

impact

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Cascade Mobility Team: bicycle and pedestrian counts

AT A GLANCE

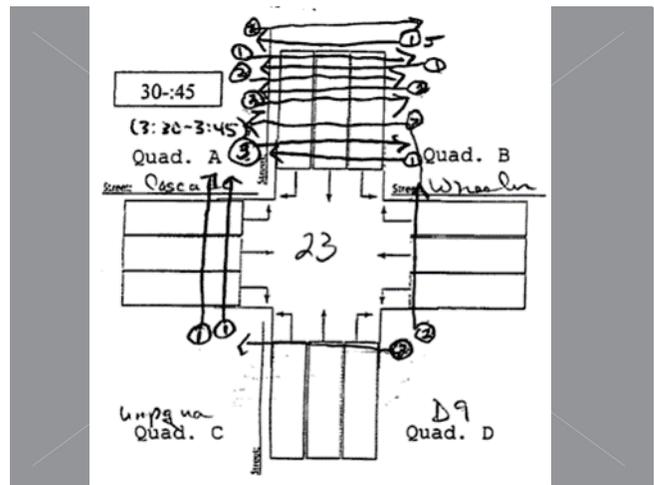
UI Extension collaborated with the Cascade Mobility Team and completed a bicycle and pedestrian count. This study serves the City of Cascade in making bicycle and pedestrian accessibility decisions.

The Situation

Community development projects respond to trends including the desire for residents to live, work and play in walkable and bikeable communities. The City of Cascade has an opportunity to increase multi-modal access to connect community assets including the lake, downtown and Kelly's Whitewater Park. Cascade's population consists of 55 percent of residents over the age of 55 and under the age of 18. These populations have an increased need for transportation options including walking and bicycling. The Cascade Mobility Team was formed in the fall of 2014 through an effort to secure a grant to focus on the improvement of bicycle and pedestrian pathways throughout the City of Cascade. The team came together to apply for funding from the Sonoran Institute to participate in the New Mobility West Planning Grant. Funding was received and a Cascade Bicycle and Pedestrian Plan was completed by Chris Danely with Vitruvian Planning.

Our Response

The Cascade Mobility Team is a group of volunteers including citizens at large and those representing groups and governments such as the Horizons' Lifestyle and Education Team, Cascade Chamber of Commerce, City of Cascade, Idaho State Parks and UI



Data collected on bicycle and pedestrian traffic every 15 minutes for two hours at a time, three times a day, each season in a year.

Extension. Upon the completion of the new mobility west bicycle and pedestrian planning process in 2015, the team completed a manual bicycle and pedestrian street count. UI Extension educator Melissa Hamilton took a leadership role in collaboration with other team members to "take a heartbeat" and accessed current non-motorized users utilizing the Cascade street system. The team took turns manually counting pedestrian activities at main intersections throughout town. They used the National Bicycle and Pedestrian Documentation Project forms and a local data sheet to collect information.

This study has and will continue to help the city in 1) determining bicycle and pedestrian use of city streets and the sidewalk system, 2) securing possible grants or

