







FINAL REPORT





ABOUT THIS PROJECT

PROJECT PARTNERS



City of Pocatello https://www.pocatello.us/



Community Builders https://www.communitybuilders.org



Team Better Block https://teambetterblock.com/

ABOUT COMMUNITY BUILDERS

Community Builders (CB) is a non-profit dedicated to helping local leaders create strong and prosperous communities in the American West.

CB provides information, analysis, assistance and trainings to support the many people and organizations working to build better places by aligning their community's planning and economic goals.

The goal of the Community Builders' assistance program is to provide communities with the tools and resources to spark meaningful on-the-ground progress, while building local capacity and creating success stories that inspire and inform other places. Information about Community Builders' technical assistance program can be found at: www.communitybuilders.org/how-we-help/community-assistance

ABOUT THIS REPORT

This report is the product of a collaborative effort between the City of Pocatello, Community Builders, Team Better Block and the community.

This report is to be used as a reference to help discuss and inform future streetscaping efforts. Included in the report are strategies and recommended actions for working towards the community's goals for the Terry Street and First Avenue corridors. Some of the actions identified in this report will necessitate further study and collaboration among local partners.

PROJECT FUNDERS

Special thanks to the LOR Foundation, who provided the funding to allow this technical assistance project to happen. Special thanks also to the City of Pocatello for providing the funding needed to build the temporary installments associated with the Better Block Build, and for taking the initiative to address this community project.

ABOUT TERRY FIRST

PROJECT PURPOSE

Great communities have great places, and Pocatello is no exception.

Old Town Pocatello and Idaho State University are central to the fabric of the community. They serve as both economic and social engines for the City and the greater Pocatello region. Old Town is the civic and cultural hub of our community, where we gather to enjoy the company of our neighbors and participate in community life. ISU is a flagship state university, educating over 15,000 students annually.

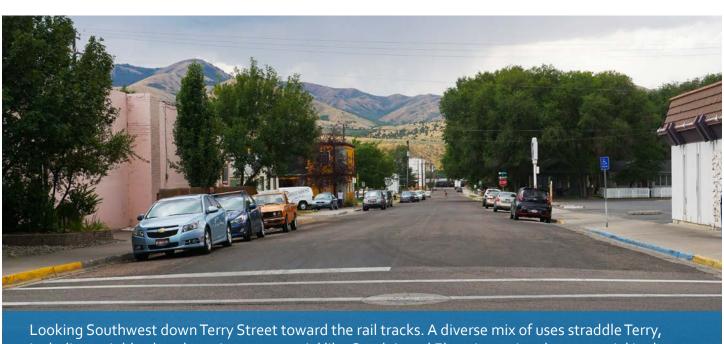
Primary goals for the project included:

- 1. Working directly with citizens, business owners and project partners, helped cultivate a vision for the TerryFirst corridor focusing on street improvements to foster economic development, support appropriate redevelopment, increase bicycle and pedestrian mobility and safety, and strengthen the connection between ISU, the Warehouse District and ultimately Old Town Pocatello.
- 2. Engaging the public using an on-the-ground demonstration project which incorporated concepts of placemaking and tactical urbanism

3. Producing renderings, drawings, and visualization of the TerryFirst corridor

But the future of these places is anything but certain. Many residents and businesses feel the area is falling short of its potential. It can be hard to get to and feels out of the way. There is opportunity to help business thrive. Pedestrians and cyclists feel unsafe on its streets.

Taken together, these realities present important questions about the future. As we grow and change, what can we do to strengthen the connection between Old Town and ISU, making it easier to get between the two? How can we support the redeveloping Warehouse District and encourage more active use by citizens and visitors alike? What role do our streets and land uses play in supporting that connection and bolstering our local economy? The Terry First project was designed to answer these questions and offer a strategy for proactively shaping a place in Pocatello that supports our community while embracing our future.



COMMUNITY ENGAGEMENT

OF BY AND FOR THE COMMUNITY

Terry First was (and remains) a community-driven effort that worked to establish a vision, goals and strategies for the Terry Street / First Avenue corridors, as well as identify the tools, resources and leadership capacity needed for implementation.

The City, Community Builders and the Citizen Steering Committee worked to develop an authentic and robust public engagement process that provided different viewpoints a chance to find common ground and reach win-win solutions. The process was aimed at making it fun to participate and put the community in the driver's-seat.

Citizen Steering Committee (CSC)

At the start of the project, the City and Community Builders partnered with a committee of local leaders from local businesses, non-profits, Idaho State University and government agencies. This committee, dubbed the "Citizen Steering Committee," helped develop and carry out an effective community engagement process in addition to helping get the word out about the project.

The following people are recognized for their participation in the CSC:

Alissa Salmore Idaho Transportation Department

Ben LedfordJonna BooteMyers AndersonIdaho Food Bank

Cheryl Hanson Idaho State University

Cliff Kelly
Pocatello Police Department

Dan Harelson Idaho Transportation Department

Jason Adams Idaho State University Jeff Mansfield City of Pocatello Public Works

Linda Leeuwrik City of Pocatello

Lisa Smith

NeighborWorks Pocatello

*Marjanna Hulet*Community Member

Michelle Butterfield
Southeastern Idaho Public Health

Government Coordinator

Mike Neville

Pocatello Streets Department

Mori Byington
Bannock Transportation Planning
Organization

Penny Pink
Portneuf Valley Brewery

Sophie Freije Southeastern Idaho Public Health

Stephanie Palagi Old Town Pocatello

SPECIAL RECOGNITION TO:

City Leadership:
Brian Blad - Mayor
Heidi Adamson - Council Member
Roger Bray - Council Member
Rich Cheatum - Council Member
Jim Johnston - Council Member
Linda Leeuwrik - Council Member
Beena Mannan - Council Member

Community Leadership:
Kevin D. Satterlee - President Idaho
State University
Laura-Aloha-Young - ISU Art
Department Associate Professor
ISU Art Department
Jason Adams - Campus Facilities
Cheryl Hanson - Campus Facilities
Valerie Davids - Student

Melanie Gygli - Planning Director; Matthew Lewis & Carl Anderson -Senior Planners Jeffery Mansfield - Public Works Director John Banks - Parks & Recreation Director & Staff Tom Kirkman - Streets Superintendent & Staff Mike Neville - Traffic Supervisor & Staff Gary Evans - Land Surveyor (Engineering Dept.) Hannah Sanger - Science & **Environment Administrator** Maggie Clark - Project Manager (Engineering Dept.)

Andy Holmes - Fire Department Logan McDougall - Public Information Outreach Ed Bala - Idaho Transportation Department District 5 & Staff Monty Price & Dan Green -Community Volunteers Earl Coffman - Business Owner Tom Goodwin - Business Owner Sheri Hall - Business Owner Don Aslett - Business Owner Elite Movers - Business Gabriel Sivitz - Vender (Pop-Up Park) Matt Sanger - Vender (Pop-Up Park) Changing Seasons - Donated Landscaping for day of the event All Volunteers and Community Engagement

VISIONING AND ENGAGEMENT ACTIVITIES

Project partners made sure to provide ample opportunity and notice for Pocatellans to participate in this project. Several engagement opportunities were offered to gather input and feedback, including:

- Online questionnaire
- Photo Voice Mapping Activity
- Opportunity Points Mapping Activity
- Community Walk & Talk Meeting
- Community Concept Meeting
- Build a Better Block Volunteering

The project centered around the "Build a Better Block" week, which engaged locals in creating an

on-the-ground demonstration of potential physical improvements for the project. Often referred to as "placemaking" or "tactical urbanism", this aspect of the project incorporated temporary parklets, bikelanes, pedestrian refuge intersections, and street art to give people a sense of how an updated streetscape would function.

More information about the engagement activities and their results can be found in the Appendix to this document.

THE BETTER BLOCK

WHAT IS A BETTER BLOCK?

The Better Block model is an opportunity to deploy a "measure twice cut once" type philosophy in urban spaces. It allows communities to use low cost material as proof of concept or to test a hypothesis about the built environment.

Applying these types of temporary improvements provides a sense of the possible without committing exorbitant sums of funding. Moreover, because of their temporary nature, these types of activities allow communities to learn by experimentation, homing in on final designs before permanent changes are made. This is an opportunity to see what works and what doesn't in our community.

The seeds planted in placemaking efforts often grow into something permanent. Certain types of programming can provide proof of market. Other public realm temporary improvements may serve as tests cases and/ or even generate data that helps communities pursue funding sources for permanent improvements.

This type of project and community-led effort provides an opportunity to engage and empower community members who might not typically participate in a public planning process. Better Block workshops offer a fun and engaging alternative to traditional city hall meetings.

Through participatory workshops, building a better block helps the community generate ideas about how to build on their city's assets to improve public space. Better Block workshops encourage community members to physically make things and place them in their shared environment.

Communities build powerful connections around the shared experience of "making" a vision for the future together.



POCATELLO'S BETTER BLOCK

Between August 22 and 25, 2018, dozens of Pocatellans volunteered their time to build, paint and craft the Terry First Better Block. The result of their effort was a multi-block effort to create safer streets, public spaces and stronger connections between Idaho State University and Old Town Pocatello.

The Better Block consisted of several distinct placemaking improvements spread throughout the Terry Street and First Avenue corridors, as shown below:



LIMITLESS LANE

A limitless lane, a term coined by project partners Team Better Block, is a wide, multipurpose pathway designed to serve people of all abilities—bikers, pedestrians and the mobility impaired. We painted a limitless lane from the ISU quad on Terry and 5th, down Terry Street to First, then down First to the Benton Street overpass. The lane was eight feet wide in most places to accommodate two-way traffic. Painted purple for high-visibility, project partners referred to the lane as "The Purple Path".







The limitless lane stencil applied to the Purple Path.



PARKLET

Pocatello's Better Block included building a parklet in front of the Portneuf Valley Brewery location. A parklet is a temporary, semi-permanent or permanent structure designed to increase public space adjacent to buildings and sidewalks.





POP UP PARK

Citizen's were interested in creating more attractions and destinations within the Terry Street corridor, which help boost economic activity. For that reason, we created a 'pop up park' in the parking lot across from the Museum of Clean and the Portneuf Valley Brewery. Along with the parklet, the pop up park constituted the center of activity for the Better Block build. The park contained interactive games like huge Jenga and rubber band crossbows, along with stalls for entrepreneurs to sell their products.







MURALS

A group of art students from Idaho State University developed three murals, which were hung on the brick building face in the pop up park area. These murals are permanent and add a flash of color to the corridor.







STREET ART AND INTERSECTION CALMING

Visual cues that help motorists understand pedestrians and bikers are using the streets can help reduce the risk of traffic incidents and injury. They can also help bring vibrancy to a place. Pocatello's Better Block included several street art installations and one "dutch intersection" at Terry and First to help direct traffic, and provide extra space for pedestrians to navigate the streets.









BACK-IN ANGLE PARKING

Likely the most experimental aspect of Pocatello's Better Block was the effort to reconfigure parking along First Ave. Currently, parallel parking spots are offered along the east side of the street and a combination of parallel parking and front-in angle parking spots are offered along the west side of the street.

Back-in parking requires that a motorist drive just past the spot they intent to park, then back the car into the spot. When the motorist is ready to leave, they pull directly onto the street rather than backing out of the parking space. The Town of Victor, Idaho created multiple back-in parking spots along their Main Street several years ago. While towns like Victor are using this system effectively, it remains an uncustomary—and to many, uncomfortable—method of parking. As shown in the picture below, this experiment was tricky for many to figure out.





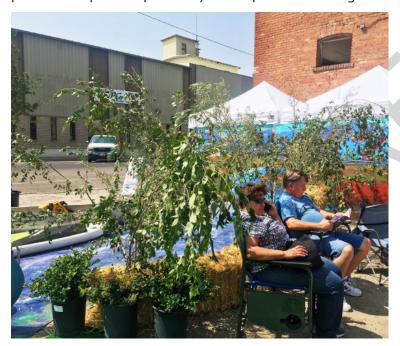






VEGETATION & LANDSCAPING

Vegetation and landscaping is absent throughout most of the corridor, and particularly along First Street. Vegetation was introduced in the pop up park and portions of the limitless lane. Participants and project partners responded positively to the presence of vegetation.





BULBOUTS

A bulbout is a way to extend the sidewalk and create a safer place for pedestrians to cross the road. Located at intersections, bulbouts shorten the distance pedestrians must cross from one side of the street to another. They also make the pedestrian more visible to motorists because they are closer to the street's centerline. The Pocatello Better Block installed two temporary bulbouts at the intersection of 5th and Terry, and based on initial reactions, more may be planned in the future.



RECOMMENDATIONS

Based on the team's observations of people's use of and reactions to the temporary installations incorporated into the Better Block build, this section of the report offers recommendations for enhancing the character and economic development potential of the Terry Street / First Avenue Corridor. The recommendations are designed to accomplish a wide range of community goals, among them:

- Make the most of the public investment in the street and sidewalk infrastructure;
- Enhance appeal, safety, and aesthetics throughout the corridor;
- Encourage private investment that is consistent with community desires; and
- Promote a stronger connection between Old Town and Idaho State University.

The top recommendations directly target these goals, while additional recommendations support these goals and advance related themes and community desires heard during the course of the project.

The recommendations are divided into short-, mid-, and long-term to recognize that urban change does not happen overnight, but that steps can be taken quickly to accelerate the pace of desired change and demonstrate transformation.

SHORT TERM RECOMMENDATIONS

Stripe on street parking. Current parking along the corridor, particularly along First Street, is not well delineated. Striping is cost affordable and will help alleviate any confusion for motorists looking for a place to park. Back-in angle parking is not recommended—instead, parallel parking makes most sense given people's familiarity, common practice in the corridor, and based on traffic estimates. Two striping plans are depicted in the Long-Term recommendations section of this report, as this is an important long-term recommendation as well. Based on feedback and reaction gathered during the Better Block build, these options are presented in a way that would allow the City to test their feasibility before making them permanent.

Buffer/widen sidewalk between parking and building frontages. Wide sidewalks create space for people to gather comfortably, walk and participate in social life. They also provide extra separation between vehicles and pedestrians, increasing safety and separating exhaust fumes from people. Additional space can be provided within the existing right-of-way without compromising lane-width for vehicles, as shown in the schematics later in this report.

Keep the Park. The popup park in the parking lot across from the Museum of Clean could become a destination within the corridor. In the short term, use plants and vegetation like trees, decorative grasses and shrubs to clearly identify the area as a pedestrian space and soften the view. Work closely with the landowner and adjacent property owners to ensure proper permissions and to keep people in the loop regarding this activity. Also, naming the park will give the area "brand" recognition and could be a fun way to engage the community in a "name that park" competition. Continue to program the space by partnering with local businesses and the University to stage fun events to test what the best use of the space could become.

Encourage the Addition of Art. Pocatellans routinely provided feedback throughout the planning phase of this project regarding their admiration of and desire for art within the corridor. The murals on the brick wall in the popup park are a direct extension of this desire. Several other locations within the corridor could play host to art installations, such as several chain link fences and blank building walls. Work with students at Idaho State University and local artists to identify, plan and create art within the corridor.

Install Bulbouts. Bulbouts at 4th and 5th Avenues can be created on a temporary, semi-permanent, or permanent basis. Simple straw wattles were used during the Better Block build at 5th and Terry, which were met with enthusiasm. Work with the Idaho Transportation Department to install pedestrian bulbouts on a more permanent basis, including whether to make them completely permanent using guttering, and concrete and asphalt. Raised rubber bulbouts are an intermediate option between straw and concrete, and are useful to test in the winter months to determine how well they stand up to winter weather conditions.

ISU Logo. The Idaho State University logo at 5th and Terry helps to brand the University's iconic place within the community as well as provide visual cues to drivers that they are in a pedestrian-trafficked area. Working with the Idaho Transportation Department, use all-weather paint to make the logo permanent. Also continue the ISU/Pocatello branding effort along the corridor on existing public infrastructure like retaining walls, fire hydrants, curbs, and sidewalks. Simple paint and stencils are a fast, easy and inexpensive way to apply this identity.

No Dutch Intersection or Angle Parking. Though the Better Block tested both the ideas of a Dutch intersection at Terry and First, and angle parking along First Avenue, based on their performance and reception by the community we do not recommend these elements be made permanent.

Install Water Spigot and Irrigation. First Avenue was built as an industrial street and as it transitions into a destination certain public amenities can aide. Simply installing public water spigots will support and encourage shop owners the ability to beautify with plantings and clean sidewalks and windows. This small investment will inspire co-ownership of the street, which is our biggest public space.

Continue Parklet Experimentation. Parklets are typically applied where narrow or congested sidewalks prevent outdoor seating for businesses, where traffic calming is needed along a busy thoroughfare, where local residents want a small gathering space for neighbors to gather and socialize, or where the community identifies a need to expand public space. Following the Better Block Build, community partners built and deployed several other parklets throughout Pocatello, demonstrating how the City's public spaces could be transformed. Continue with these types of demonstrations to build support for longer-term improvements to the public realm.

MID TERM RECOMMENDATIONS

Add Street Lighting. Lighting helps provide a sense of safety to people at night. It can also help bring awareness to nearby businesses. Several people commented that a current lack of lighting in the corridor makes the area feel unsafe. Lighting can also be used to help accentuate the feel of an area by including decorative elements into the lights themselves. Add decorative lighting at the intersections of Terry and 5th, and Terry and 4th to enhance the feeling of safety and illuminate nearby commercial business.

Add String Lighting. Similar to the above recommendation, string lighting can help provide a sense of safety and illumination. String lighting can also help provide a sense of enclosure and add to the pedestrian feel of an area by hanging overhead.

Modify the City's Zoning Regulations to Create More Opportunity for Private Investment. Zoning regulations shape how our communities are built and where private investment occurs. Communities sometimes have limited understanding of how their regulations impact issues like financial feasibility, affordability, building form and walkability. For example, the buildings that are most unique, like those within the Warehouse District, are often illegal to build under today's zoning regulations. The City has acknowledged that existing zoning regulations present some challenges to achieving the type of development and private investment that there is an expressed interest in seeing happen.

Connect First and Second Avenue for Pedestrians. The Benton Street Bridge is envisioned as better facilitating pedestrian traffic across the rail yard separating ISU from Old Town. Pedestrians will need an obvious and accessible means to connect the bike path along First Street with the future pedestrian improvements along Benton. The City has Right-of-Way along the north side of Benton that connects First and Second. A mid-term goal would be to design and improve this connection to facilitate pedestrian through-traffic.

Stormwater Infiltration in Tree Wells and Planter Stripes. The City has a recent history of incorporating passive stormwater retention/detention features in road improvements, such as the Martin Luther King Boulevard project through the ISU campus. As trees and vegetation features are added throughout the corridor, incorporate impervious surfaces such as grates and softscapes to allow stormwater to drain and filter as an alternative to being directed into the sewer system.



allow stormwater to infiltrate before reaching city sewers.

LONG TERM RECOMMENDATIONS

Street Striping. Striping the street delineates lanes and helps motorists understand where they can expect pedestrians, creating a safer place for walkers and bikers. The two plan-view schematics below depict typical striping plans for both Terry and First Avenue. The Terry Street plan depicts the configuration if the City were to implement the bidirectional path (similar to what was built during the Better Block Build). The cross-section for that plan can also be found on the pages below.

This plan calls for striping parallel parking spaces along the north side of the street. It also calls for a vegetated planter strip along both sides of the street.



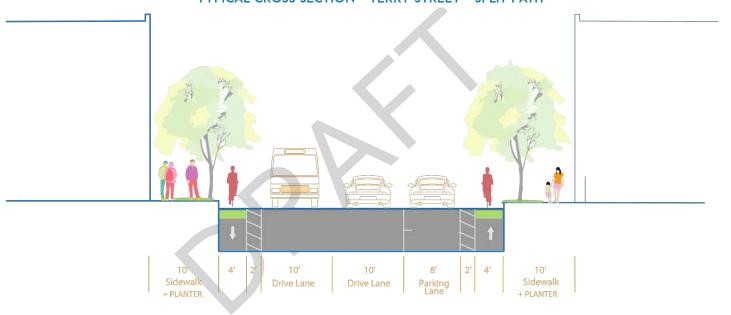
The striping plan more clearly defines parking spaces as well. Current parking along Terry Street is accommodated via parallel parking, but no spacing markers exist. The below image was taken during the Better Block Build and underscores this fact.



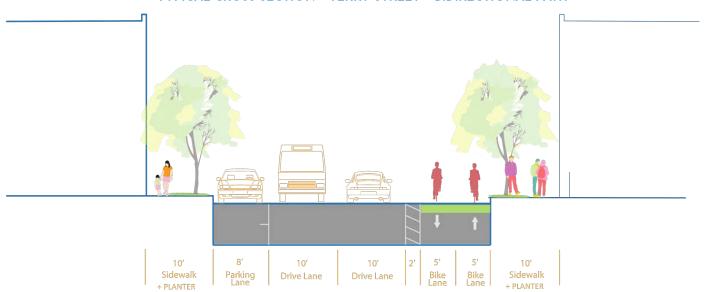
Make "The Purple Path" Permanent. The limitless lane provides a direct and obvious connection between ISU and Old Town, taking pedestrians through an area of the community—the Warehouse District—that is envisioned as a focal point for development. Pedestrian activity is a significant indicator of economic health. The path is both a signal that pedestrians are more welcome in the area and that their safety is a priority—especially those that are younger or less able-bodied.

The path can be made permanent in a couple different ways. The first, and most affordable option, would be to stripe and paint the path within the existing road surface and geometry. In this scenario, City leaders would be wise to heed the input of citizens and choose a different color of paint—orange—that echoes the spirit colors of ISU. A second option would be to build the path to sidewalk level using permanent materials like asphalt and concrete. In this case, the curb would exist by widening the sidewalk and narrowing the road. For Terry Street between 4th & 5th the existing crown of the road would require reconstruction.

TYPICAL CROSS SECTION - TERRY STREET - SPLIT PATH

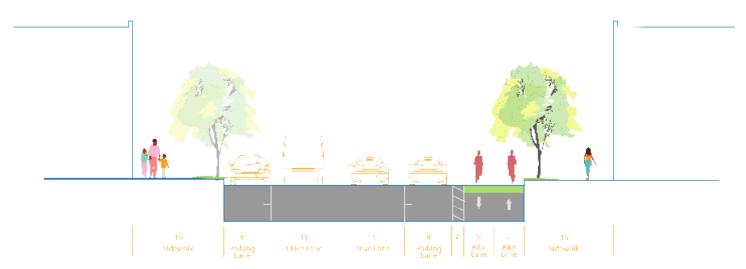


TYPICAL CROSS SECTION - TERRY STREET - BIDIRECTIONAL PATH



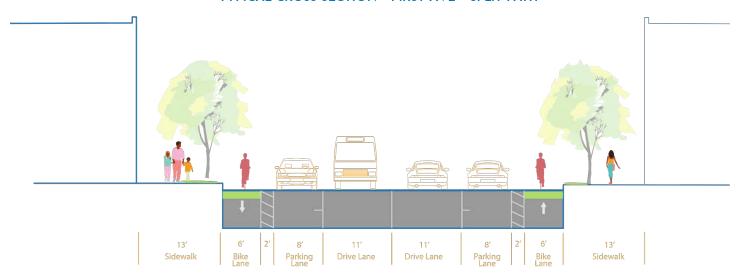


TYPICAL CROSS SECTION - FIRST AVE - BIDIRECTIONAL





TYPICAL CROSS SECTION - FIRST AVE - SPLIT PATH







Expand Housing Choices. Conventional zoning practices (i.e., Euclidean zoning) often regulate neighborhood design by defining a range of allowed densities or dwelling units per acre. Often, these types of regulations present challenges when working to diversify housing choices. In response, a number of communities have moved to "form-based" zoning, which works to ensure that the physical form of a building fits within the context of the neighborhood, while placing less emphasis on regulating things like uses and densities as the scale and form of the building will dictate what can occur inside.

Many people noted that the Warehouse District and Terry Street Corridor are ideal locations for added housing within the community, as they are close to existing amenities like neighborhood-serving commercial, Old Town and the Portneuf River, and are within walking/biking distance of Idaho State. Long-term, the City should explore opportunities to modify its zoning standards to emphasize building form.

Brand the Warehouse District. Many communities throughout the U.S. have had success attracting investment and new development by creating branded districts. The Warehouse District along First Avenue presents and opportunity to develop a branded area within Pocatello. Work with the community and business partners to create a brand for the district as redevelopment occurs, which helps the area stand out as a distinct and destination-worthy portion of the larger Pocatello community.

Enhance the Park. The popup park should be made more permanent by adding to the amenities noted in the short term recommendations (principally trees and vegetation). One opportunity is to incorporate play features that call back to the proximity to the Museum of Clean, as shown in the graphic below. Another would be to involve the community in a design charrette, allowing them to provide input into the longer term design and fundraising for a permanent park in this location.

PARK CONCEPT





Move Forward with Benton Street Improvements. The City worked with students from the Utah State University to address the challenge of moving pedestrians across the Benton Street Overpass—the most obvious and logical pedestrian connection over the rail yard between ISU and Old Town. The report included a concept for a redesigned Benton Street Overpass that includes significant new pedestrian amenities, which would make the crossing much safer. The report notes: "In its existing state, the Benton Street overpass is dangerous for pedestrians. The new Benton Street Bridge will be reduced to two lanes of traffic with a separated twelve foot bike lane and an expanded sidewalk." This configuration would both enhance pedestrian safety even as it conveniently meets existing motor traffic demand.



Artist rendering of a redesigned Benton Street Overpass that includes significant pedestrian sagety upgrades.



Benton Street Overpass in its current state provides little safety for pedestrians.

APPENDIX

PUBLIC ENGAGEMENT SUMMARY

Terry First was first and foremost an opportunity to engage the community in decision making processes. To that end, the Project Team devised a number of engagement opportunities that allowed the greatest breadth of the community to participate. The contents and recommendations of this plan are a direct reflection of the input Pocatellans provided throughout the course of the project.

PUBLIC ENGAGEMENT METHODOLOGY

Project Website. The project team created a website, www.TerryFirst.com, that served as the central hub for communication and updates throughout the project. As of the date of this report, November 2018, the website is still live and serves as an archive for project documents, process and basic information. A rich library containing all the media the project received, details of past events, and the project timeline can be found there.

The website also hosted three separate engagement opportunities that lasted for the duration of the project: Photo Voice Mapping, Opportunity Points Mapping, and Community Questionnaire. Each are described in more detail below.

Photo Voice. Photo voice is all about showing the kind of street Pocatellans think would work best within the Terry Street / First Avenue corridor. People were instructed to find a photo of a street that spoke to them in some way. Whatever it was, if the person liked it and thought it would work well within the Terry Street / First Avenue corridor, they were asked to share it with us. These images could be from within Pocatello, or other communities. They could be images they took, or that they found from other sources.

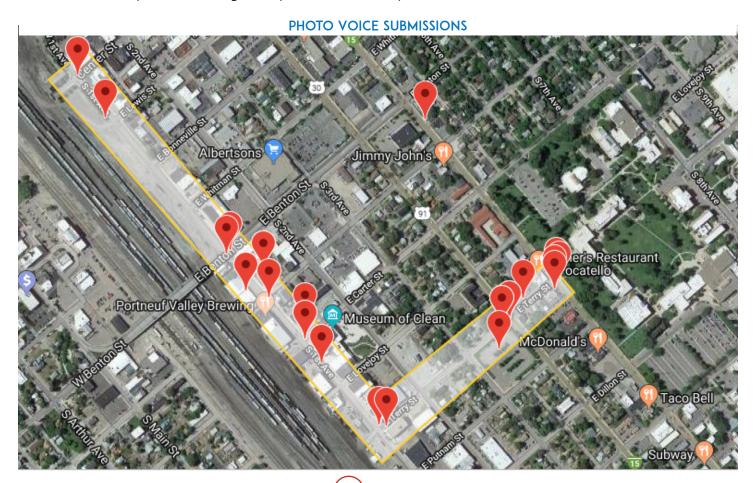


PHOTO VOICE SUBMISSIONS

| Photo Title | Photo Location | User Description | Photo |
|---|-------------------------------------|--|-----------------|
| Ped/bike movement across First & E Center | First and Center | It's a bit tricky to get across Center as a ped/bike user. | |
| Trees and Sidewalk | First and Lewis | The sidewalk ends | |
| Light as Art | Benton Underpass at First Ave | -none provided- | |
| Possible public art mural location? | Benton Underpass at First Ave | Underpass is junky, including prison-like fence style on and under bridge. Streetscape updates and possibly art treatments might help reduce perceived safety issue and encourage pedestrian use, particularly at night. | -none provided- |

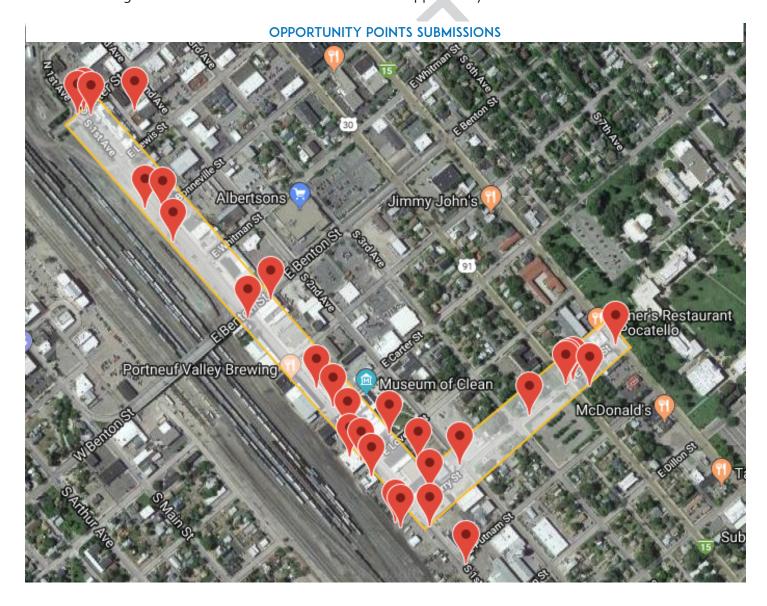
| Photo Title | Photo Location | User Description | Photo |
|------------------------------------|--------------------------|--|-------|
| Mural Competition | Food Bank Building | Pick one (or more) of the large warehouse brick walls and hold a mural competition. Winner gets to paint a mural on that wall! | |
| Possible public art mural location | Across from Food Bank | concrete block wall in city parking lot across from Food Bank bldg | |
| Curb Extension / Bulb out | First and Halliday | Bulb outs (aka curb extensions) could work here, and at really all the other intersections in this area. Bulb outs can be attractive. They shorten the distance between sidewalks (better safety), they are in the 'yellow' area of the street (don't take up parking spaces). And they make pedestrians more visible. I bet they can be done cheaply too. | |

| Photo Title | Photo Location | User Description | Photo |
|---|--|---|-----------------|
| Carousel | First and Carter parking lot / popup park area | Great place for a children's park and a CAROUSEL! | -none provided- |
| Mixed Uses | Throughout corridor | There are many examples of industrial warehouses and buildings that have been renovated to accommodate residential, commercial and light industrial uses. The Terry & First corridor / the Warehouse District needs people living there as well as other activity in order for the area to feel safe to be in. | |
| Old industrial can be a great place to live | Throughout corridor | These old warehouses here can be a great place to live, the pictured example is that of the old rubber company building in Salt Lake City that was renovated and reused but instead of industrial, it became a place to live with commercial spaces on the bottom floor, these wide open buildings provide a very open canvas in which to customize their potential uses. | |
| Nighttime safety? | Throughout corridor | Not sure I'd feel safe walking around here at night - not because of high crime, just because it's deserted. | -none provided- |
| `Gateway' to / from ISU | Terry and 5th | This intersection could use some visual cues and more prominent ped/bike connection between campus and E Terry to encourage use of Terry. | -none provided- |

| Photo Title | Photo Location | User Description | Photo |
|----------------------|----------------------------------|---|-------|
| Painted intersection | First and Terry | Painted intersections with themes appropriate to SE Idaho; slow traffic, enable diagonal crossings, and encourage sidewalk development at four courners. | |
| Foodtruck Rally | ISU parking lot, Terry Street | Weekly Foodtruck rally in the campus parking lot! | |
| Bike Lane | Throughout corridor | need a visible bike lane up and down terry and first. would make the connection between campus and downtown more obvious. this is all done with paint and plastic visibility sticks. cheap but durable! | |

| Photo Title | Photo Location | User Description | Photo |
|----------------------------|--------------------------|--|--|
| -none provided- | 4th and Terry | underpass for pedestrian/bikes under 4th | |
| Pavement-only parking lots | By Elmers parking lot | Dominance of paved parking makes for a poor walking route, and says 'this area is for cars, not people.' This applies throughout project area. | |
| -none provided- | 5th and Terry | underpass for pedestrian/bikes | Late to the second seco |

Opportunity Points. The Opportunity Points mapping exercise allowed people to indicate on a map any place within the Terry Street / First Avenue corridor that they considered an "opportunity point". That could be where they have had a close call and narrowly avoided an accident while walking, bicycling or driving. It could be where they struggled to walk or bike due to the conditions of the sidewalk. Or where visibility is limited due to the presence of vegetation or other sight obstructions. Or something else altogether. It represents a current challenge within the street that would become an opportunity if cured.



OPPORTUNITY POINTS MAPPING

| Title | Location | Description |
|--|------------------------|---|
| First ave to main street | Center and First | The underpass is a very unpleasant walk or bike. I feel a pedestrian overpass needs to be built over the tracks with the streets accessing it from the east (Terry and First) needing to be very walker friendly -big trees and shade- otherwise it will not be used in the summer months. |
| Dangerous Intersection | Center and First | You can only make a right hand turn but cars come out of the underpass fast. |
| Underpass traffic visibility | Center and First | It is very difficult to see traffic coming from the underpass when turning right from S First St. A solution, like a mirror on the traffic island to the NW, to better show when traffic is approaching should greatly improve the safety at this corner. |
| mural wall | Food bank building | there is a very large wall across from the food bank which would make a fabulous mural wall, the art council has been in contact with owners in the past and they have given permission for a mural, the food bank under previous management brought this project to the pocatello art council. |
| Trees and path for shaded pedestrian travel. | First Ave | The south side of the street from Center to Benton is very exposed and unwelcoming. A path with shade trees to its south would greatly aid pedestrian travel. |
| Biking path needed | First Ave | First Ave needs a separated bike facility between benton and Center. |
| More Parking/ Softscape (trees, whatever to buffer RR starkness) and Lots more Angled Parking all along street | First Ave | Maybe angling parking eastward would focus attention away from blight of railroad and toward the buildings and their enterprises? Definitely disguise at least the lower view of railyards in this streththe trains going by may be interesting but looking at the scorched earth/rails of the yards isn't appealing. |
| Access to Benton Street - would be nice for pedestrians to access overpass to get to downtown instead of having to walk to Center St | Benton Overpass | -none provided- |
| Overpass "Identity" Signage | Benton Overpass | The Overpass' structure could serve as the support mechanism for fun and inviting signage. |
| Traffic speeds | First Ave | Vehicle traffic speeds can be fast along S First, while visibility around parked vehicles from Halliday St. to Terry St. can be poor - a hazardous zone for all transportation modes. |
| Sidewalks poor or missing along all of First Ave | First Ave | -none provided- |
| Upper Floor Housing/ Biking accommodations/ eventually add bus routes/ shuttles to campus | throughout corridor | Fill these upper stories with studentsthey don't have as many vehicles, campus is SOOO close and they have Albertson's for grocery shopping. |

OPPORTUNITY POINTS MAPPING (CONT'D)

| Title | Location | Description |
|---|-------------------------------------|---|
| Scary | First and Lovejoy | Scary falling-down building full or reforming drug addicts that park/drive all over the streets making it difficult at times to avoid them and making it feel very unsafe for children and sometimes even adults. |
| Car risk to cyclists | First Ave | Right now the low level of car traffic is great for cyclists, but the angled parking spaces puts cyclists at risk. If traffic increases, parking angles should be rotated for back-in only street parking. |
| Recondition alleyway | Terry, between First and 2nd | There is a loading dock area here that appears to be unused. There is compromised chicken-wire that is failing to block access to the under-side of the dock. The underside of the dock looks like it shelters homeless animals (some of which appear to use toilet paper). This alley is currently very sketchy. |
| Pedestrian bridge to Old Town / City Creek | Terry Street, across railyard | As proposed in the Portneuf River Vision Study - a pedestrian bridge at S First St. and Terry St. to Old Town / City Creek would provide a much friendlier and direct route for pedestrian travel between Old Town / City Creek / SW greenway and the University / NE greenway. |
| Trains are loud and dangerous with the entrances open. | Terry Street, at railyard | The entrances to the bump yard are open and easily accessed by pets and children making this a very dangerous situation all along the tracks. |
| City Vehicle Thoroughfare | First Ave | Many large scale City vehicles (garbage trucks, buses, plows, and other road equipment) use First as a shortcut and they may even have a fueling station there. Perhaps these could be re-routed or slowed down somehow? The angled parking is nice (I like the suggestion it become reversed) but these large vehicles make it dangerous during the daylight. Traffic study might be useful. |
| Sidewalk on the NW of this block is deteriorated. | Terry Street | Sidewalk is unkept and in need of reconditioning. |
| Concentrate Major Efforts on Benton to Terry First and the reach to Center Street | First Ave | The southerly reaches have some tough challenges (contaminates, etc.) and aren't as "connected" to Old Town and the University. |
| Ensure Sidewalks are in Good Condition between University and First | Terry Street | At least on one side of the street. |
| Underpass | Terry and 4th | create a pedestrian/biking under 4th |
| Terry and 4th | Terry and 4th | It is difficult to cross this intersection on Terry in a vehicle because parked cars along 4th block one's view of oncoming traffic. Same for pedestrians, and then oncoming traffic often doesn't stop for pedestrians. |

OPPORTUNITY POINTS MAPPING (CONT'D)

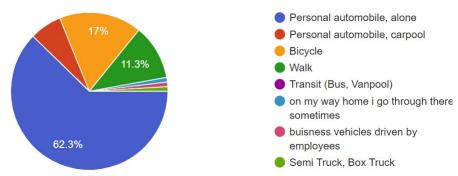
| Title | Location | Description |
|-----------------------|---------------|---|
| Terry and 4th | Terry and 4th | Crossing 4th is hazardous for pedestrians because parked cars block one's view and oncoming traffic doesn't see people wanting to cross. |
| Terry and 5th | Terry and 5th | This intersection is difficult for motorists to turn onto 5th because parked cars block one's view. It is even worse for pedestrians to cross 5th here as many cars don't notice people waiting to cross. |
| Whittier Grade School | Terry and 5th | Whittier Grade School |

Community Questionnaire. 106 people responded to the online questionnaire. The questionnaire was designed to ask people how they use the corridor today, and how they envision the corridor changing over time.

How People Use The Corridor.

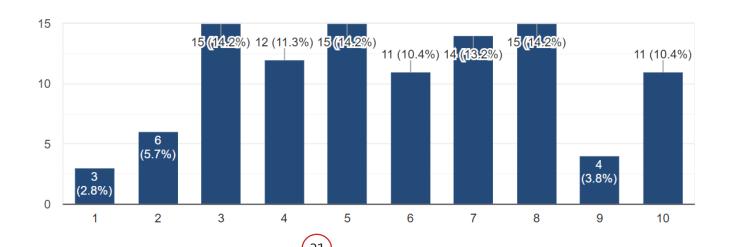
Most people - 53% - who took the questionnaire use the corridor to access businesses. Over 30% live close to the corridor. 16% cross the corridor to get to a further destination. 3.8% of respondents stated they own property within the corridor.

Main Mode of Travel Through The Corridor. The chart below depicts the transportation mode people use to get to and through the corridor.



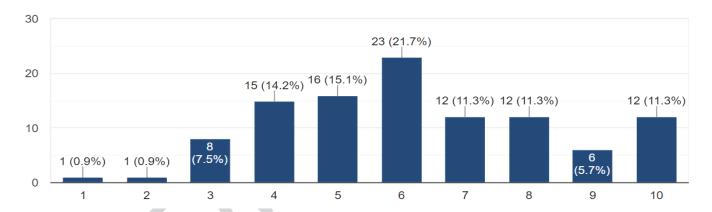
5. Putting yourself in the place of a pedestrian, on a scale of 1 to 10, how safe do you feel walking on the Terry Street corridor? (1 being very unsafe and 10 being very safe)

106 responses



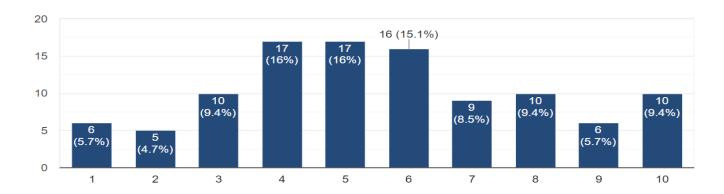
6. Putting yourself in the place of a pedestrian, on a scale of 1 to 10, how easy is it to get around on the Terry Street corridor? (1 being very difficult and 10 being very easy)

106 responses



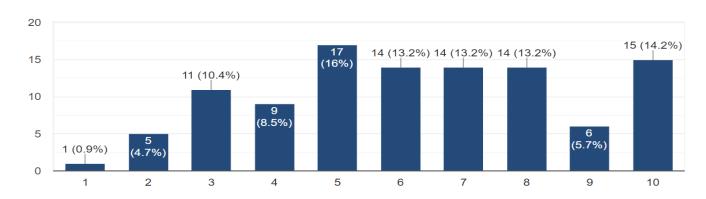
7. Putting yourself in the place of a bicyclist, on a scale of 1 to 10, how safe do you feel riding on the Terry Street corridor? (1 being very unsafe and 10 being very safe)

106 responses



8. Putting yourself in the place of a bicyclist, on a scale of 1 to 10, how easy is it to get around on the Terry Street corridor? (1 being very difficult and 10 being very easy)

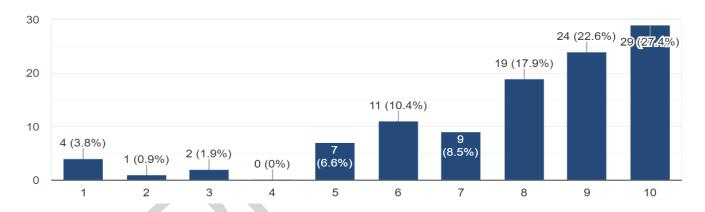
106 responses



9. Putting yourself in the place of a motorist, on a scale of 1 to 10, how safe do you feel driving on the Terry Street corridor? (1 being very unsafe and 10 being very safe)

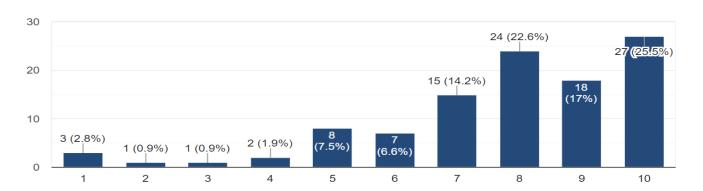
 \Box

106 responses



10. Putting yourself in the place of a motorist, on a scale of 1 to 10, how easy is it to get around on the Terry Street corridor? (1 being very difficult and 10 being very easy)

106 responses



What People Want Out Of The Corridor. The questionnaire asked several questions about what would make Terry St and First Avenue a more desirable place to them. The word-cloud to the right displays the terms most often used. Because of their length, the verbatim responses are not included in this report, but can be accessed by contacting the City.



Community Meetings. The Kick-Off for Terry First was held on July 11th, 2018. That event, called the "Community Walk and Talk" had 93 attendees. Meeting participants engaged in exercises to provide input on assets, challenges, opportunities and hopes for the corridor. Initial concepts and ideas for the Better Block Build were gathered at the July 11 meeting as well. Those concepts were refined at an August 7 meeting, called the Concept Meeting.













