



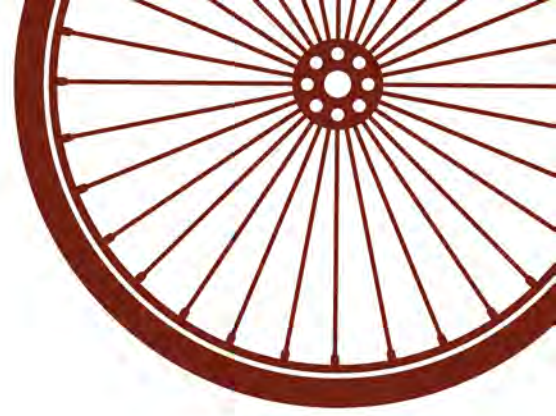
Bannock Transportation
Planning Organization's

MULTIMODAL ACCESSIBILITY GUIDELINES OF THE COMPLETE STREETS POLICY

2025

Policy Board approved on
August 4, 2025

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Vehicle Level of Service (LOS)



Vehicle Level of Service (LOS) is a qualitative measure used in transportation planning and traffic engineering to assess the operational efficiency and quality of traffic flow on roadways. It provides a standardized method for evaluating how well a transportation facility accommodates vehicular traffic.

The Volume-to-Capacity (V/C) Ratio utilizes the travel demand model estimate for traffic on a roadway, and the number of travel lanes and the area type determine the capacity. The ratio describes how drivers perceive the traffic conditions. The planning capacity of each specific road segment is based on service volumes for the travel demand model based on the Transportation Research Board, *Highway Capacity Manual, Seventh Edition*.

Control Delay is used to determine the LOS for intersections. The Transportation Research Board developed the process in the Highway Capacity Manual and through software developed by the McTrans Center. Control Delay can assess the operational performance of roundabouts, signalized, and unsignalized intersections. BTPO uses a software version called Synchro.

Levels of Service	General Description	Traffic Conditions
LOS A LOS B LOS C	Free-flow to moderate traffic	Stable traffic operations
LOS D	Heavy Traffic	Less than stable traffic operations
LOS E	Slow-moving Traffic	Unstable operation with delays and low vehicle speed
LOS F	Severe Congestion	Stop-and-go traffic with very low vehicle speeds

Vehicle LOS Guidelines



Collectors

Levels of Service	General Description	Traffic Conditions
LOS A LOS B LOS C	Free-flow to moderate traffic	Stable traffic operations
LOS D	Heavy Traffic	Less than stable traffic operations
LOS E	Slow-moving Traffic	Unstable operation with delays and low vehicle speed
LOS F	Severe Congestion	Stop-and-go traffic with very low vehicle speeds

BTPO Minimum LOS D

Arterials

Levels of Service	General Description	Traffic Conditions
LOS A LOS B LOS C	Free-flow to moderate traffic	Stable traffic operations
LOS D	Heavy Traffic	Less than stable traffic operations
LOS E	Slow-moving Traffic	Unstable operation with delays and low vehicle speed
LOS F	Severe Congestion	Stop-and-go traffic with very low vehicle speeds

BTPO Minimum LOS E

Bicycle Level of Traffic Stress (BLTS)



Bicycle Level of Traffic Stress (BLTS) is a performance measure used to evaluate how safe and comfortable cycling infrastructure feels for bicyclists under various traffic conditions. The concept is based on how "stressful" a roadway or biking route feels for riders, depending on factors like traffic speed, volume, roadway design, and proximity to motor vehicles.

The methodology was adapted from the Oregon Department of Transportation *Analysis Procedure Manual Version 2* and work by Peter Furth at Northwest University *Level of Traffic Stress LTS Table Version 2.2*. The tables from both versions were evaluated and combined into one set that reflects the experiences of bicycle riders in the region. The characteristics determine the BLTS for a specific road or intersection. The measure categorizes streets and paths into different stress levels, helping cyclists, planners, and policymakers understand which routes are suitable for various types of riders, from beginners seeking safe, low-stress paths to experienced cyclists who feel comfortable on busier roads. Surveys were conducted within the BTPO planning area to further identify whether the aforementioned tables were accurate for the Portneuf Valley. Differences were minimal but where they existed the charts were modified and are included below.

Bicycle Levels of Traffic Stress (BLTS)	General Description
BLTS 1	Little or no traffic stress (All users comfortable)
BLTS 2	Some traffic stress (Adults/Older Children comfortable)
BLTS 3	Medium traffic stress (Experienced riders comfortable)
BLTS 4	High traffic stress (Very experienced riders comfortable)

BLTS Guidelines



Guidelines:

The minimum acceptable BLTS in the BTPO planning area are BTLS 1 (All Users) and BLTS 2 (Adults/Older Children).

- Local engineers, planners, elected officials, and other member agency appointed officials are encouraged to adopt minimum infrastructure design standards in their communities through enforceable ordinance or design standards.
- New construction projects which seek funding in coordination with BTPO may not receive support unless designed to be at least BLTS 1 or 2.
- Reconstruction/redesign of existing rights-of-way or roads which seek funding in coordination with BTPO should be designed to be at least BLTS 1 or 2, however, if project costs due to right-of-way acquisition or utility relocation are found to be justifiably prohibitive, BTPO may support a project if it raises the BLTS above a level which is currently constructed.

The charts on the following pages represent BLTS on various types of facilities in the BTPO planning area based on localized input.

BLTS Guidelines



Mixed Traffic

Bicycles share the lane with vehicles; the street has no dedicated bicycle facility.

Number of Lanes	ADT	Posted or Prevailing Speed (MPH)					
		≤ 20	25	30	35	40	>45
2 way Street <u>Unmarked</u> Centerline	≤ 750	BLTS 1	BLTS 1	BLTS 2	BLTS 2	BLTS 3	BLTS 3
	750 - ≤ 1,500	BLTS 1	BLTS 1	BLTS 2	BLTS 3	BLTS 3	BLTS 4
	1,500 - ≤ 3,000	BLTS 2	BLTS 2	BLTS 2	BLTS 3	BLTS 3	BLTS 4
	> 3,000	BLTS 2	BLTS 3	BLTS 3	BLTS 3	BLTS 3	BLTS 4
1 through lane per direction	≤ 750	BLTS 1	BLTS 1	BLTS 2	BLTS 2	BLTS 3	BLTS 3
	750 - ≤ 1,500	BLTS 2	BLTS 2	BLTS 2	BLTS 3	BLTS 4	BLTS 4
	1,500 - ≤ 3,000	BLTS 2	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4
	> 3,000	BLTS 3	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4
2 through lanes per direction	≤ 8,000	BLTS 3	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4
	> 8,000	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4	BLTS 4
3 + through lanes per direction	Any ADT	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4	BLTS 4

- Frequent commercial driveways: Add 1 BLTS
- For one-way streets, multiply ADT by 1.5

BLTS Guidelines



Striped Bike Lanes/Shoulder- No Parking

Bicycles use a striped bike lane or shoulder with a minimum width of four feet (4') and there is no adjacent roadside parking.

Roadway Characteristics	1 lane per direction			≥ 2 lanes per direction		
	Posted or Prevailing Speed (MPH)			Posted or Prevailing Speed (MPH)		
	≤ 30	35	≥ 40	≤ 30	35	≥ 40
≥ 7' Bike Lane	BLTS 1	BLTS 2	BLTS 3	BLTS 1	BLTS 2	BLTS 3
< 7' Bike Lane				BLTS 3	BLTS 3	BLTS 4
< 5 ' Bike Lane	BLTS 2	BLTS 3	BLTS 3			
5' to 7' Bike Lane	BLTS 1	BLTS 2	BLTS 3			
Frequent bike lane blockage	See "Mixed Traffic Guidelines"					

- Frequent commercial driveways: Add 1 BLTS

BLTS Guidelines



Bike Lanes or Shoulders with Parking

A striped bike lane or shoulder with a minimum width of four feet (4').

Roadway Characteristics	1 lane per direction				≥ 2 lanes per direction			
	Posted or Prevailing Speed (MPH)				Posted or Prevailing Speed (MPH)			
	≤ 25	30	35	≥ 40	≤ 25	30	35	≥ 40
≥ 15' bike lane + parking	BLTS 1	BLTS 1	BLTS 2	BLTS 2	BLTS 2	BLTS 2	BLTS 3	BLTS 3
14' - 14.5' bike lane + parking	BLTS 2	BLTS 2	BLTS 3	BLTS 3				
≤ 13' bike lane + parking or Frequent blockage	BLTS 3	BLTS 3	BLTS 3	BLTS 3				
≤ 14.5' bike lane + parking or Frequent blockage					BLTS 3	BLTS 3	BLTS 3	BLTS 4

- Frequent commercial driveways: Add 1 BLTS

BLTS Guidelines



Protected Bike Lanes

A fixed barrier separates the bike lane from the travel lane.

Number of Lanes	ADT	Posted or Prevailing Speed (MPH)					
		≤ 20	25	30	35	40	≥ 45
2-3	≤ 7,000	BLTS 1	BLTS 1	BLTS 1	BLTS 1	BLTS 2	BLTS 2
	≥ 7,000	BLTS 1	BLTS 1	BLTS 1	BLTS 1	BLTS 2	BLTS 3
4-5	≤ 7,000	BLTS 1	BLTS 1	BLTS 1	BLTS 1	BLTS 2	BLTS 3
	≥ 7,000	BLTS 1	BLTS 1	BLTS 1	BLTS 1	BLTS 3	BLTS 3
6+	Any ADT	BLTS 1	BLTS 1	BLTS 2	BLTS 3	BLTS 3	BLTS 4

- Frequent commercial driveways: Add 1 BLTS
- For one-way streets, multiply ADT by 1.5

BLTS Guidelines



Multi-Use or Sidepath

The bike path is separated from the travelway and shared with pedestrians.
The minimum width of multi-use or sidewalks is 10 feet.

Buffer Width from Vehicle Lane	Posted or Prevailing Speed (MPH)					
	≤ 20	25	30	35	40	≥ 45
≤ 5'	BLTS 1	BLTS 1	BLTS 1	BLTS 1	BLTS 1	BLTS 2
> 5'	BLTS 1	BLTS 1	BLTS 1	BLTS 2	BLTS 2	BLTS 2

- Frequent commercial driveways: Add 1 BLTS

BLTS Guidelines



Intersection Crossing

Number of Lanes	Functional Classification	ADT	Posted or Prevailing Speed (MPH)			
			≤ 25	30	35	≥ 40
≤ 3 Lanes	Local	≤ 1,200	BLTS 1			
	Collector	1,200 - 3,000	BLTS 1	BLTS 1	BLTS 2	BLTS 2
	Arterial	≤ 3,000	BLTS 2	BLTS 2	BLTS 3	BLTS 4
4-5 Lanes	Arterial	≤ 8,000	BLTS 3	BLTS 3	BLTS 4	BLTS 4
	Arterial	> 8,000	BLTS 4	BLTS 4	BLTS 4	BLTS 4
≤ 6 Lanes	Arterial	Any ADT	BLTS 4	BLTS 4	BLTS 4	BLTS 4

- Frequent commercial driveways: Add 1 BLTS
- For one-way streets, multiply ADT by 1.5

BLTS Guidelines



Roundabout

Number of Circulating Lanes	ADT (Sum over all entry legs)	Posted or Prevailing Speed (MPH)
1	< 4,000	BLTS 1
1	4,001 - 6,000	BLTS 2
1	> 6,000	BLTS 3
2 or more	Any	BLTS 4

- For one-way streets, multiply ADT by 1.5
- If a roundabout has 2 circulating lanes over only part of the roundabout, it should be counted as having 2 circulating lanes.

Pedestrian Level of Traffic Stress (PLTS)

Pedestrian Level of Traffic Stress (PLTS) is a performance measure used to evaluate how safe and comfortable pedestrian infrastructure feels under various traffic conditions. The methodology uses the same premise as the Bicycle Level of Traffic Stress (BLTS) and is based on how “stressful” a sidewalk or pathway feels for pedestrians depending on factors like traffic speed, volume, roadway design, and proximity to motor vehicles.

Washington DOT *Design Manual M 22-01-23*, Ada County Highway District *Livability Street Performance Measures*, and the Oregon DOT *Analysis Procedure Manual Version 2*. The tables from all three versions were evaluated and combined into one set that reflects the experiences of pedestrians in the region. The characteristics determine the PLTS for a specific road or intersection. The measure categorizes streets and paths into different stress levels, helping cyclists, planners, and policymakers understand which routes are suitable for various types of users, from beginners seeking safe, low-stress paths to adults who feel comfortable on busier roads. Surveys were conducted within the BTPO planning area to further identify whether the aforementioned tables were accurate for the Portneuf Valley. Differences were minimal but where they existed the charts were modified and are included below.

Pedestrian Levels of Traffic Stress (PLTS)	General Description
PLTS 1	Little or no traffic stress (All users comfortable)
PLTS 2	Some traffic stress (Most Adults/Older Children comfortable)
PLTS 3	Medium traffic stress (Uncomfortable for Some Adults)
PLTS 4	High traffic stress (Uncomfortable for Most Adults)

PLTS Guidelines



Guidelines:

The minimum acceptable PLTS in the BTPO planning area are PTLS 1 (All Users) and PLTS 2 (Adults/Older Children).

- Local engineers, planners, elected officials, and other member agency appointed officials are encouraged to adopt minimum infrastructure design standards in their communities through enforceable ordinance or design standards.
- New construction projects which seek funding in coordination with BTPO may not receive support unless designed to be at least PLTS 1 or 2.
- Reconstruction/redesign of existing rights-of-way or roads which seek funding in coordination with BTPO should be designed to be at least PLTS 1 or 2, however, if project costs due to right-of-way acquisition or utility relocation are found to be justifiably prohibitive, BTPO may support a project if it brings raises the PLTS above a level which is currently constructed.

The charts on the following pages represent PLTS on various types of facilities in the BTPO planning area based on localized input.

PLTS Guidelines

No Sidewalk - Shoulder

Pedestrians walk on street shoulder which is at least three feet (3') wide.

Number of Lanes	ADT	Posted or Prevailing Speed (MPH)			
		≤ 20	25	30	≥ 35
1 through lane per direction (or a 1 lane one-way street)	≤ 750	PLTS 1	PLTS 2	PLTS 3	PLTS 4
	750 - ≤ 1,500	PLTS 1	PLTS 2	PLTS 3	PLTS 4
	1,500 - ≤ 3,000	PLTS 2	PLTS 2	PLTS 3	PLTS 4
	> 3,000	PLTS 2	PLTS 3	PLTS 3	PLTS 4
2 through lanes per direction	≤ 6,000	PLTS 3	PLTS 3	PLTS 3	PLTS 4
	> 6,000	PLTS 3	PLTS 3	PLTS 4	PLTS 4
3 + through lanes per direction	Any ADT	PLTS 4	PLTS 4	PLTS 4	PLTS 4

- Frequent commercial driveways: Add 1 BLTS
- For one-way streets, multiply ADT by 1.5

PLTS Guidelines

5' - 7.5' Sidewalk - No Buffer

Pedestrians walk on a five to seven-and-one-half foot (5' - 7.5') sidewalk which is immediately adjacent to the curb and vehicle travel lane.

Number of Lanes	ADT	Posted or Prevailing Speed (MPH)				
		≤ 20	25	30	35	≥ 40
1 through lane per direction (or a 1 lane one-way street)	≤ 750	PLTS 1	PLTS 1	PLTS 2	PLTS 3	PLTS 4
	750 - ≤ 1,500	PLTS 1	PLTS 1	PLTS 2	PLTS 3	PLTS 4
	1,500 - ≤ 3,000	PLTS 1	PLTS 1	PLTS 2	PLTS 3	PLTS 4
	> 3,000	PLTS 2	PLTS 2	PLTS 2	PLTS 3	PLTS 4
2 through lanes per direction	≤ 6,000	PLTS 2	PLTS 2	PLTS 2	PLTS 3	PLTS 4
	> 6,000	PLTS 2	PLTS 2	PLTS 3	PLTS 4	PLTS 4
3 + through lanes per direction	Any ADT	PLTS 2	PLTS 2	PLTS 3	PLTS 4	PLTS 4

- If sidewalk is complete on only 1 side: Add 1 BLTS
- If sidewalk is incomplete on both sides: Use No Sidewalk - Shoulder Table

PLTS Guidelines

≥8' Sidewalk - No Buffer

Pedestrians walk on eight foot or wider (8'+) sidewalk which is immediately adjacent to the curb and vehicle travel lane.

Number of Lanes	ADT	Posted or Prevailing Speed (MPH)						
		≤ 20	25	30	35	40	45	≥ 50
1 through lane per direction (or a 1 lane one-way street)	≤ 750	PLTS 1	PLTS 1	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
	750 - ≤ 1,500	PLTS 1	PLTS 1	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
	1,500 - ≤ 3,000	PLTS 1	PLTS 1	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
	> 3,000	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
2 through lanes per direction	≤ 6,000	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
	> 6,000	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
3 + through lanes per direction	Any ADT	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4

- If sidewalk is complete on only 1 side: Add 1 BLTS
- If sidewalk is incomplete on both sides: Use No Sidewalk - Shoulder Table

PLTS Guidelines

Sidewalk - Physically Separated

Pedestrians walk on a five foot or greater (5'+) width sidewalk which is separated from the curb and vehicle travel lanes. A roadway shoulder or conventionally striped bicycle lane are not considered physical separations. Examples of physical separations include planting strips, parking lanes, traffic barrier, or separated bicycle lanes.

Number of Lanes	ADT	Posted or Prevailing Speed (MPH)			
		≤ 20	25	30	≥ 35
1 through lane per direction (or a 1 lane one-way street)	≤ 750	PLTS 1	PLTS 1	PLTS 1	PLTS 2
	750 - ≤ 1,500	PLTS 1	PLTS 1	PLTS 1	PLTS 2
	1,500 - ≤ 3,000	PLTS 1	PLTS 1	PLTS 1	PLTS 2
	> 3,000	PLTS 2	PLTS 2	PLTS 2	PLTS 2
2 through lanes per direction	≤ 6,000	PLTS 2	PLTS 2	PLTS 2	PLTS 2
	> 6,000	PLTS 2	PLTS 2	PLTS 2	PLTS 2
3 + through lanes per direction	Any ADT	PLTS 2	PLTS 2	PLTS 2	PLTS 2

PLTS Guidelines

Unsignalized Intersection Crossing of Local & Collector Streets

Number of Lanes	Total Lanes Crossed	Posted or Prevailing Speed (MPH)			
		≤ 25	30	35	≥ 40
No Median Refuge	1 Lane	PLTS 1	PLTS 1	PLTS 2	PLTS 3
	2 Lane	PLTS 1	PLTS 2	PLTS 2	PLTS 3
Median Refuge Present	Maximum 1 Through/Turn Lane	PLTS 1	PLTS 1	PLTS 2	PLTS 3

PLTS Guidelines

Unsignalized Intersection Crossing Arterial Streets

Total Lanes Crossed (Both Directions)	ADT	Posted or Prevailing Speed (MPH)			
		≤ 25	30	35	≥ 40
2 Lanes	≤ 5,000	PLTS 2	PLTS 2	PLTS 3	PLTS 3
	5,000 - 9,000	PLTS 2	PLTS 3	PLTS 3	PLTS 4
	≥ 9,000	PLTS 3	PLTS 3	PLTS 4	PLTS 4
3 Lanes	≤ 5,000	PLTS 3	PLTS 3	PLTS 3	PLTS 4
	5,000 - 9,000	PLTS 3	PLTS 3	PLTS 4	PLTS 4
	≥ 9,000	PLTS 4	PLTS 4	PLTS 4	PLTS 4



About BTPO

Bannock Transportation Planning Organization, commonly referred to as BTPO, has been the Metropolitan Planning Organization for the Pocatello/Chubbuck Urbanized Area since 1982. BTPO is an independent agency operating under a policy board comprised of local elected and appointed officials. The Policy Board receives advice from a panel of subject matter experts including local planners, engineers, department administrators, and others.

A Metropolitan Planning Organization (MPO) is an agency created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000.

MPOs across the USA are tasked to create a forum for regional transportation decisions to ensure that federal transportation monies create the most impact on the system as a whole, to evaluate transportation alternatives, to develop a transportation improvement plan that is financially constrained, and to involve the public.

In addition to the required performance-driven planning documents, BTPO assists the member agencies with transportation planning with things like corridor plans, traffic counts, thoroughfare plans, access management guidelines, transportation impact analysis guidelines, complete streets policies, bicycle/pedestrian plans, etc.

Appendix:

Multimodal Accessibility Guidelines

01

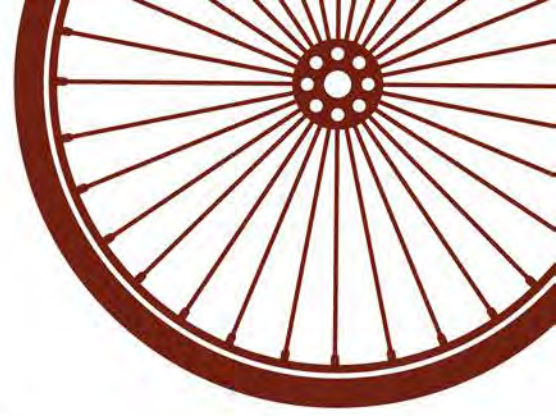
Methodology

05

Primary Survey

34

Follow-up Survey Results



Methodology:

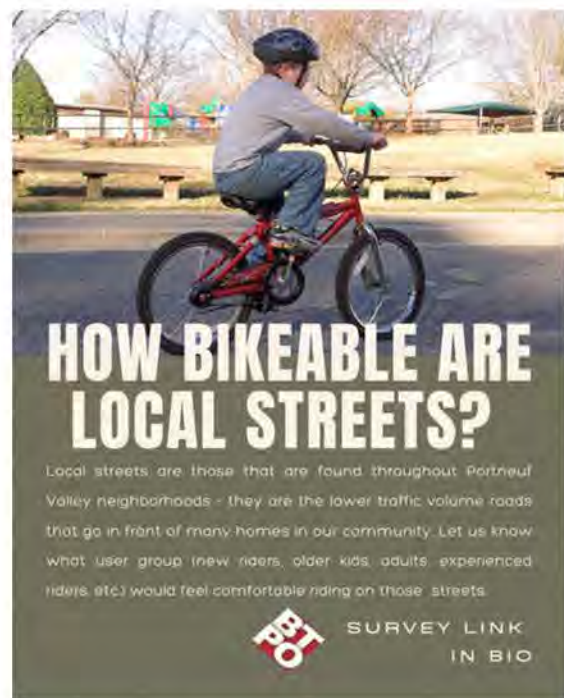
Surveys

A primary survey was conducted from the afternoon of April 10, 2025, through the morning of May 6, 2025, on BTPO's public engagement website. The survey contained multiple choice questions and respondents were asked to evaluate representative simulations of various types of streets, traffic volumes, and modes of transportation (software called "*Beyond Typical's*") and to provide feedback about which type of user was best suited for the scenario. The representative simulation was in GIF format that played on repeat for approximately 10 seconds each. A link was posted numerous times on BTPO's social media pages as posts and stories (Facebook and Instagram) and the posts were promoted to the region. Additionally, member organizations and community groups were tagged and encouraged to share the post. Following posting, BPTO emailed its contact list with the survey and encouraged contribution. The survey was shared on a sandwich board at a local community event called the "Portneuf Valley Environmental Fair".

There were 177 survey responses but when IP addresses were evaluated, there were 4 instances of the same IP address having taken the survey multiple times (one IP address took the survey 10 times). Upon evaluation of response and IP addresses, in instances where either responses were within a minute or two from another, or when responses were given from the same IP address multiple times, only the first response was kept, and the rest were not considered in the final analysis. In instances when answers from the same IP address were different in substance and/or in time from one another, responses were kept. After filtering, 155 responses were analyzed. The questions, including certain demographic information, along with a snapshot from each GIF, and the results are presented in following pages.

After analyzing the results, BTPO staff determined that although the data behind Question 1 was accurate in building its simulation, the scenario that it played of bikes passing each other while cars drive and cars are parked on the street by was not a true representation of what occurs throughout the day in local streets in the Portneuf Valley. A new single question secondary survey (in the same format as the primary survey) was conducted and published on BTPO's public engagement website on the morning of May 6, 2025, and it was shared on BTPO's Facebook page, again tagging member agencies and community groups.

The survey was open for 8 days and it was advertised on BTPO's social media pages with a link to the organization's public engagement website survey. There were 23 responses. The questions, including certain demographic information, along with a snapshot from each GIF, and the results are presented on following pages.



Examples of the social media posts used to promote the surveys

Issue with Mixed Traffic, no striping, scenarios (Both Surveys): Respondents to both surveys indicated results to the representative simulation which were not expected based on the charts. After BTPO staff discussed the results with the Technical Advisory Committee and others, a decision was made to keep the BLTS in the Portneuf Valley the same as the published standards; Staff and the Committee believe that there was either a misunderstanding in the described scenario or with the simulated concept. This question may be explored in the future to determine actual community results through other types of community validation.

Survey Results:

Primary Survey

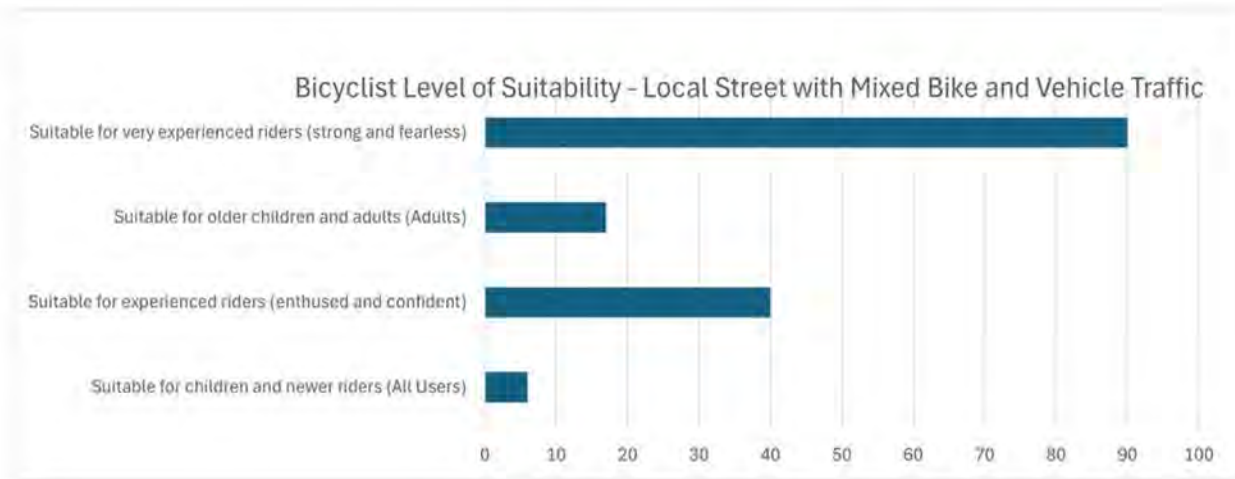


Question #1:

“Local Street Mixed Bicycle and Vehicle Traffic: Two lane road with no centerline striping. The vehicle speed is 25 MPH, with 1,500 vehicles per day using the road. Bicycles and vehicles share the same space on the road.”



	BLTS- Local Street with Mixed Bike and Vehicle Traffic	# of Responses	
Suitable for children & newer riders (All Users)	1	6	3.9%
Suitable for older children & adults (Adults)	2	17	11.1%
Suitable for experienced riders (Enthusied & Confident)	3	40	26.1%
Suitable for very experienced riders (Strong & Fearless)	4	90	58.8%
	Total # of Responses	153	



Findings:

Expected BLTS (Based on Chart): 1

Actual Results: 4

Survey Results:

Primary Survey



Question #2:

“Collector Street with bicycle lanes and parking: Two-lane road with centerline striping. The vehicle speed is 30 MPH, and there are 3,000 vehicles per day using the road. Bicycles have 5-foot bicycle lanes.”



	BLTS- Collector Street with Bike Lanes & Parking	# of Responses	
Suitable for children & newer riders (All Users)	1	5	3.2%
Suitable for older children adults (Adults)	2	57	36.8%
Suitable for experienced riders (Enthused & Confident)	3	79	51.0%
Suitable for very experienced riders (Strong & Fearless)	4	14	9.0%
	Grand Total	155	



Findings:

Expected BLTS (Based on Chart): 1

Actual Results: 4

Survey Results:

Primary Survey

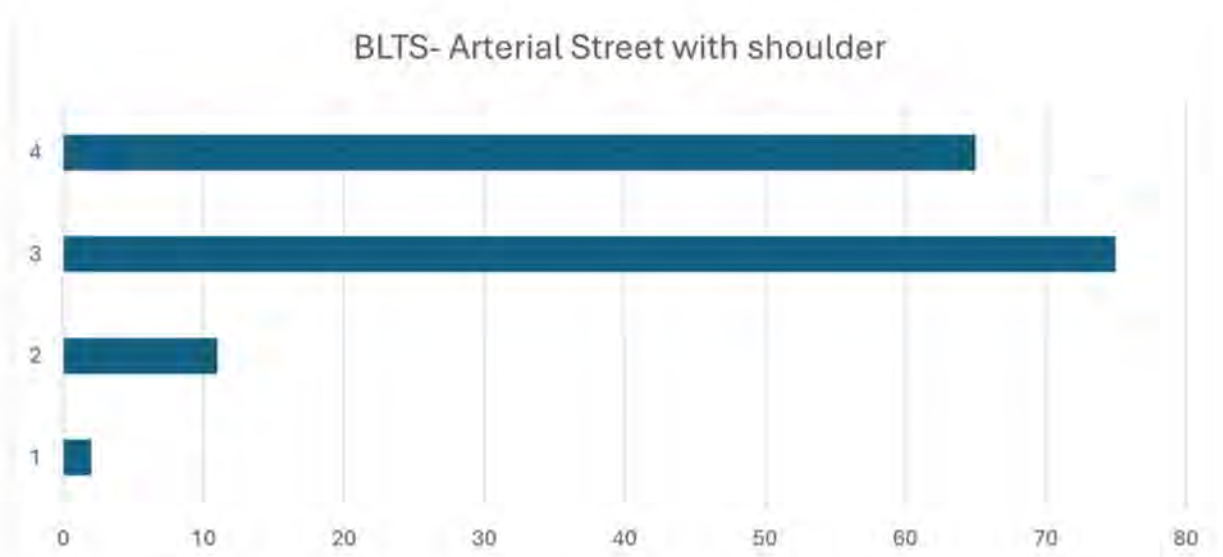


Question #3:

“Arterial Street Mixed Bicycle and Vehicle Traffic: Four lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 MPH, with 24,000 vehicles per day using the road. Bicycles and vehicles share the same space on the road.”



	BLTS- Arterial Street Mixed Bicycle and Vehicle Traffic	# of Responses	
Suitable for children & newer riders (All Users)	1	3	2.0%
Suitable for older children & adults (Adults)	2	1	0.7%
Suitable for experienced riders (Enthusied & Confident)	3	16	10.5%
Suitable for very experienced riders (Strong & Fearless)	4	132	86.8%
	Grand Total	152	



Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 4

Survey Results:

Primary Survey



Question #4:

“Arterial Street with shoulder: Two lane road with centerline striping. The vehicle speed is 45 MPH, with 24,000 vehicles per day using the road. Bicycles use a four-foot striped shoulder with no buffer or on-street parking.”



	BLTS- Arterial Street with shoulder	# of Responses	
Suitable for children & newer riders (All Users)	1	2	1.3%
Suitable for older children & adults (Adults)	2	11	7.2%
Suitable for experienced riders (Enthusied & Confident)	3	75	49.0%
Suitable for very experienced riders (Strong & Fearless)	4	65	42.5%
	Grand Total	153	



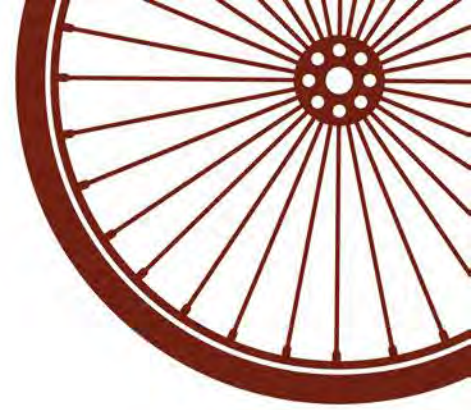
Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 3

Survey Results:

Primary Survey

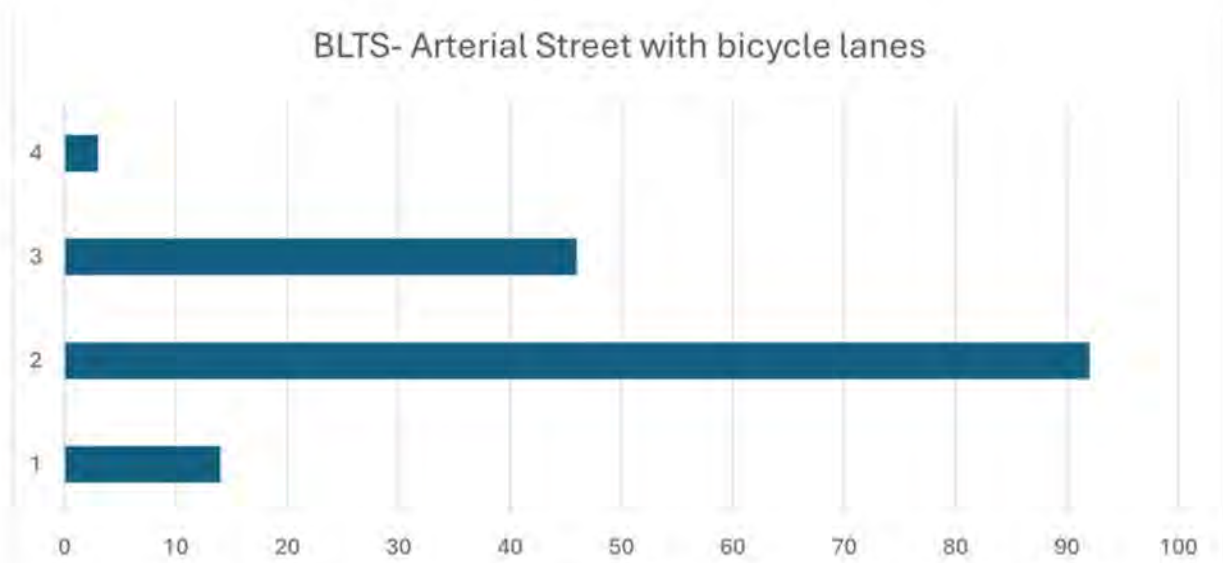


Question #5:

“Arterial Street with bicycle lanes: Four-lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 MPH, and 24,000 vehicles use the road daily. Bicycle use a five-foot bike lane with a two-foot buffer between the vehicle lane and the bike lane.”



	BLTS- Arterial Street with bicycle lanes	# of Responses	
Suitable for children & newer riders (All Users)	1	14	9.0%
Suitable for older children & adults (Adults)	2	92	59.4%
Suitable for experienced riders (Enthusied & Confident)	3	46	29.7%
Suitable for very experienced riders (Strong & Fearless)	4	3	1.9%
	Grand Total	155	



Findings:

Expected BLTS (Based on Chart): 2

Actual Results: 2

Survey Results:

Primary Survey



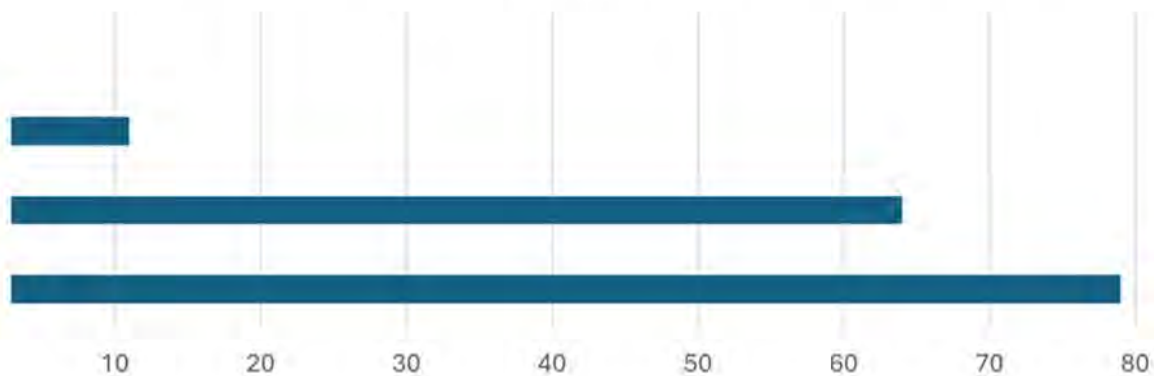
Question #6:

“Arterial Street with bicycle lanes (protected with physical barrier): Four-lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 MPH, and 24,000 vehicles use the road daily. Bicycles use a five-foot bike lane with a two-foot physical buffer between the vehicle lane and the bike lane.”



	BLTS- Arterial Street with bicycle lanes (protected with physical barrier)	# of Responses	
Suitable for children & newer riders (All Users)	1	79	51.0%
Suitable for older children & adults (Adults)	2	64	41.3%
Suitable for experienced riders (Enthusied & Confident)	3	11	7.1%
Suitable for very experienced riders (Strong & Fearless)	4	1	0.6%
	Grand Total	155	

BLTS- Arterial Street with bicycle lanes (protected with physical barrier)



Findings:

Expected BLTS (Based on Chart): 2

Actual Results: 1

Survey Results:

Primary Survey



Question #14:

From a BIKING perspective rank the characteristics of a street that affects your route choice, in order of Most Important (top) to Least Important (bottom)	Average Rank	Weighted Average	Score	Ranking
The presence of protected bicycle lanes or wide shoulder (physical barriers like bollards or curbs)	2.46	3.54	3.54	1
Separated paths with no vehicles allowed	2.53	3.47	3.40	2
The speed of the vehicles near me	3.01	2.99	2.95	3
The presence of (non-protected) bicycle lanes or wide shoulder (bike lanes or shoulders are striped with paint but have no other barriers from vehicles)	3.22	2.78	2.71	4
The number of vehicles in the lane adjacent to where I am riding	3.72	2.28	2.22	5

Survey Results:

Primary Survey

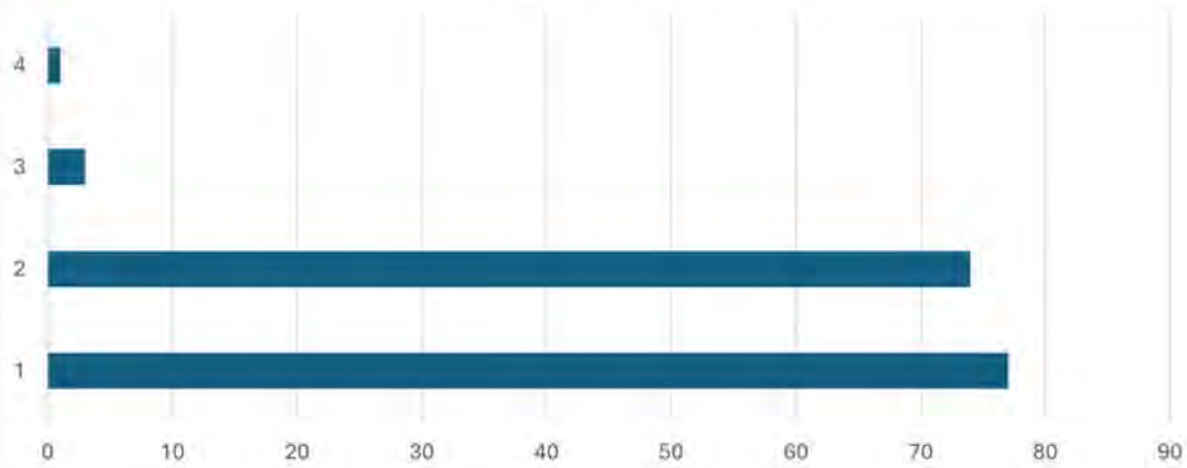
Question #7:

“Local Street adjacent with parking: Two-lane road with no centerline striping. The vehicle speed is 25 MPH, and there are 1,500 vehicles per day using the road. There is on-street parking and a five-foot sidewalk.”



	PLTS - Local Street w/ Adjacent Parking	# of Respondents	
Little or no stress is suitable for all users (All Users)	1	77	49.7%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	74	47.7%
Somewhat uncomfortable for adults (Some Adults)	3	3	1.9%
High stress and uncomfortable for most users (Few Adults)	4	1	0.6%
	Grand Total	155	

Pedestrian Level of Traffic Stress -Local Street, No Buffer



Findings:

Expected BLTS (Based on Chart): 1

Actual Results: 1

Survey Results:

Primary Survey

Question #8:

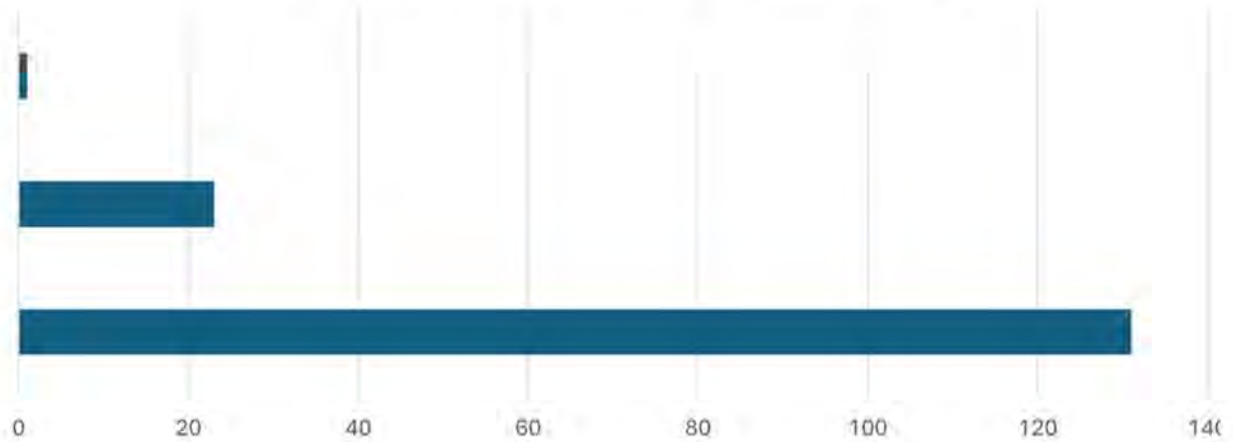
“Local Street with buffer from parking: Two-lane road with no centerline striping. The vehicle speed is 25 mph, and there are 1,500 vehicles per day. There is on-street parking, a five-foot grass buffer, and a five-foot sidewalk.”



	PLTS- Local Street with buffer from parking	# of Responses	
Little or no stress & is suitable for all users (All Users)	1	131	84.5%
Some stress & is suitable for children over 10 years of age and adults (Most Adults)	2	23	14.8%
Moderate Stress & somewhat uncomfortable for adults (Some Adults)	3	1	0.6%
	Grand Total	155	

**There were no responses indicated High Stress for this question.*

PLTS- Local Street with buffer from parking



Findings:

Expected BLTS (Based on Chart): 1

Actual Results: 1

Survey Results:

Primary Survey

Question #9:

“Local Street without parking: Two-lane road with a center turn lane. The vehicle speed is 30 MPH, and there are 3,000 vehicles per day using the road. A five-foot sidewalk is adjacent to the roadway.”



	PLTS- Local Street without parking	# of Responses	
Little or no stress is suitable for all users (All Users)	1	17	11.0%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	81	52.3%
Somewhat uncomfortable for adults (Some Adults)	3	50	32.3%
High stress and uncomfortable for most users (Few Adults)	4	7	4.5%
	Grand Total	155	



Findings:

Expected BLTS (Based on Chart): 2

Actual Results: 2

Survey Results:

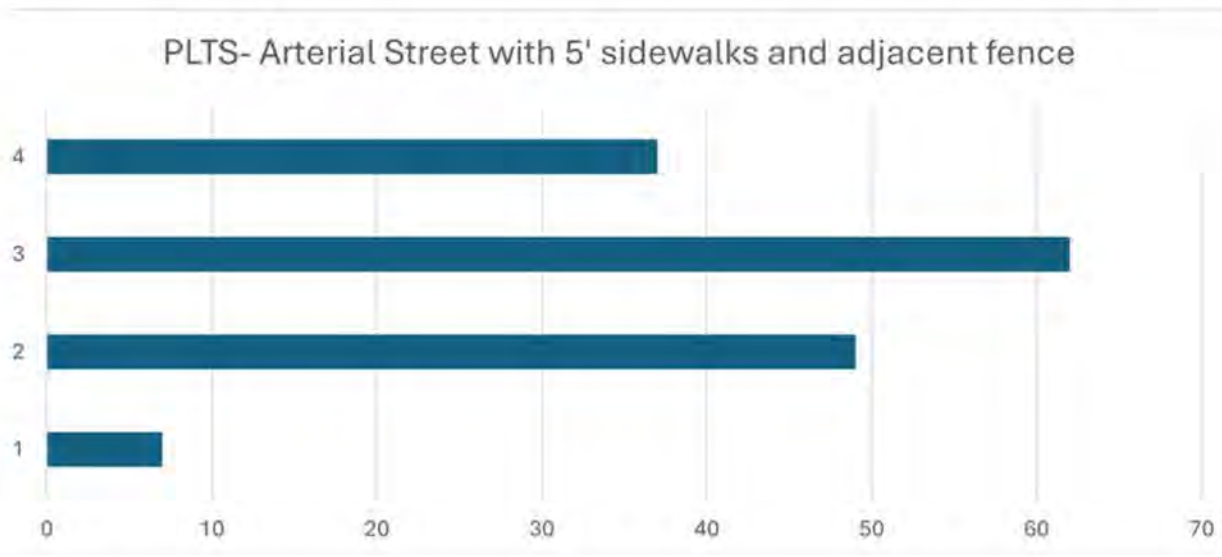
Primary Survey

Question #10:

“Arterial Street with 5' sidewalks and adjacent fence: Four-lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 mph, and there are 24,000 vehicles per day using the road. There is not on-street parking and there is a five-foot sidewalk.”



	PLTS- Arterial Street with 5' sidewalk and adjacent fence	# of Responses	
Little or no stress is suitable for all users (All Users)	1	7	4.5%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	49	31.6%
Somewhat uncomfortable for adults (Some Adults)	3	62	40.0%
High stress and uncomfortable for most users (Few Adults)	4	37	23.9%
	Grand Total	155	



Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 3

Survey Results:

Primary Survey

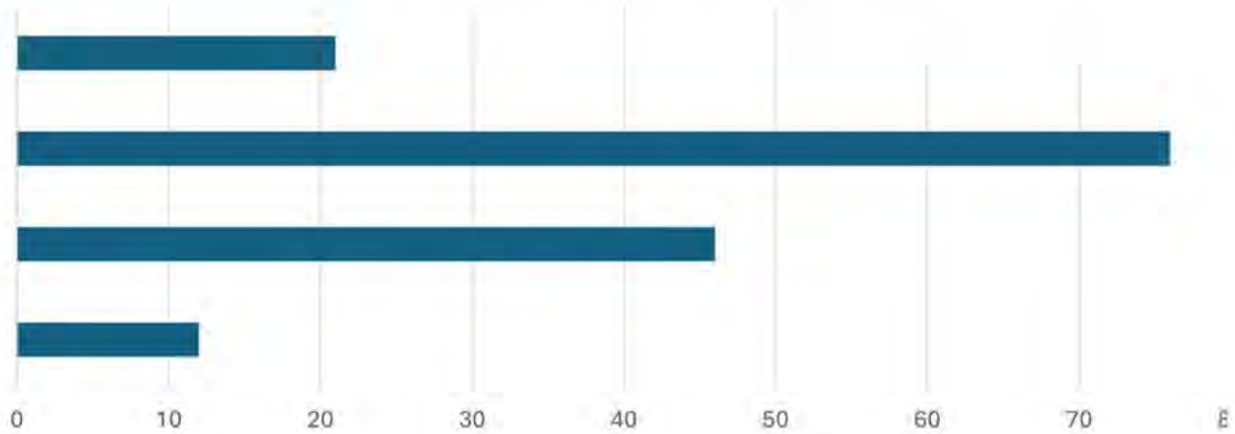
Question #11:

“Arterial Street with 5' sidewalks: Four-lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 MPH, and there are 18,000 vehicles per day using the road. There is not on-street parking and there is a five-foot sidewalk.”



	PLTS- Arterial Street with 5' Sidewalk	# of Responses	
Little or no stress is suitable for all users (All Users)	1	12	7.7%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	46	29.7%
Somewhat uncomfortable for adults (Some Adults)	3	76	49.0%
High stress and uncomfortable for most users (Few Adults)	4	21	13.5%
	Grand Total	155	

PLTS- Arterial Street with 5' sidewalks



Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 3

Survey Results:

Primary Survey

Question #12:

“Arterial Street with 8' sidewalks: Four lane road (two travel lanes in each direction) with a center turn lane. The speed is 35 MPH, and there are 18,000 vehicles per day. There is not on-street parking and there is an eight-foot sidewalk.”



	PLTS- Arterial Street w/ 8' Sidewalk	# of Responses	
Little or no stress is suitable for all users (All Users)	1	34	22.1%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	73	47.4%
Somewhat uncomfortable for adults (Some Adults)	3	38	24.7%
High stress and uncomfortable for most users (Few Adults)	4	9	5.8%
	Grand Total	154	



Findings:

Expected BLTS (Based on Chart): 2

Actual Results: 2

Survey Results:

Primary Survey

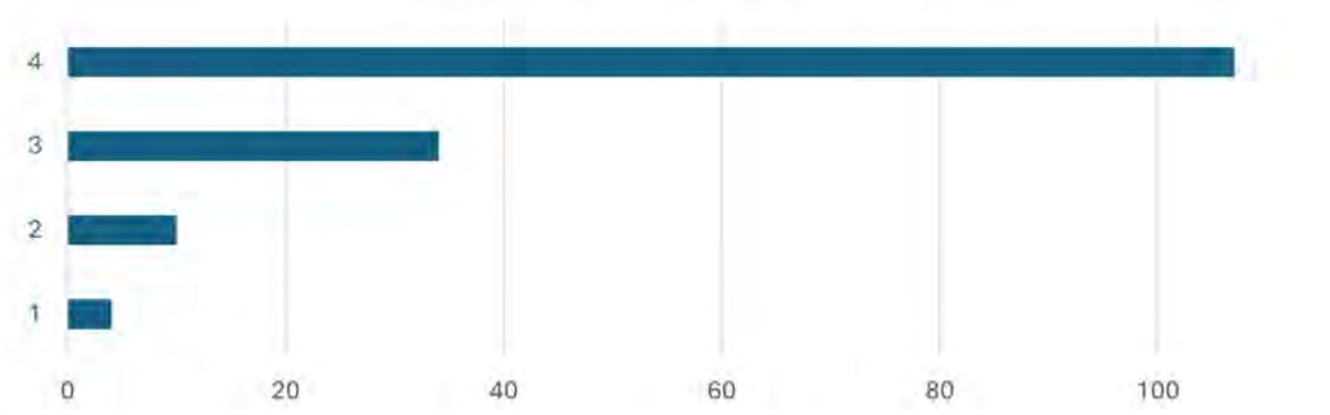
Question #13:

“Arterial Street with shoulder: A two-lane road with vehicle speed is 45 mph, and there are 4,000 vehicles per day. There is a four-foot shoulder.”



	PLTS- Arterial Street w/ Shoulder	# of Responses	
Little or no stress is suitable for all users (All Users)	1	4	2.6%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	10	6.5%
Somewhat uncomfortable for adults (Some Adults)	3	34	21.9%
High stress and uncomfortable for most users (Few Adults)	4	107	69.0%
	Grand Total	155	

PLTS- Arterial Street with shoulder



Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 4

Survey Results:

Primary Survey

Question #15:

From a WALKING perspective rank the characteristics of a street that affect your route choice, in order of Most Important (top) to Least Important (bottom)	Average Rank	Weighted Average	Score	Ranking
The presence of a sidewalk	1.66	4.34	4.31	1
The presence of a buffer (parked car or grass)	2.43	3.57	3.53	2
The speed of the vehicle on the street next to the sidewalk	3.22	2.78	2.73	3
The width of the sidewalk	3.37	2.63	2.59	4
The number of vehicles on the street next to the sidewalk	4.27	1.73	1.68	5

Survey Results:

Primary Survey

Demographics:

Gender	#	
Man	65	42.5%
Prefer to Not Answer	1	0.7%
Woman	87	56.9%
Grand Total	153	

Where Respondent Lives	#	
In unincorporated Bannock County (in the Pocatello-Chubbuck area)	16	10.4%
Other	2	1.3%
Within Chubbuck City Boundaries	14	9.1%
Within Pocatello City Boundaries	122	79.2%
Grand Total	154	

Age Range	#	
0-19	2	1.3%
20-35	31	20.1%
36-59	98	63.6%
60-79	23	14.9%
Grand Total	154	

Survey Results:

Secondary Survey

Question #1:

“Please select the user group that is best suited to ride a bicycle on this street. The local street has: has no centerline striping, a speed limit of 25 MPH, a volume of 1,500 vehicles per day, and a shared space for cars and bikes.



	PLTS- Arterial Street w/ 8' Sidewalk	# of Responses	
Little or no stress is suitable for all users (All Users)	1	2	8.7%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	4	17.4%
Somewhat uncomfortable for adults (Some Adults)	3	10	43.5%
High stress and uncomfortable for most users (Few Adults)	4	7	30.4%
	Grand Total	154	

Appendix:

Multimodal Accessibility Guidelines

01

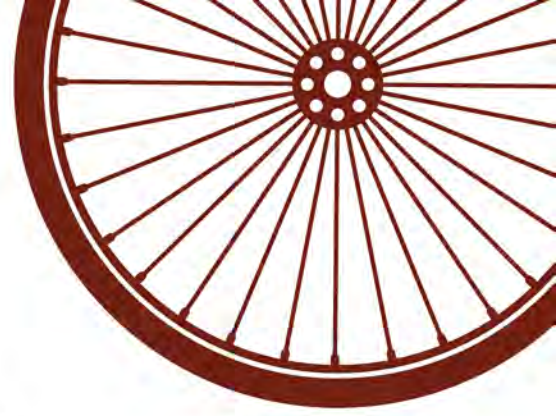
Methodology

05

Primary Survey

34

Follow-up Survey Results



Methodology:

Surveys

A primary survey was conducted from the afternoon of April 10, 2025, through the morning of May 6, 2025, on BTPO's public engagement website. The survey contained multiple choice questions and respondents were asked to evaluate representative simulations of various types of streets, traffic volumes, and modes of transportation (software called "*Beyond Typical*s") and to provide feedback about which type of user was best suited for the scenario. The representative simulation was in GIF format that played on repeat for approximately 10 seconds each. A link was posted numerous times on BTPO's social media pages as posts and stories (Facebook and Instagram) and the posts were promoted to the region. Additionally, member organizations and community groups were tagged and encouraged to share the post. Following posting, BPTO emailed its contact list with the survey and encouraged contribution. The survey was shared on a sandwich board at a local community event called the "Portneuf Valley Environmental Fair".

There were 177 survey responses but when IP addresses were evaluated, there were 4 instances of the same IP address having taken the survey multiple times (one IP address took the survey 10 times). Upon evaluation of response and IP addresses, in instances where either responses were within a minute or two from another, or when responses were given from the same IP address multiple times, only the first response was kept, and the rest were not considered in the final analysis. In instances when answers from the same IP address were different in substance and/or in time from one another, responses were kept. After filtering, 155 responses were analyzed. The questions, including certain demographic information, along with a snapshot from each GIF, and the results are presented in following pages.

After analyzing the results, BTPO staff determined that although the data behind Question 1 was accurate in building its simulation, the scenario that it played of bikes passing each other while cars drive and cars are parked on the street by was not a true representation of what occurs throughout the day in local streets in the Portneuf Valley. A new single question secondary survey (in the same format as the primary survey) was conducted and published on BTPO's public engagement website on the morning of May 6, 2025, and it was shared on BTPO's Facebook page, again tagging member agencies and community groups.

The survey was open for 8 days and it was advertised on BTPO's social media pages with a link to the organization's public engagement website survey. There were 23 responses. The questions, including certain demographic information, along with a snapshot from each GIF, and the results are presented on following pages.



Examples of the social media posts used to promote the surveys

Issue with Mixed Traffic, no striping, scenarios (Both Surveys): Respondents to both surveys indicated results to the representative simulation which were not expected based on the charts. After BTPO staff discussed the results with the Technical Advisory Committee and others, a decision was made to keep the BLTS in the Portneuf Valley the same as the published standards; Staff and the Committee believe that there was either a misunderstanding in the described scenario or with the simulated concept. This question may be explored in the future to determine actual community results through other types of community validation.

Survey Results:

Primary Survey

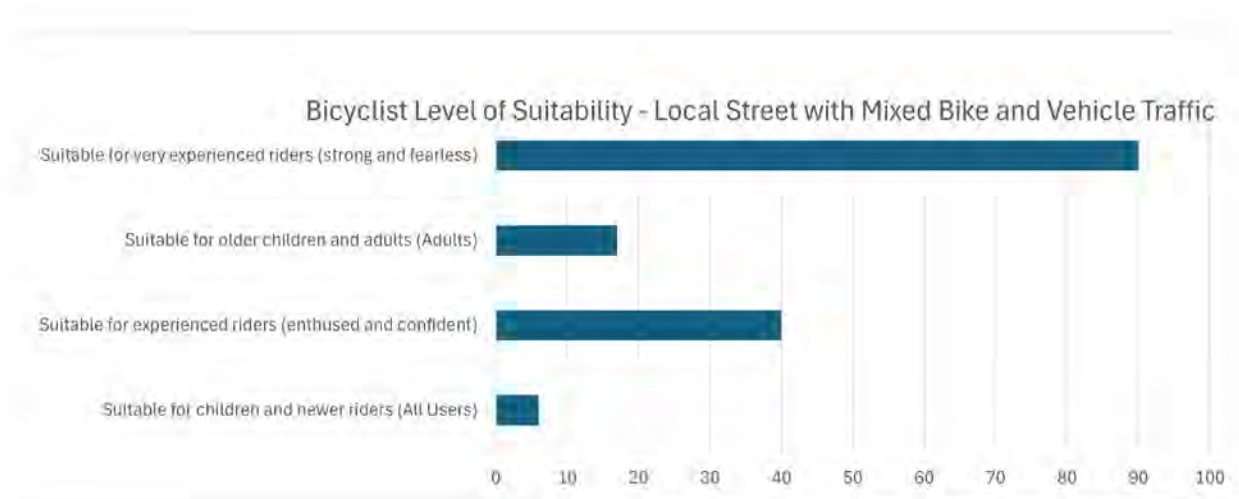


Question #1:

“Local Street Mixed Bicycle and Vehicle Traffic: Two lane road with no centerline striping. The vehicle speed is 25 MPH, with 1,500 vehicles per day using the road. Bicycles and vehicles share the same space on the road.”



	BLTS- Local Street with Mixed Bike and Vehicle Traffic	# of Responses	
Suitable for children & newer riders (All Users)	1	6	3.9%
Suitable for older children & adults (Adults)	2	17	11.1%
Suitable for experienced riders (Enthusied & Confident)	3	40	26.1%
Suitable for very experienced riders (Strong & Fearless)	4	90	58.8%
	Total # of Responses	153	



Findings:

Expected BLTS (Based on Chart): 1

Actual Results: 4

Survey Results:

Primary Survey



Question #2:

“Collector Street with bicycle lanes and parking: Two-lane road with centerline striping. The vehicle speed is 30 MPH, and there are 3,000 vehicles per day using the road. Bicycles have 5-foot bicycle lanes.”



	BLTS- Collector Street with Bike Lanes & Parking	# of Responses	
Suitable for children & newer riders (All Users)	1	5	3.2%
Suitable for older children adults (Adults)	2	57	36.8%
Suitable for experienced riders (Enthused & Confident)	3	79	51.0%
Suitable for very experienced riders (Strong & Fearless)	4	14	9.0%
	Grand Total	155	



Findings:

Expected BLTS (Based on Chart): 1

Actual Results: 4

Survey Results:

Primary Survey



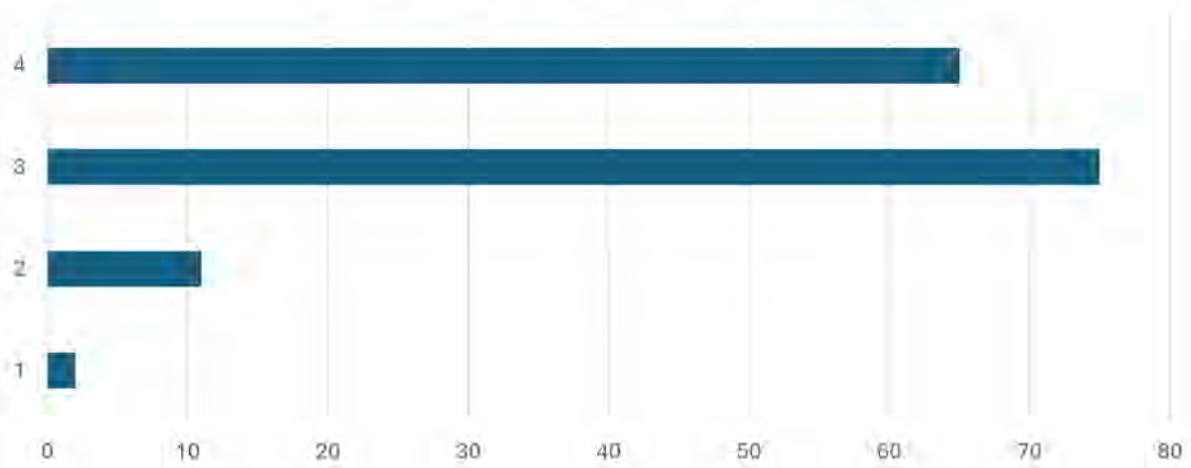
Question #3:

“Arterial Street Mixed Bicycle and Vehicle Traffic: Four lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 MPH, with 24,000 vehicles per day using the road. Bicycles and vehicles share the same space on the road.”



	BLTS- Arterial Street Mixed Bicycle and Vehicle Traffic	# of Responses	
Suitable for children & newer riders (All Users)	1	3	2.0%
Suitable for older children & adults (Adults)	2	1	0.7%
Suitable for experienced riders (Enthusied & Confident)	3	16	10.5%
Suitable for very experienced riders (Strong & Fearless)	4	132	86.8%
	Grand Total	152	

BLTS- Arterial Street with shoulder



Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 4

Survey Results:

Primary Survey



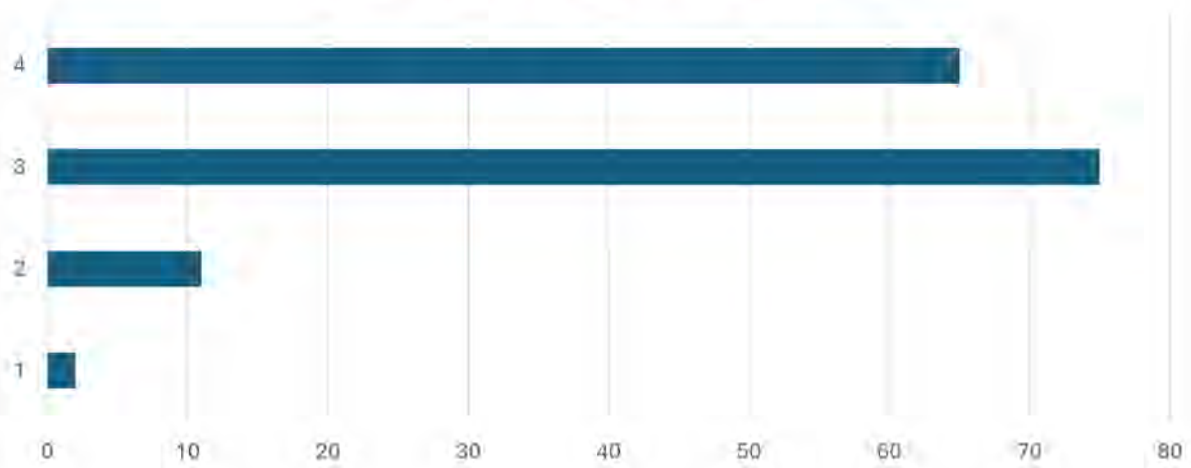
Question #4:

“Arterial Street with shoulder: Two lane road with centerline striping. The vehicle speed is 45 MPH, with 24,000 vehicles per day using the road. Bicycles use a four-foot striped shoulder with no buffer or on-street parking.”



	BLTS- Arterial Street with shoulder	# of Responses	
Suitable for children & newer riders (All Users)	1	2	1.3%
Suitable for older children & adults (Adults)	2	11	7.2%
Suitable for experienced riders (Enthusied & Confident)	3	75	49.0%
Suitable for very experienced riders (Strong & Fearless)	4	65	42.5%
	Grand Total	153	

BLTS- Arterial Street with shoulder



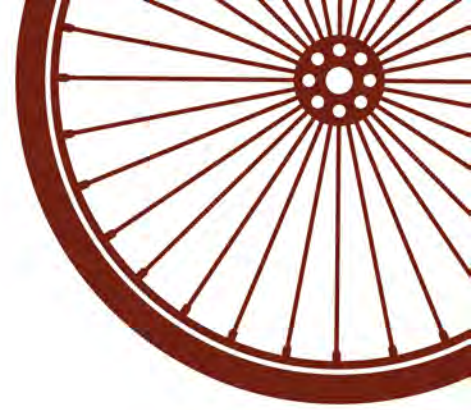
Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 3

Survey Results:

Primary Survey



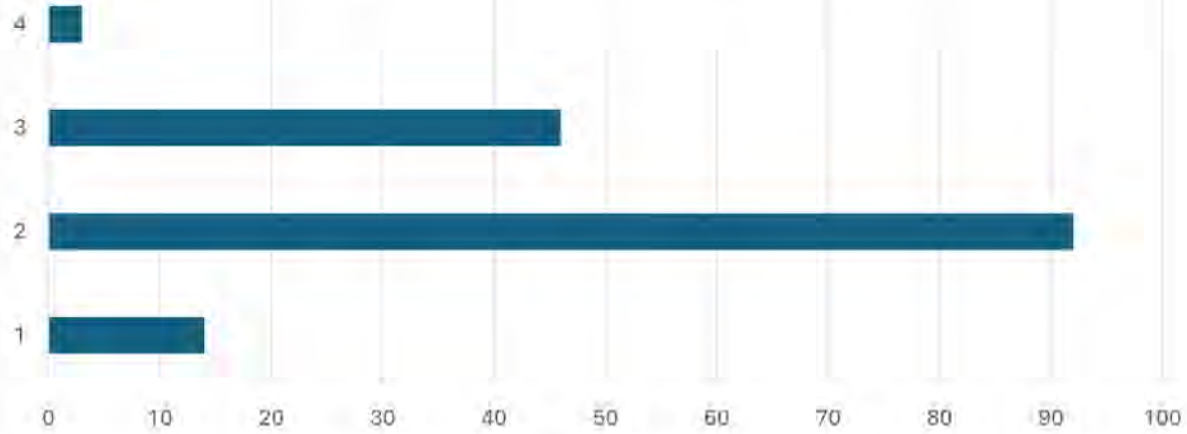
Question #5:

“Arterial Street with bicycle lanes: Four-lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 MPH, and 24,000 vehicles use the road daily. Bicycle use a five-foot bike lane with a two-foot buffer between the vehicle lane and the bike lane.”



	BLTS- Arterial Street with bicycle lanes	# of Responses	
Suitable for children & newer riders (All Users)	1	14	9.0%
Suitable for older children & adults (Adults)	2	92	59.4%
Suitable for experienced riders (Enthusied & Confident)	3	46	29.7%
Suitable for very experienced riders (Strong & Fearless)	4	3	1.9%
	Grand Total	155	

BLTS- Arterial Street with bicycle lanes



Findings:

Expected BLTS (Based on Chart): 2

Actual Results: 2

Survey Results:

Primary Survey



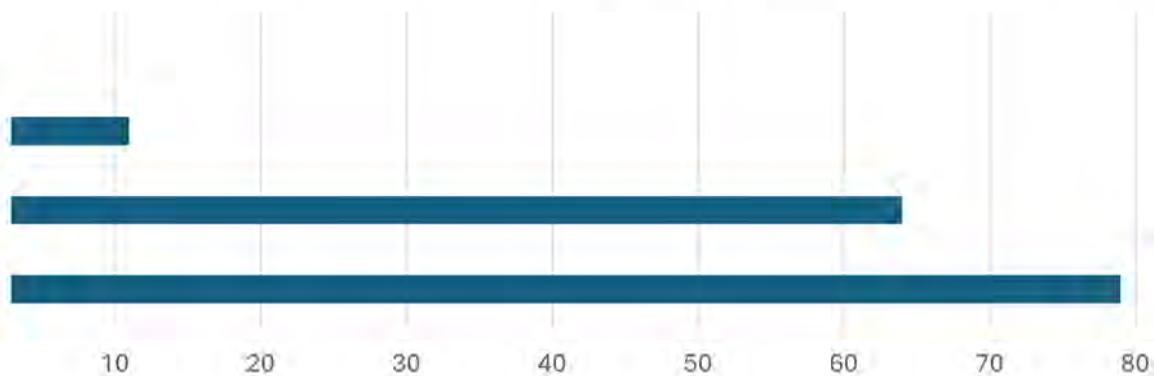
Question #6:

“Arterial Street with bicycle lanes (protected with physical barrier): Four-lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 MPH, and 24,000 vehicles use the road daily. Bicycles use a five-foot bike lane with a two-foot physical buffer between the vehicle lane and the bike lane.”



	BLTS- Arterial Street with bicycle lanes (protected with physical barrier)	# of Responses	
Suitable for children & newer riders (All Users)	1	79	51.0%
Suitable for older children & adults (Adults)	2	64	41.3%
Suitable for experienced riders (Enthusied & Confident)	3	11	7.1%
Suitable for very experienced riders (Strong & Fearless)	4	1	0.6%
	Grand Total	155	

BLTS- Arterial Street with bicycle lanes (protected with physical barrier)



Findings:

Expected BLTS (Based on Chart): 2

Actual Results: 1

Survey Results:

Primary Survey



Question #14:

From a BIKING perspective rank the characteristics of a street that affects your route choice, in order of Most Important (top) to Least Important (bottom)	Average Rank	Weighted Average	Score	Ranking
The presence of protected bicycle lanes or wide shoulder (physical barriers like bollards or curbs)	2.46	3.54	3.54	1
Separated paths with no vehicles allowed	2.53	3.47	3.40	2
The speed of the vehicles near me	3.01	2.99	2.95	3
The presence of (non-protected) bicycle lanes or wide shoulder (bike lanes or shoulders are striped with paint but have no other barriers from vehicles)	3.22	2.78	2.71	4
The number of vehicles in the lane adjacent to where I am riding	3.72	2.28	2.22	5

Survey Results:

Primary Survey

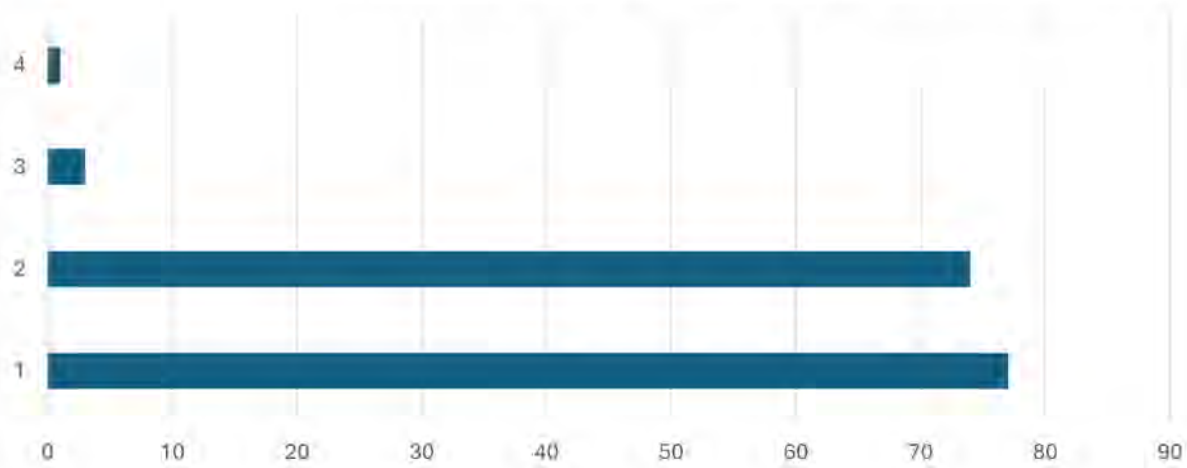
Question #7:

“Local Street adjacent with parking: Two-lane road with no centerline striping. The vehicle speed is 25 MPH, and there are 1,500 vehicles per day using the road. There is on-street parking and a five-foot sidewalk.”



	PLTS - Local Street w/ Adjacent Parking	# of Respondents	
Little or no stress is suitable for all users (All Users)	1	77	49.7%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	74	47.7%
Somewhat uncomfortable for adults (Some Adults)	3	3	1.9%
High stress and uncomfortable for most users (Few Adults)	4	1	0.6%
	Grand Total	155	

Pedestrian Level of Traffic Stress -Local Street, No Buffer



Findings:

Expected BLTS (Based on Chart): 1

Actual Results: 1

Survey Results:

Primary Survey

Question #8:

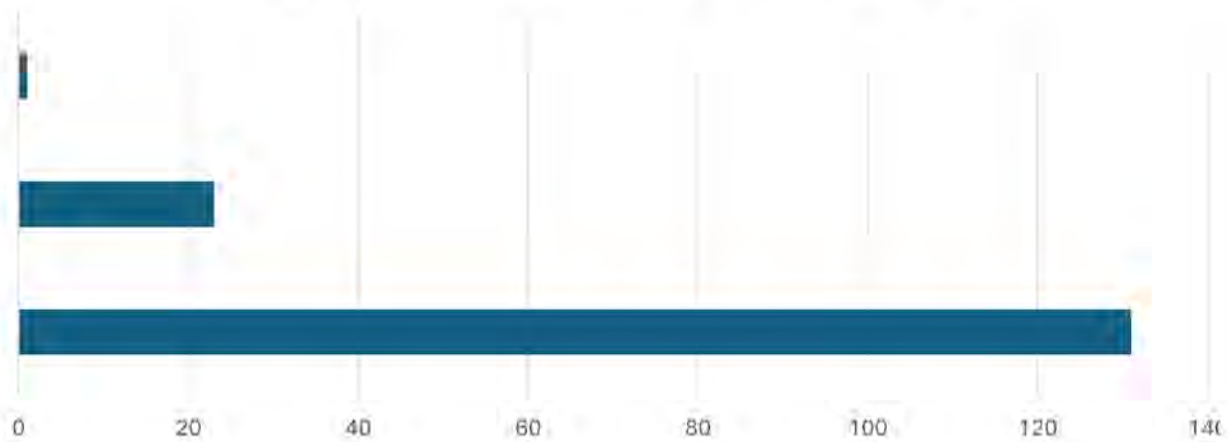
“Local Street with buffer from parking: Two-lane road with no centerline striping. The vehicle speed is 25 mph, and there are 1,500 vehicles per day. There is on-street parking, a five-foot grass buffer, and a five-foot sidewalk.”



	PLTS- Local Street with buffer from parking	# of Responses	
Little or no stress & is suitable for all users (All Users)	1	131	84.5%
Some stress & is suitable for children over 10 years of age and adults (Most Adults)	2	23	14.8%
Moderate Stress & somewhat uncomfortable for adults (Some Adults)	3	1	0.6%
	Grand Total	155	

**There were no responses indicated High Stress for this question.*

PLTS- Local Street with buffer from parking



Findings:

Expected BLTS (Based on Chart): 1

Actual Results: 1

Survey Results:

Primary Survey

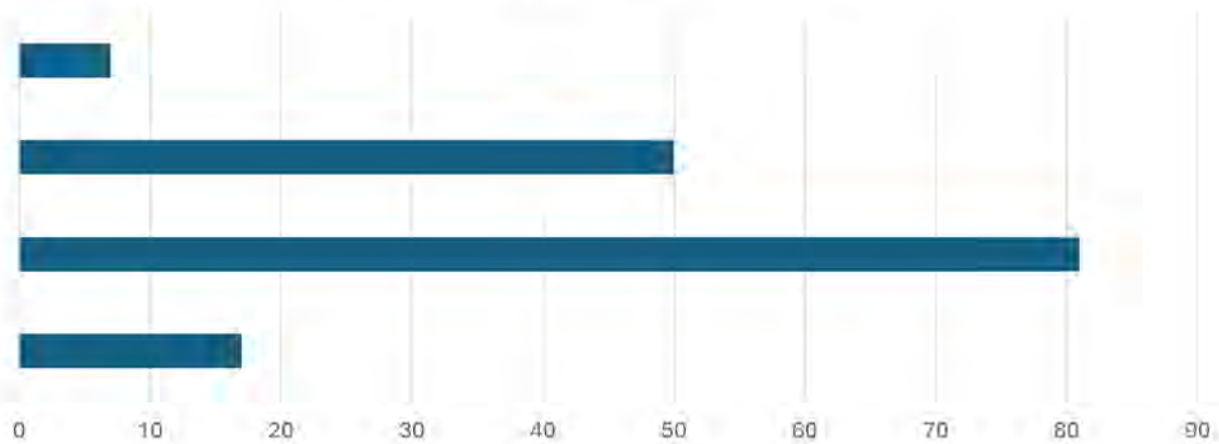
Question #9:

“Local Street without parking: Two-lane road with a center turn lane. The vehicle speed is 30 MPH, and there are 3,000 vehicles per day using the road. A five-foot sidewalk is adjacent to the roadway.”



	PLTS- Local Street without parking	# of Responses	
Little or no stress is suitable for all users (All Users)	1	17	11.0%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	81	52.3%
Somewhat uncomfortable for adults (Some Adults)	3	50	32.3%
High stress and uncomfortable for most users (Few Adults)	4	7	4.5%
	Grand Total	155	

PLTS- Local Street without parking



Findings:

Expected BLTS (Based on Chart): 2

Actual Results: 2

Survey Results:

Primary Survey

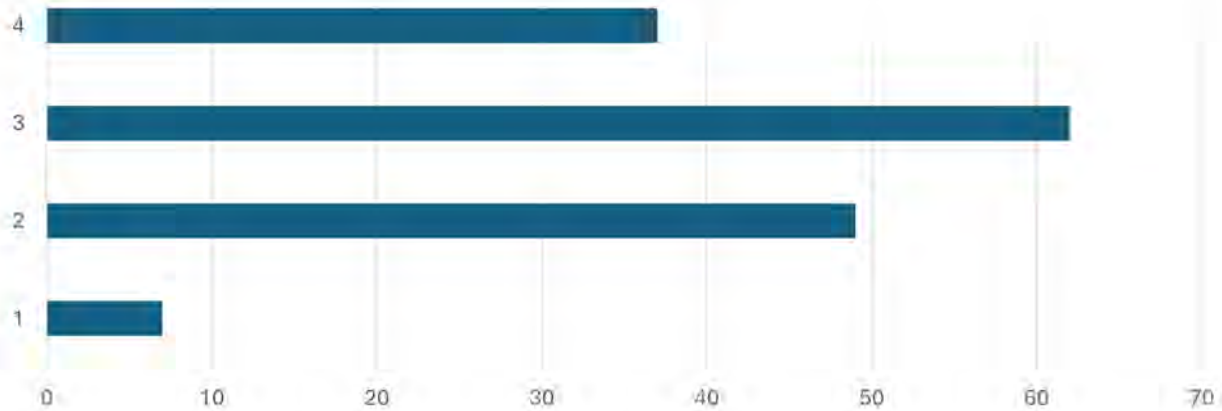
Question #10:

“Arterial Street with 5' sidewalks and adjacent fence: Four-lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 mph, and there are 24,000 vehicles per day using the road. There is not on-street parking and there is a five-foot sidewalk.”



	PLTS- Arterial Street with 5' sidewalk and adjacent fence	# of Responses	
Little or no stress is suitable for all users (All Users)	1	7	4.5%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	49	31.6%
Somewhat uncomfortable for adults (Some Adults)	3	62	40.0%
High stress and uncomfortable for most users (Few Adults)	4	37	23.9%
	Grand Total	155	

PLTS- Arterial Street with 5' sidewalks and adjacent fence



Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 3

Survey Results:

Primary Survey

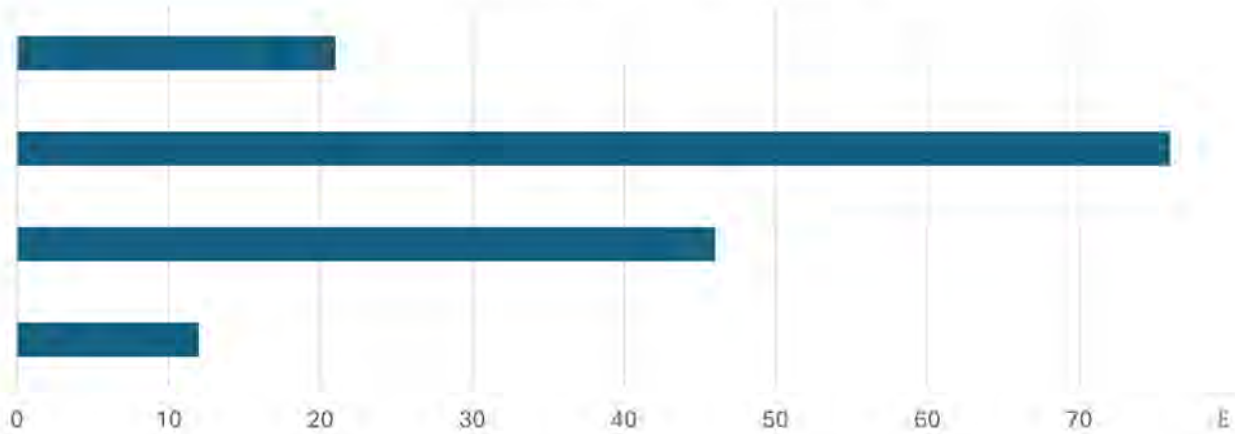
Question #11:

“Arterial Street with 5' sidewalks: Four-lane road (two travel lanes in each direction) with a center turn lane. The vehicle speed is 35 MPH, and there are 18,000 vehicles per day using the road. There is not on-street parking and there is a five-foot sidewalk.”



	PLTS- Arterial Street with 5' Sidewalk	# of Responses	
Little or no stress is suitable for all users (All Users)	1	12	7.7%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	46	29.7%
Somewhat uncomfortable for adults (Some Adults)	3	76	49.0%
High stress and uncomfortable for most users (Few Adults)	4	21	13.5%
	Grand Total	155	

PLTS- Arterial Street with 5' sidewalks



Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 3

Survey Results:

Primary Survey

Question #12:

“Arterial Street with 8' sidewalks: Four lane road (two travel lanes in each direction) with a center turn lane. The speed is 35 MPH, and there are 18,000 vehicles per day. There is not on-street parking and there is an eight-foot sidewalk.”



	PLTS- Arterial Street w/ 8' Sidewalk	# of Responses	
Little or no stress is suitable for all users (All Users)	1	34	22.1%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	73	47.4%
Somewhat uncomfortable for adults (Some Adults)	3	38	24.7%
High stress and uncomfortable for most users (Few Adults)	4	9	5.8%
	Grand Total	154	



Findings:

Expected BLTS (Based on Chart): 2

Actual Results: 2

Survey Results:

Primary Survey

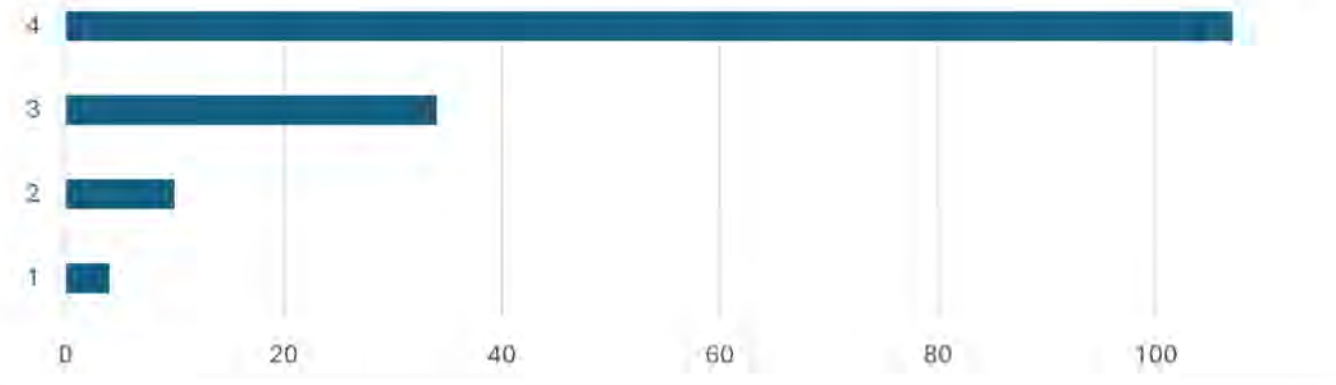
Question #13:

“Arterial Street with shoulder: A two-lane road with vehicle speed is 45 mph, and there are 4,000 vehicles per day. There is a four-foot shoulder.”



	PLTS- Arterial Street w/ Shoulder	# of Responses	
Little or no stress is suitable for all users (All Users)	1	4	2.6%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	10	6.5%
Somewhat uncomfortable for adults (Some Adults)	3	34	21.9%
High stress and uncomfortable for most users (Few Adults)	4	107	69.0%
	Grand Total	155	

PLTS- Arterial Street with shoulder



Findings:

Expected BLTS (Based on Chart): 4

Actual Results: 4

Survey Results:

Primary Survey

Question #15:

From a WALKING perspective rank the characteristics of a street that affect your route choice, in order of Most Important (top) to Least Important (bottom)	Average Rank	Weighted Average	Score	Ranking
The presence of a sidewalk	1.66	4.34	4.31	1
The presence of a buffer (parked car or grass)	2.43	3.57	3.53	2
The speed of the vehicle on the street next to the sidewalk	3.22	2.78	2.73	3
The width of the sidewalk	3.37	2.63	2.59	4
The number of vehicles on the street next to the sidewalk	4.27	1.73	1.68	5

Survey Results:

Primary Survey

Demographics:

Gender	#	
Man	65	42.5%
Prefer to Not Answer	1	0.7%
Woman	87	56.9%
Grand Total	153	

Where Respondent Lives	#	
In unincorporated Bannock County (in the Pocatello-Chubbuck area)	16	10.4%
Other	2	1.3%
Within Chubbuck City Boundaries	14	9.1%
Within Pocatello City Boundaries	122	79.2%
Grand Total	154	

Age Range	#	
0-19	2	1.3%
20-35	31	20.1%
36-59	98	63.6%
60-79	23	14.9%
Grand Total	154	

Survey Results:

Secondary Survey

Question #1:

“Please select the user group that is best suited to ride a bicycle on this street. The local street has: has no centerline striping, a speed limit of 25 MPH, a volume of 1,500 vehicles per day, and a shared space for cars and bikes.



	PLTS- Arterial Street w/ 8' Sidewalk	# of Responses	
Little or no stress is suitable for all users (All Users)	1	2	8.7%
Some stress and is suitable for children over 10 years of age and adults (Most Adults)	2	4	17.4%
Somewhat uncomfortable for adults (Some Adults)	3	10	43.5%
High stress and uncomfortable for most users (Few Adults)	4	7	30.4%
	Grand Total	154	