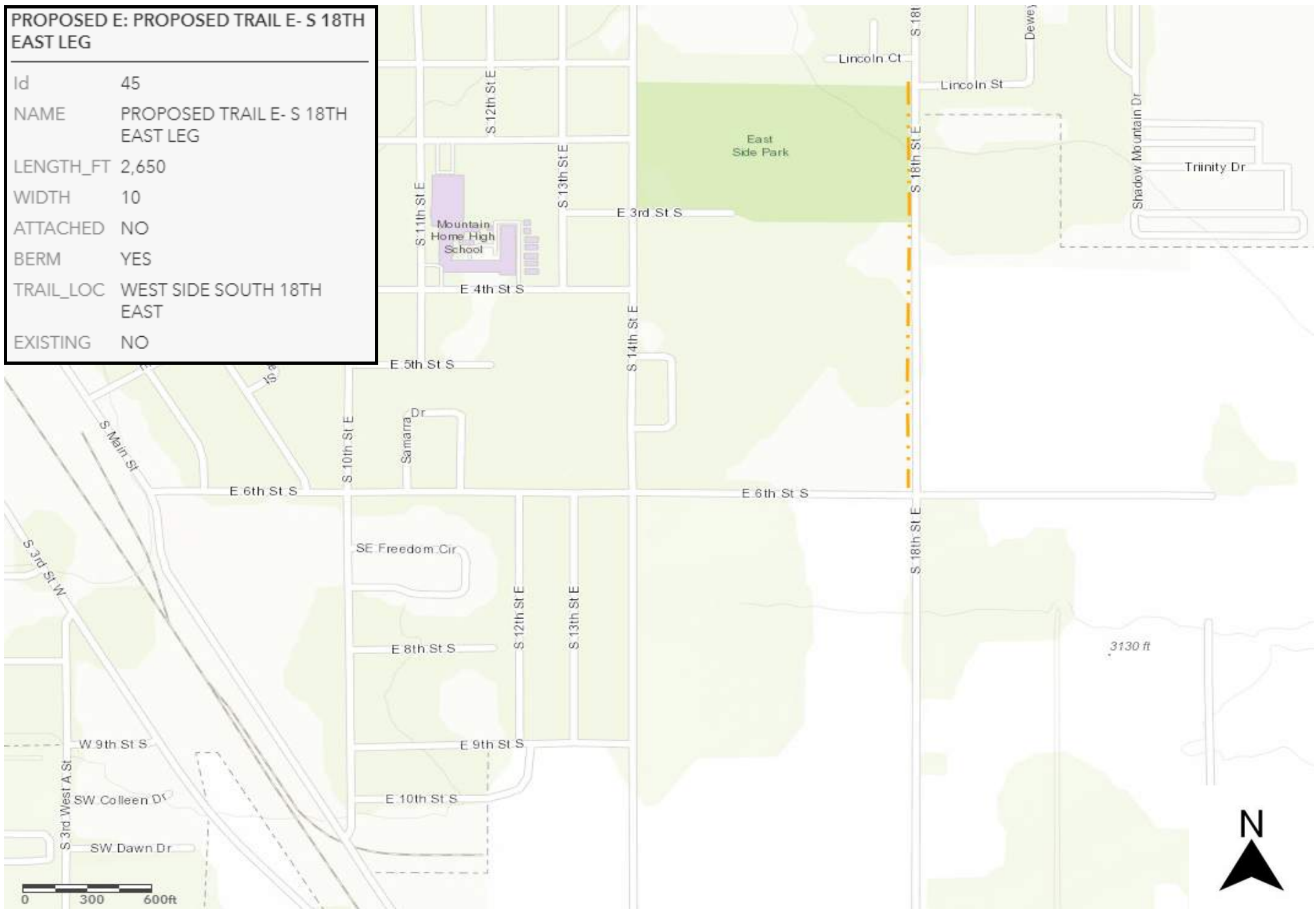
Id	45
NAME	PROPOSED TRAIL E- S 18TH EAST LEG
LENGTH_FT	2,650
WIDTH	10
ATTACHED	NO
BERM	YES
TRAIL_LOC	WEST SIDE SOUTH 18TH EAST
EXISTING	NO



**MASTER PATHWAYS PLAN:
TRAIL "E" SECTION**

PROPOSED E: PROPOSED TRAIL E- S 18TH EAST LEG

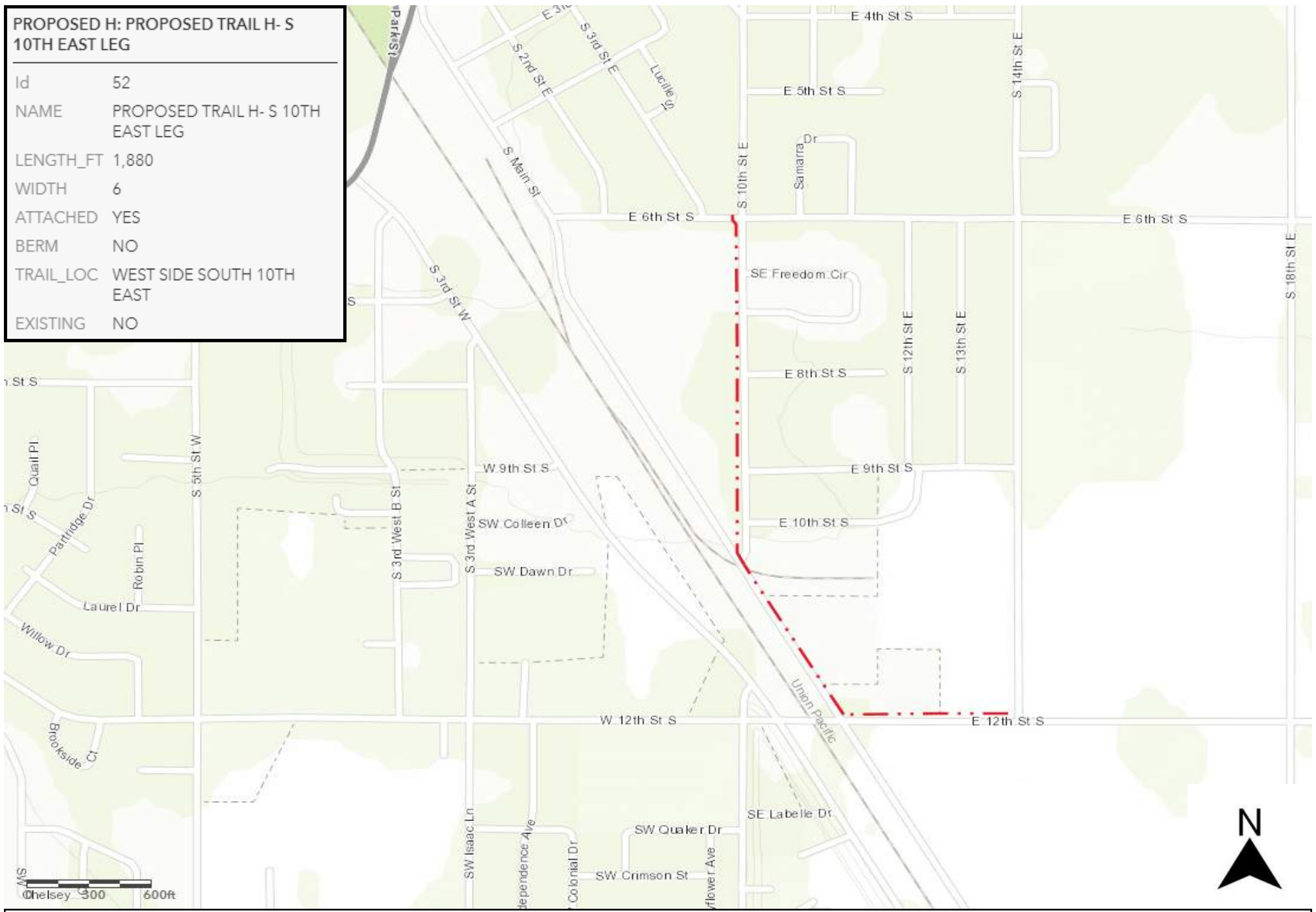
Id	45
NAME	PROPOSED TRAIL E- S 18TH EAST LEG
LENGTH_FT	2,650
WIDTH	10
ATTACHED	NO
BERM	YES
TRAIL_LOC	WEST SIDE SOUTH 18TH EAST
EXISTING	NO



**MASTER PATHWAYS PLAN:
TIGER TRAIL SECTION**

PROPOSED H: PROPOSED TRAIL H- S 10TH EAST LEG

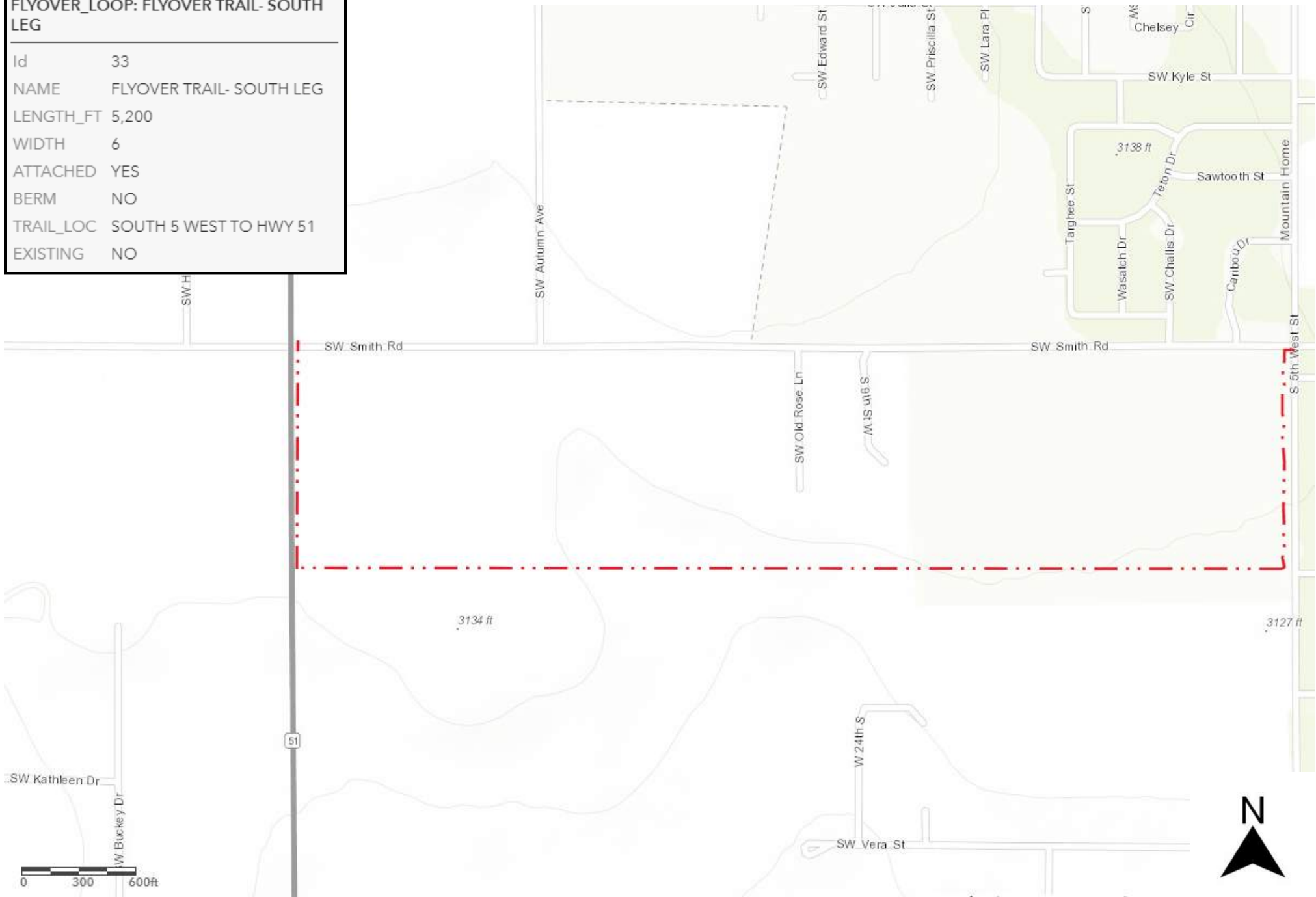
Id	52
NAME	PROPOSED TRAIL H- S 10TH EAST LEG
LENGTH_FT	1,880
WIDTH	6
ATTACHED	YES
BERM	NO
TRAIL_LOC	WEST SIDE SOUTH 10TH EAST
EXISTING	NO



**MASTER PATHWAYS PLAN:
TRAIL SECTION "H"**

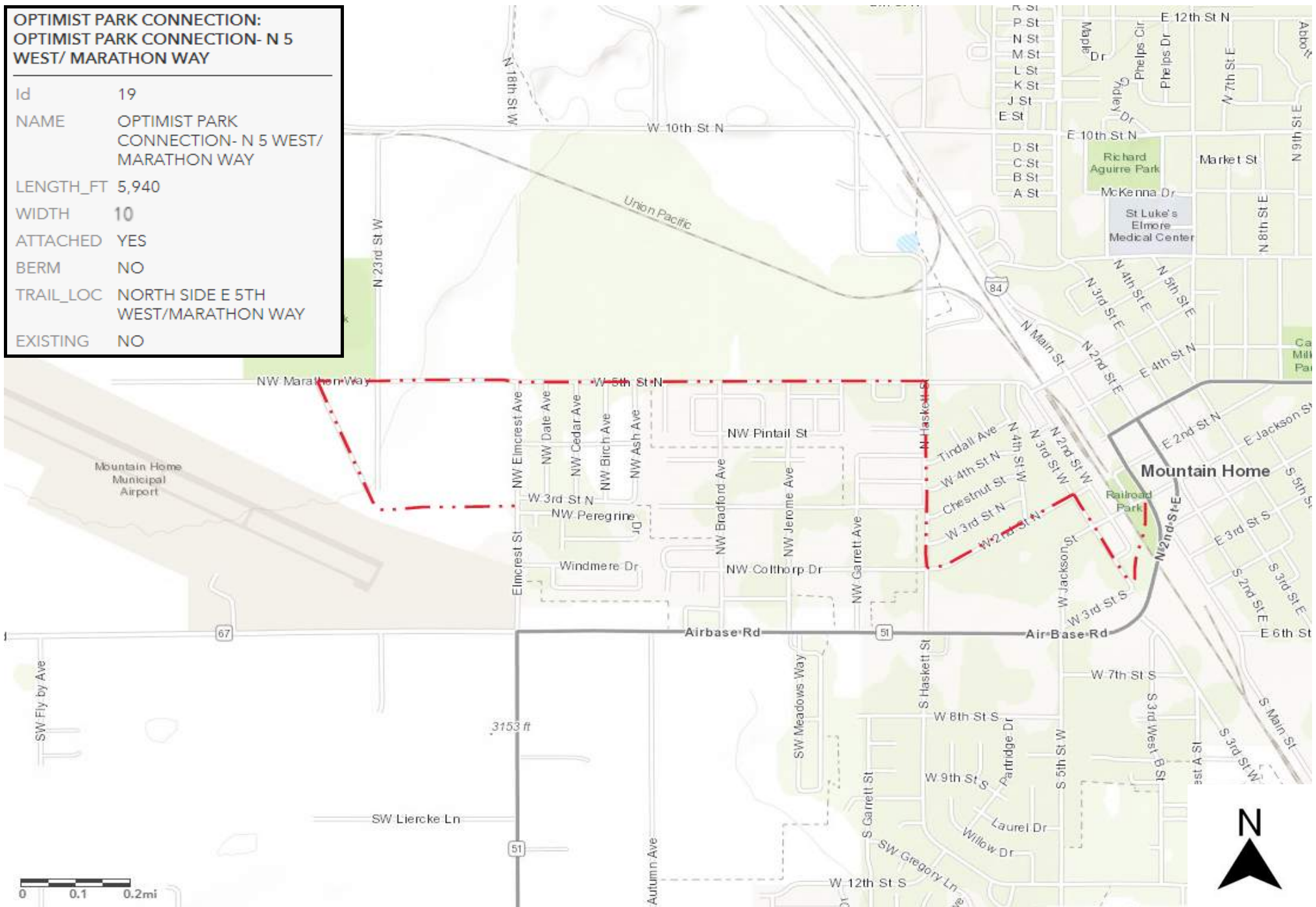
FLYOVER_LOOP: FLYOVER TRAIL- SOUTH LEG

Id	33
NAME	FLYOVER TRAIL- SOUTH LEG
LENGTH_FT	5,200
WIDTH	6
ATTACHED	YES
BERM	NO
TRAIL_LOC	SOUTH 5 WEST TO HWY 51
EXISTING	NO



**MASTER PATHWAYS PLAN:
FLYOVER TRAIL SECTION**

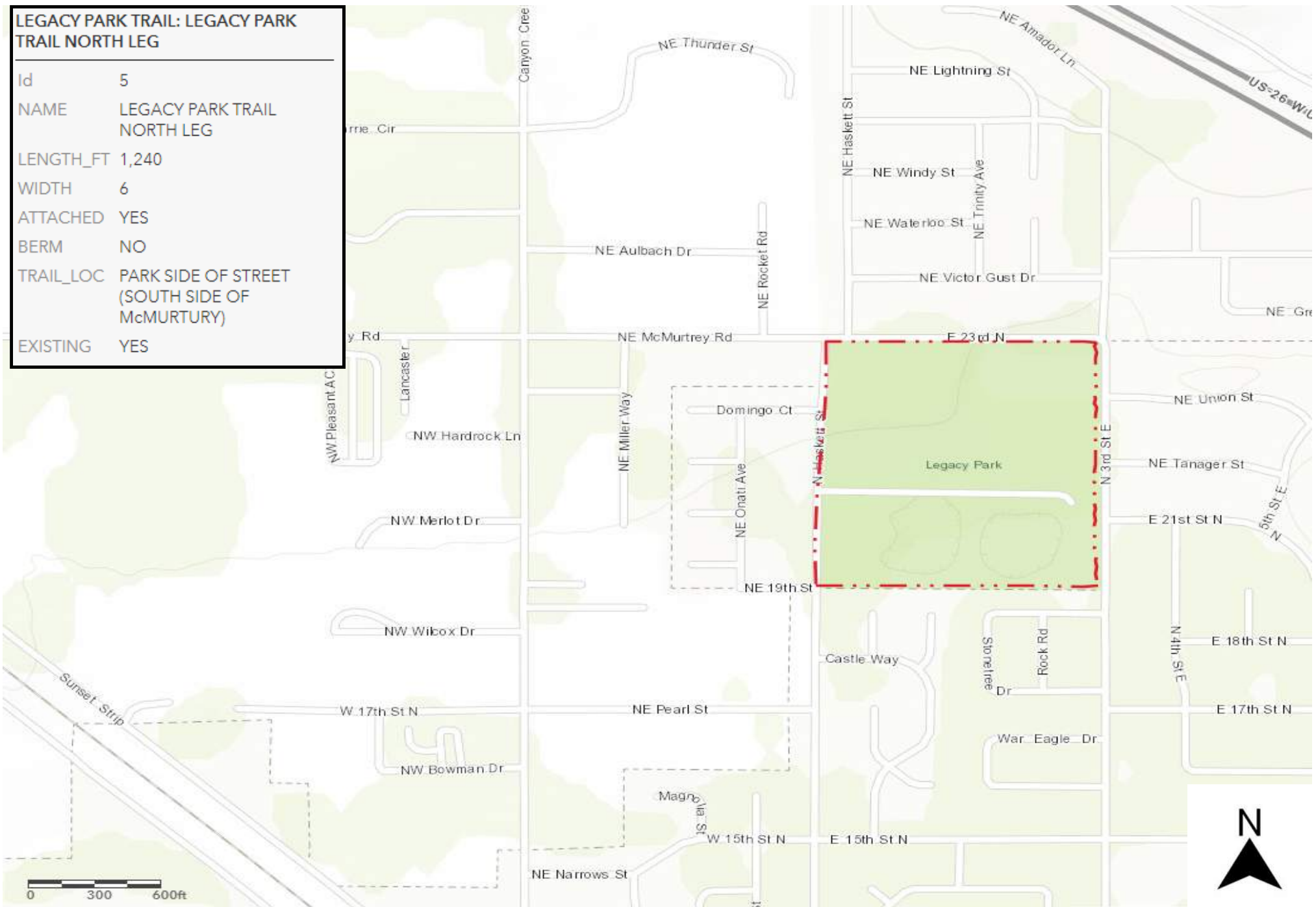
OPTIMIST PARK CONNECTION: OPTIMIST PARK CONNECTION- N 5 WEST/ MARATHON WAY	
Id	19
NAME	OPTIMIST PARK CONNECTION- N 5 WEST/ MARATHON WAY
LENGTH_FT	5,940
WIDTH	10
ATTACHED	YES
BERM	NO
TRAIL_LOC	NORTH SIDE E 5TH WEST/MARATHON WAY
EXISTING	NO



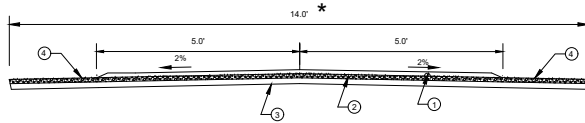
**MASTER PATHWAYS PLAN:
OPTIMIST PARK CONNECTION SECTION**

LEGACY PARK TRAIL: LEGACY PARK TRAIL NORTH LEG

Id	5
NAME	LEGACY PARK TRAIL NORTH LEG
LENGTH_FT	1,240
WIDTH	6
ATTACHED	YES
BERM	NO
TRAIL_LOC	PARK SIDE OF STREET (SOUTH SIDE OF McMURTURY)
EXISTING	YES



TYPICAL TRAIL SECTION



① 2.0" ASPHALT (COMPACTED DEPTH);
MIX TO BE PERFORMANCE GRADED
ASPHALT PG58-28 (REFER TO ITD
SPECIFICATIONS FOR PLANT MIX)

② ROAD BASE

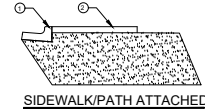
③ PIT RUN SUBGRADE

④ SHOULDER

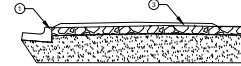
* MAY VARY DUE TO GEOGRAPHIC
LIMITATIONS

APPROVED TRAIL DESIGNS

N.T.S.



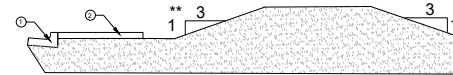
SIDEWALK/PATH ATTACHED



PATHWAY ATTACHED



UNATTACHED PATH W/ SWALE



ATTACHED SIDEWALK/PATH W/ 2' BERM



UNATTACHED PATHWAY W/ 2' BERM

- 1- CURB AND GUTTER
- 2- ATTACHED (OR EXISTING) SIDEWALK/PATHWAY
- 3- TYPICAL TRAIL SECTION

** MAY VARY DUE TO GEOGRAPHIC LIMITATIONS



CONSULT NOTES

**PATHWAY SYSTEM
LAYOUT OPTIONS**
MOUNTAINHOME, ID 83447
CITY OF MOUNTAIN HOME

NO.	DATE	DESCRIPTION

PROJECT NO:	
DWG FILE:	
DRAWN BY:	J. MATTHEWS
CHECK BY:	J. MATTHEWS
SHEET TITLE:	

**PATHWAY
LAYOUT
OPTIONS**

SECTION 5: WORKS CITED

Annarhecht. (2019, October 22). *Car prices are increasing-here's how that can hurt Americans*. CNBC. <https://www.cnbc.com/2019/10/22/car-prices-are-rapidly-increasing-heres-why-thats-bad-for-americans.html>.

Centers for Disease Control and Prevention. Centers for Disease Control and Prevention. <https://www.cdc.gov/>.

City of Mountain Home. *The City of Mountain Home 2020 Comprehensive Plan*. Horrocks Engineers, Boise State University Policy Institute, and University of Idaho Elmore County Extension. 2020. Print.

Mayo Foundation for Medical Education and Research. Mayo Clinic. <https://www.mayoclinic.org/>.

Speck, Jeff. *Walkable City Rules: 101 Steps to Making Better Places*. Island Press, 2018.

9-8-3: ACCESS TO PUBLIC STREET:

Except as otherwise provided for herein by planned unit developments (PUD) and/or the subdivision ordinance, every principal building shall be constructed or erected upon an individual lot or parcel of land which abuts upon a private or public street, unless access is otherwise provided.

- A. Street Right Of Way Improvements: It shall be required, as a minimum, that the street be completed from property line to the centerline of the street and that sidewalk, curb and gutter be constructed according to city standards.
- B. Sidewalk/Curb, ~~And Gutter~~ **And Pathways For** Remodels: Sidewalk, curb, ~~and gutter~~ **and pathway** may be required on remodels, and/or expansion of the land use (see ~~sidewalk ordinance~~ **8-1B-1&2**).
- C. Fire/Garbage Turnarounds: Adequate turnarounds for fire equipment and garbage service shall be provided and approved by the city engineer and fire chief.
- D. Extension Of Time For Completion Of Street, Sidewalk, Curb And Gutter: For individual lot development, outside of a subdivision or PUD, requirements shall not be waived but may be deferred, by written agreement, upon recommendation of the city engineer and approval of the city council when existing improvements are not within three hundred feet (300'); or until such time as an adjacent property is developed with improvements; or an LID is undertaken by the city; or other agreement has been entered into by the city council. (Ord. 1628, 1-12-2015)

9-16-13: DESIGN STANDARDS:

B. Pedestrian Walkways:

1. Walkway Easements: Walkway easements for pedestrians shall be provided where deemed essential to provide circulation or access to schools, playgrounds, shopping areas, transportation or any other community facilities. Walkway easements shall have a minimum width of ten feet (10').
2. Walkway Width: Walkways shall be a minimum of ten feet (10') in width and shall be improved with a concrete walk over the full width of the easement.
3. Sidewalk Required: Sidewalks are required contiguous with the public streets. They shall be a minimum of five feet (5') in width and shall be wider in areas near shopping centers, schools or where pedestrian traffic may warrant a greater width. The sidewalk requirement for the purposes of this chapter shall conform as a minimum to section 8-1B-1 of this code.
- 4. Pathway Required: A pathway is required to be constructed if identified on the most recently adopted Master Pathways Plan. Pathway design shall be per the Master Pathways Plan. The pathway requirement for the purposes of this chapter shall conform as a minimum to section 8-1B-2 of this code.**
- ~~4~~5. Sidewalks And Pedestrian Walkways: Sidewalks shall be required on both sides of the street, except that where the average width of lots, as measured at the street frontage line or at the building setback line, is over two hundred ten feet (210'), sidewalks on only one side of the street may be allowed.