



Metropolitan Transportation Plan

2050



B A N N O C K

Transportation Planning Organization

Metropolitan Transportation Plan

2050



Metropolitan Transportation Plan 2050
Amendment 1

Approved October 2, 2023
Approved September 9, 2024

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Resolution 2023-5 Providing for the Approval of the 2050 Metropolitan Transportation Plan and Air Quality Conformity Demonstration

WHEREAS, the Bannock Transportation Planning Organization has been designated by the Governor of Idaho Metropolitan Planning Organization for the Pocatello Urbanized area;

WHEREAS, the Infrastructure Investment and Job Act (IIJA), Title 23 United States Code Section 134, Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a Metropolitan Transportation Plan for no less than twenty-year planning horizon;

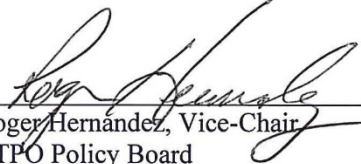
WHEREAS, the 1990 Clean Air Act Amendment Requires all transportation plans and programs in non-attainment and maintenance areas to demonstrate conformity to applicable state implementation plans;

WHEREAS, IIJA, Title 23 United States Code Section 134, Title 49 United States Code Section 5303 requires projects contained in the Metropolitan Transportation Plan to be financially constrained;

WHEREAS, the Bannock Transportation Planning Organization has developed the Metropolitan Transportation Plan and Air Quality Conformity Demonstration in compliance with applicable federal regulations

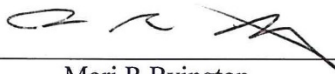
NOW, THEREFORE, BE IT RESOLVED that the Bannock Transportation Planning Organization Policy Board approves the 2050 Metropolitan Transportation Plan and Air Quality Conformity Demonstration.

Adopted by the BTPO Policy Board meeting on October 2, 2023



Roger Hernández, Vice-Chair
BTPO Policy Board

Attest:



Mori R Byington
Planning Director

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Technical Reports

Existing Conditions Report
Need Analysis
Performance Measures
Project Selection
Conformity Analysis
Public Involvement

Chapter 1 Introduction

The 2050 Metropolitan Transportation Plan (MTP) is a comprehensive guide to help the region develop strategies to improve the existing street, public transit, bicycle, and pedestrian networks. It provides information about current demands and future needs, identifies potential projects, develops cost estimates, reviews projected funding sources, and outlines strategies for implementing and evaluating the results.

The transportation network is the backbone of a successful region. Residents, businesses, and visitors rely on safe, reliable, efficient transportation networks to move around easily. We must plan for the future to ensure that our region remains a vibrant and growing community. Poor regional planning can allow facilities to be built that will not serve the communities future needs. Replacing these facilities in the future should be costly, if not impossible. This plan encompasses various facets of transportation, from public transit systems to cycling paths and pedestrian-friendly walkways. The goal is to provide strategies and projects that improve the efficiency, accessibility, and sustainability of the transportation network, ensuring the smooth movement of people and goods across the planning area. As we look to the future, the MTP stands as our blueprint for a well-connected, robust, and sustainable transportation network designed with the needs of residents and businesses at its core.

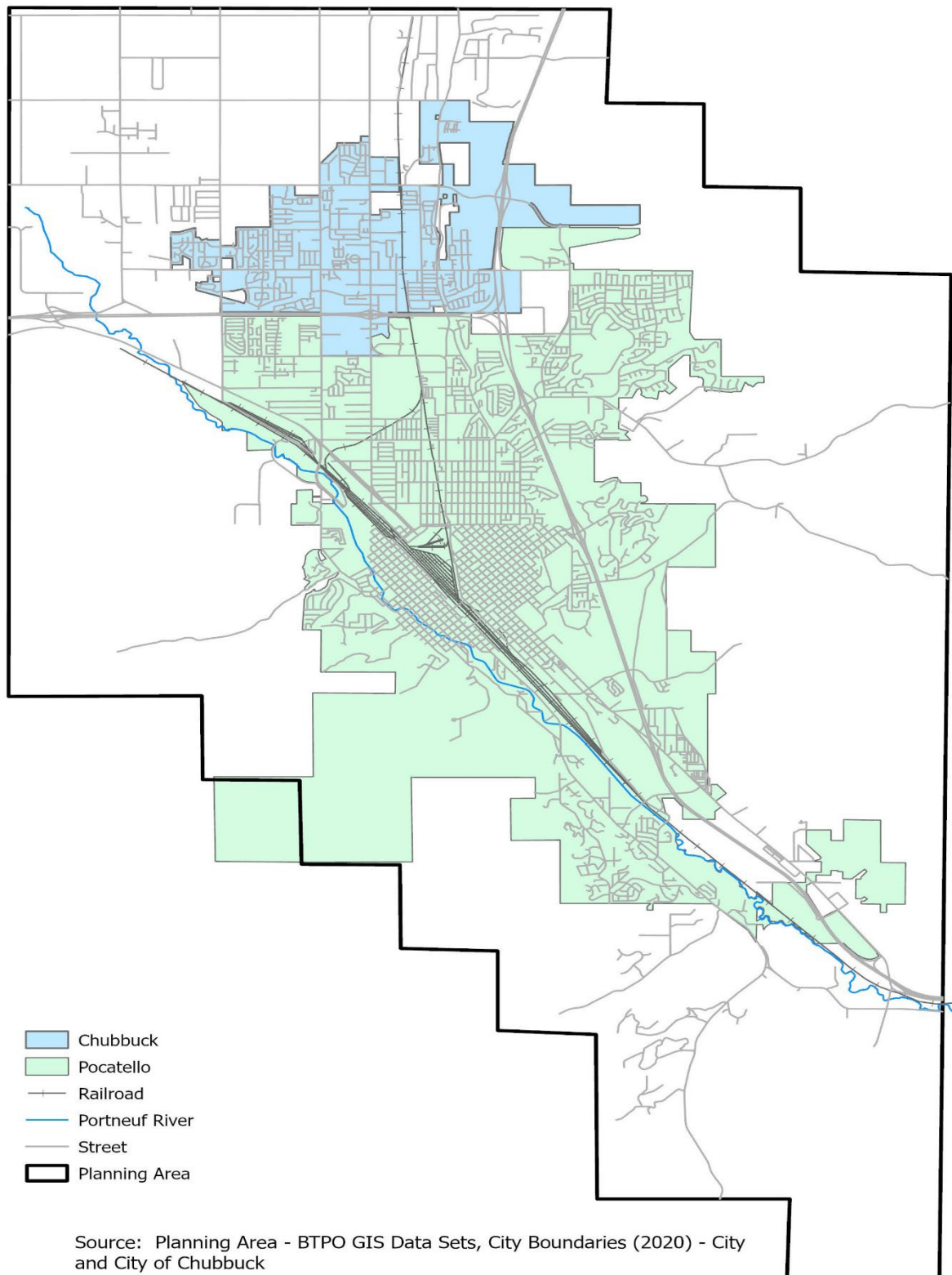
The Bannock Transportation Planning Organization (BTPO) planning area includes the cities of Chubbuck and Pocatello and northern Bannock County (Figure 1). The transportation planning process comprehensively evaluates existing conditions, projects, and future transportation needs. The transportation planning process is structured to include input and directions from member agencies and the public.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), approved in 2021, is the most recent piece of legislation governing transportation, and it prioritizes funding for projects that enhance safety, create jobs, improve access to public transportation, and reduce air pollution. The IIJA is the latest in a series of five transportation bills that have reshaped the transportation focus and the transportation planning process.

The MTP was developed through a series of technical reports investigating specific areas. Existing Conditions Report, Need Analysis, Performance Measures, Metropolitan Transportation Plan Development, and Conformity Analysis technical report provide more detailed information and inform BTPO's policy and technical committee's input into the MTP. The technical report evaluates each mode of transportation using the most recent data available. The report also covers population, travel patterns, safety, other factors affecting transportation, and environmental protection. Most of the data is for 2020, but several sources are from 2021 and 2022.

The MTP is divided into thirteen chapters exploring a different transportation system component.

Figure 1 Planning Area



Chapter 2 Goals and Objectives

BTPO was designated a Metropolitan Planning Organization (MPO) in 1982. The IIJA requires MPOs to develop a transportation planning process that is continuous, cooperative, and comprehensive and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

A focus group of stakeholders reviewed the previous Metropolitan Transportation Plan Goals and the existing conditions report while developing these goals. They identified current and future transportation needs and challenges, including a more connected transportation system with additional nonmotorized options. The group discussed various goals to address these challenges. Ultimately, the group determined that a combination of goals should be pursued to address current and future transportation needs.

The resulting Metropolitan Transportation Plan outlines specific goals to improve local transportation systems. The plan calls for creating a comprehensive multimodal transportation network, improved access to public transit and travel options for all residents, and increased safety. Furthermore, it seeks to increase efficiency through technological innovations like traffic signal optimization and real-time passenger information systems.

The 2050 transportation system will enhance our community by advocating for a safe, interconnected multimodal transportation system that is environmentally and economically sustainable and supports quality of life for residents, businesses, and visitors.

Goal 1: Provide a safe and secure multimodal transportation network.

Objective 1.1 - Develop a complete street policy in 2024 that local governments will adopt.

Objective 1.2 - Develop a resilience plan for streets, sidewalks, and separated facilities by 2027.

Objective 1.3 - Develop a safety action plan that includes law enforcement, emergency service providers, and public health professionals.

Objective 1.4 - Support the Safe Routes to School program that educates children about safe walking and bicycling options.

Objective 1.5- Work with Pocatello Regional Transit to identify the security needs of the transit network.

Objective 1.6 - Develop a crash analysis program to identify trends and recommended solutions.

Goal 2: Promote and improve the mobility and accessibility of the transportation network, including roads, trails, sidewalks, bike paths, and transit.

Objective 2.1 - Identify and eliminate sidewalk and bike path gaps in the network by 2050.

Objective 2.2 - Encourage projects and plans that support infill and mixed-use development to moderate the demand for expanded facilities and service areas.

Objective 2.3 - Update the 2011 access management guidelines.

Objective 2.4 - Identify and promote nonmotorized access to foothill trails.

Objective 2.5 - Encourage retrofitting pedestrian routes identified by people with physical disabilities.

Objective 2.6 - Work with member agencies to identify funding and prioritize updating all pedestrian facilities to current ADA guidelines.

Objective 2.7 - Promote the construction of sidewalks and bicycle facilities in all jurisdictions.

Objective 2.8 - Identify, develop, and support projects by 2030 that improve connectivity between modes of transportation and for all user groups.

Objective 2.9 - Work with member agencies to continue expanding the coordination traffic control center and improving existing corridors' operations.

Objective 2.10 - Review and, where necessary, recommend changes to local land use and development requirements to ensure that future land use decisions are consistent with the planned transportation system.

Objective 2.11 - Work with member agencies to implement the recommendations of the Thoroughfare Plan.

Goal 3: Develop a transportation network that supports an active, healthy, urban lifestyle.

Objective 3.1 - Develop a complete street policy in 2024.

Objective 3.2 - Work with public and private partners to develop programs encouraging walking and bicycling.

Objective 3.2 - Support changes to zoning codes to allow for higher-density housing and mixed-use developments.

Objective 3.3 - Promote walkable and transit-oriented neighborhood designs.

Objective 3.4 - Develop and foster community and agency partnerships to support multimodal transportation.

Objective 3.5 - Develop a walkability Index that can be used to recommend development locations and test alternative land use scenarios.

Objective 3.6 - Coordinate with and support the City of Pocatello's efforts to create a model pedestrian lighting strategy to ensure safe and attractive sidewalks, pathways, and public spaces while limiting light pollution.

Goal 4: Provide a transportation network that supports economic opportunities for residents and industry.

Objective 4.1 - Prioritize efficient freight movement on identified truck routes.

Objective 4.2 - Encourage tourism by developing connections between recreational opportunities and the national highway network.

Objective 4.3 - Support regional passenger and freight rail studies.

Objective 4.4 - Locate and improve facilities near high-density employment centers.

Goal 5: Protect the environment by minimizing the impact of the transportation network on our natural resources.

Objective 5.1 – Develop guidelines and support water-wise landscaping, streetscapes, and green spaces.

Objective 5.2 – Support local government stormwater improvements.

Objective 5.3 – Evaluate safe wildlife passage in plans/projects and ecosystem/habitat impacts.

Objective 5.4 – Identify technologies that minimize transportation impact on wildlife and the natural environment.

Objective 5.5 – Encourage transportation projects that lower PM_{10} and enhance air quality,

Goal 6: Evaluate and utilize emerging technologies to improve the safety and operation of the transportation network.

Objective 6.1 – Incorporate emerging technologies that minimize transportation impact on wildlife and the natural environment.

Objective 6.2 – Ensure projects incorporate appropriate infrastructure to support future technologies.

Objective 6.3 – Utilize lessons from other Cities on micromobility, air movement drones, and other technological advancements.

Objective 6.4 – Implement the recommendations of the Region Intelligent Transportation System Plan.

Objective 6.5 – Work with Pocatello Regional Transit to identify technology to improve transit vehicles and stop security.

Objective 6.6 – Enhance Intelligent Transportation Systems (ITS), such as dynamic signal phasing, detection systems, and traffic signal timings.

Goal 7: Establish a well-maintained transportation network that allows for the efficient movement of people and freight.

Objective 7.1 – Enhance Intelligent Transportation Systems (ITS), such as dynamic signal phasing, detection systems, and traffic signal timings.

Objective 7.2 – Improve system reliability through capacity expansions or ITS technologies.

Objective 7.3 – Maintain Level of Service C for all collectors and arterials.

Objective 7.4 – Maintain infrastructure conditions at 2022 levels.

Objective 7.5 – Update the 2011 access management guidelines.

Table 1 provides a crosswalk table between the BTPO goals and the ten planning factors. Many goals considered multiple planning factors.

Table 1 Goals to Planning Factors Crosswalk Table

Goals	Objectives	Planning Factors
Goal 1: Provide a safe and secure multimodal transportation network.	Objective 1.1 - Develop a complete street policy in 2024 that local governments will adopt. Objective 1.2 - Develop a resilience plan for streets, sidewalks, and separated facilities by 2027. Objective 1.3 - Develop a safety action plan that includes law enforcement, emergency service providers, and public health professionals. Objective 1.4 - Support the Safe Routes to School program that educates children about safe walking and bicycling options. Objective 1.5- Work with Pocatello Regional Transit to identify the security needs of the transit network. Objective 1.6 - Develop a crash analysis program to identify trends and recommended solutions.	1) Increase the safety of the transportation system for motorized and nonmotorized users 3) Increase the security of the transportation system for motorized and nonmotorized users
Goal 2: Promote and improve the mobility and accessibility of the transportation network, including roads, trails, sidewalks, bike paths, and transit.	Objective 2.1 - Identify and eliminate sidewalk and bike path gaps in the network by 2050. Objective 2.2 - Encourage projects and plans that support infill and mixed-use development to moderate the demand for expanded facilities and service areas. Objective 2.3 - Update the 2011 access management guidelines. Objective 2.4 - Identify and promote nonmotorized access to foothill trails. Objective 2.5 - Encourage retrofitting pedestrian routes identified by people with physical disabilities. Objective 2.6 - Work with member agencies to identify funding and prioritize updating all pedestrian facilities to current ADA guidelines. Objective 2.7 - Promote the construction of sidewalks and bicycle facilities in all jurisdictions. Objective 2.8 - Identify, develop, and support projects by 2030 that improve connectivity between modes of transportation and for all user groups. Objective 2.9 - Work with member agencies to continue expanding the coordination traffic control center and improving existing corridors' operations. Objective 2.10 - Review and, where necessary, recommend changes to local land use and development requirements to ensure that future land use decisions are consistent with the planned transportation system. Objective 2.11 - Work with member agencies to implement the recommendations of the Thoroughfare Plan.	4) Increase accessibility and mobility of people and freight 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight 10) Enhance travel and tourism.

Goals	Objectives	Planning Factors
Goal 3 Develop a transportation network that supports an active, healthy, urban lifestyle.	Objective 3.1 - Develop a complete street policy in 2024 that local governments will adopt. Objective 3.2 - Work with public and private partners to develop programs encouraging walking and bicycling. Objective 3.2 - Support changes to zoning codes to allow for higher-density housing and mixed-use developments. Objective 3.3 - Promote walkable and transit-orientated neighborhood designs. Objective 3.4 - Develop and foster community and agency partnerships to support multimodal transportation. Objective 3.5 - Develop a walkability Index that can be used to recommend development locations and test alternative land use scenarios. Objective 3.6 - Coordinate with and support the City of Pocatello's efforts to create a model pedestrian lighting strategy to ensure safe and attractive sidewalks, pathways, and public spaces while limiting light pollution.	5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
Goal 4: Provide a transportation network that supports economic opportunities for residents, visitors, and industry.	Objective 4.1 - Prioritize efficient freight movement on identified truck routes. Objective 4.2 - Encourage tourism by developing connections between recreational opportunities and the national highway network. Objective 4.3 - Support regional passenger and freight rail studies. Objective 4.4 - Locate and improve facilities near high-density employment centers.	1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; 4) Increase accessibility and mobility of people and freight 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight 10) Enhance travel and tourism.
Goal 5: Protect the environment by minimizing the impact of the transportation network on our natural resources.	Objective 5.1 - Develop guidelines and support water-wise landscaping, streetscapes, and green spaces. Objective 5.2 - Support local government stormwater improvements. Objective 5.3 - Evaluate safe wildlife passage in plans/projects and ecosystem/habitat impacts. Objective 5.4 - Identify technologies that minimize transportation impact on wildlife and the natural environment. Objective 5.5 - Encourage transportation projects that lower PM₁₀ and enhance air quality,	5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; 8) Emphasize the preservation of the existing transportation system 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Goals	Objectives	Planning Factors
Goal 6: Evaluate and utilize emerging technologies to improve the safety and operation of the transportation network.	Objective 6.1 - Incorporate emerging technologies that minimize transportation impact on wildlife and the natural environment. Objective 6.2 - Ensure projects incorporate appropriate infrastructure to support future technologies. Objective 6.3 - Utilize lessons from other Cities on micromobility, air movement drones, and other technological advancements. Objective 6.4 - Implement the recommendations of the Region Intelligent Transportation System Plan. Objective 6.5 - Work with Pocatello Regional Transit to identify technology to improve transit vehicles and stop security. Objective 6.6 - Enhance Intelligent Transportation Systems (ITS), such as dynamic signal phasing, detection systems, and traffic signal timings.	1) Increase the safety of the transportation system for motorized and nonmotorized users 3) Increase the security of the transportation system for motorized and nonmotorized users 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight 7) Promote efficient system management and operation;
Goal 7: Establish a well-maintained transportation network that allows for the efficient movement of people and freight.	Objective 7.1 - Enhance Intelligent Transportation Systems (ITS), such as dynamic signal phasing, detection systems, and traffic signal timings. Objective 7.2 - Improve system reliability through capacity expansions or ITS technologies. Objective 7.3 - Maintain Level of Service C for all collectors and arterials. Objective 7.4 - Maintain infrastructure conditions at 2022 levels. Objective 7.5 - Update the 2011 access management guidelines.	4) Increase accessibility and mobility of people and freight; 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight 7) Promote efficient system management and operation 8) Emphasize the preservation of the existing transportation system 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Chapter 3 Public Involvement

An online comment map was developed and publicized to identify issues and collect public comments on current conditions. The interactive comment map allowed users to target specific geographic areas, write their comment, and categorize their comment based on the subject matter. The website received the following number of comments, sorted below by category:

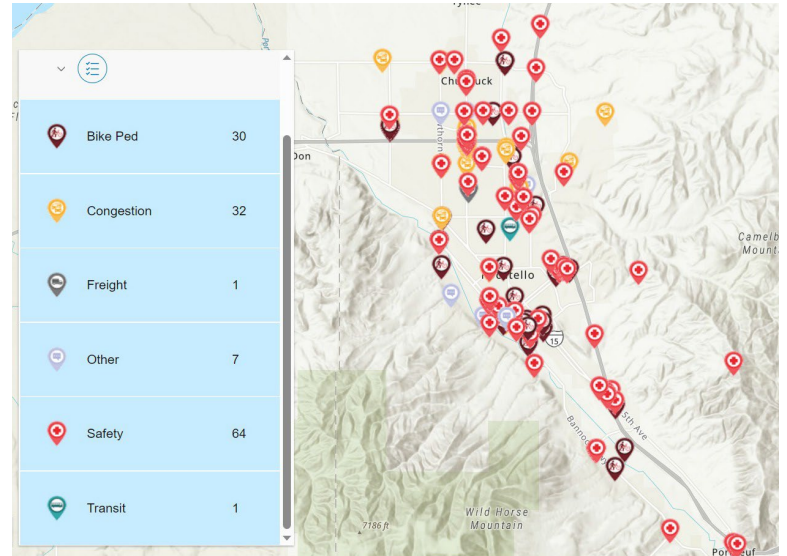
- Safety: 64
- Bike/Ped: 30
- Freight: 1
- Congestion: 32
- Transit: 1
- Other: 7

The website also included a link to an online survey. This survey asked more open-ended questions regarding existing conditions, travel behaviors and collected demographic information. The comment map and survey were advertised via social media, press releases, and paid advertisements in the Idaho State Journal. The comment map and survey were launched in November 2022 and left open for approximately thirty days.

BTPO developed a focus group of public and agency stakeholders to inform the MTP update. The group met on two separate occasions.

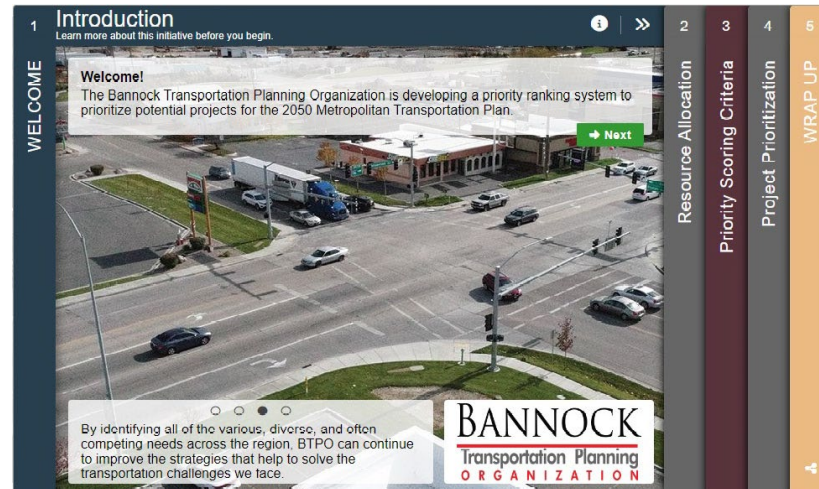
- Focus Group Meeting #1 (December 2022): Review the current and future traffic conditions and online comment map feedback to develop the vision of the 2050 MTP, goals, and objectives.
- Focus Group Meeting #2 (February 2023): Discuss recommended goals and strategies to meet the MTP goals and issues and concerns raised during Focus Group Meeting #1.

The public meeting includes a virtual and in-person public meeting. To the extent possible, both surveys asked the same input. The virtual public involvement used the Metroquest online survey to gauge how the public would allocate budget resources, project priorities, and support specific projects. The virtual survey ran from June 1, 2023, until June 30, 2023.



The public meeting occurred under the NeighborWorks Pavilion at Caldwell Park in Pocatello on Tuesday, June 6, 2023, from 4-6 p.m. The purpose of the public meeting was to gather input from the public about the MTP budget allocation, scoring/prioritization, and future projects.

The meeting provided an opportunity to build project awareness and personal engagement between the community and BTPO. The meeting included informational display boards and interactive activities associated with the 2050 MTP Update content. BTPO staff was available to answer questions and receive comments.



Public and virtual meetings were promoted with the following methods to notify the public about the virtual survey and the public meeting date and time.

- Press Release
- Display Advertisement in Idaho State Journal
- BTPO Email Update
- BTPO Facebook Posts

The Langdon Group designed the meeting to be interactive and inviting. The open house setup allowed residents to drop by when convenient. The display boards at the meeting educated residents about the MTP update and timeline and guided the public through interactive feedback activities. Three activities were available for participants and reflected those available on an online feedback tool used by BTPO via MetroQuest. Those activities included:

The budget allocation question asked participants to allocate their funding (chips or coins) based on the projects/improvements they want to see over the next 20 years.

Table 2 shows the budget allocation rankings from both public outreach efforts. The two groups differed on their priorities, but safety, security, and infrastructure maintenance projects were in the top three in both surveys.

Table 2 Budget Allocation Ranking

Virtual Meeting (Ranking 1-7)	Public In-person Meeting (Ranking 1-7)
Safety and Security	Protect the Environment
Infrastructure Maintenance	Safety and Security
Support Active and Healthy Lifestyle	Infrastructure Maintenance
Mobility and Accessibility	Mobility and Accessibility
Support Economic Opportunities	Support Economic Opportunities
Protect the Environment	Support Active and Healthy Lifestyle
Emerging Technologies:	Emerging Technologies

Participants were asked to rank the scoring criteria according to how much weight they thought the particular criteria should hold in scoring and prioritizing projects. Table 3 shows the results of both activities had different rankings, but bicycle and pedestrian improvements were top for both groups.

Table 3 Project Scoring Criteria Ranking

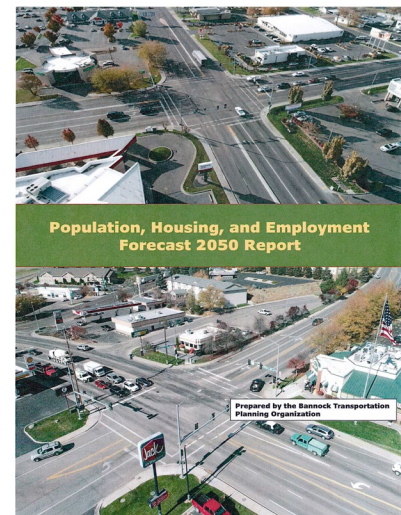
Virtual Meeting (Ranking 1-7)	Public In-person Meeting (Ranking 1-7)
Bicycle and Pedestrian Improvements	Bicycle and Pedestrian Improvements
Safety Improvements	Technology
Pavement Preservation	Safety Improvements
Bridge Repair and Replacement	Roadway Expansion
Intersection Improvements	Pavement Preservation
Transit Improvements	Bridge Repair and Replacement
Technology	Transit Improvements
Roadway Expansion	Intersection Improvements

Chapter 4 Demographics, Land Use and Transportation Population, Housing, and Employment

The BTPO Planning Area contained 89.36 percent of the Bannock County Population in 2020. The planned area includes a small portion of Power County, with a 2020 population of 33. Table 4 lists the 2020 and projected 2050 population, housing units, and employment for the BTPO Planning Area. By 2050, the planning area population is projected to reach 89,546 people, an increase of 13.1 percent, resulting in the need for 4,550 additional housing units. Employment is projected to increase by 10,533 over the next thirty years.

The location of the additional 4,550 housing units and 10,533 jobs will greatly impact the transportation network and accessibility for nonmotorized users. The housing unit and employment growth are primarily located at the current development's edge and near the Northgate Interchange. Infill growth will occur in the urban core, but that number is small compared to the overall growth.

Guiding Document



Land Use and Transportation

[The Population, Housing, and Employment Forecast 2050 Report](#) details BTPO's process to allocate the projected employment and housing unit growth. The anticipated zoning and the development rules for each agency within the planning area determined what would be developed or redeveloped. The BTPO Travel Demand Model (TDM) uses the number of housing units and employment within Traffic Analysis Zones to replicate the existing and future traffic conditions.

Key Findings

- 12.8% Growth in housing units from 2020–2050
- 22.5 % Growth in employment from 2020–2050
- Development patterns are shifting to the northern portions of the planning area

Table 4 Population, Housing Units, and Employment 2020 -2050

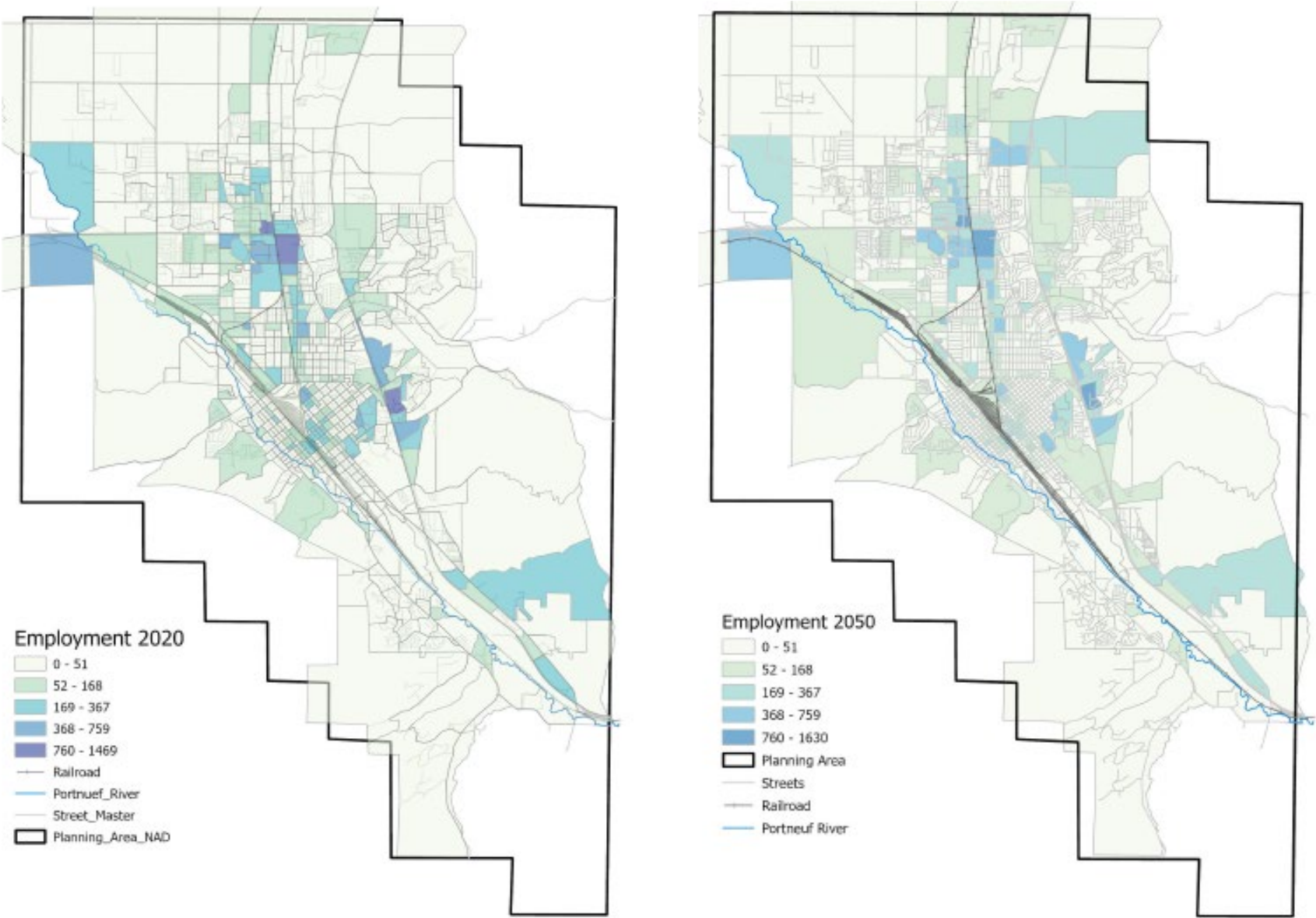
BTPO Planning Area	2020	2050	Change	Percent Change
Population	77,766	89,546	11,780	13.2%
Housing Units	31,068	35,618	4,550	12.8%
Employment	36,296	46,829	10,533	22.5%

Source BTPO Population, Housing, and Employment 2020 and 2050 Forecast 2022

The Middle and Northgate

Figure 2 shows the total employment from 2020 and the projected 2050 employment. The map is critical to demonstrate a fundamental shift in land use patterns that will affect the transportation network for the next twenty-five years. In 2020, the employment was primarily located along the Yellowstone Corridor, with a growing number of service and medical employment on the east benches. Completing the Northgate Interchange on I-15 in 2020 opened up development outside the community's middle and towards the planning area's north end.

Figure 2 Total Employment 2020 and 2050



The Population, Housing, and Employment Forecast 2050 report allocated most of the project employment growth to the Northgate area and a significant amount of housing development. A large amount of housing units are projected for the northwest portion of the City of Chubbuck, west Pocatello, and the Highland area.

The diversification of employment away from the Yellowstone Corridor is a key component to achieving the MTP's vision and goals. Each of the remaining chapters is affected by this change in development patterns.

Key Points and Strategies

- Employment Growth is shifting towards the Northgate area and away from the middle.
- Changes to the local agencies' zoning maps will impact the transportation network.
- Monitor changes to the zoning maps that can affect the employment and housing unit 2050 allocation.
- Encourage redevelopment and densification of housing units in residential and downtown areas.

Chapter 5 The Street Network

The transportation network includes streets, sidewalks, and separated shared use paths. The street rights-of-way is divided into different modes of transportation, with moving vehicles as the primary purpose. Including pedestrian, bicycle, and freight movement facilities in all public streets is a key recommendation of the thoroughfare plan. All transportation networks are built within the street right-of-way except for shared use facilities.

Complete Street is a term used to describe streets that accommodate the needs of all modes of transportation. Personnel vehicles, bicycles, transit vehicles, freight vehicles, and people must be able to use the same space without sacrificing safety, dependability, or mobility. The design of a specific street needs to consider the needs of all potential users.

Figure 3 Example of Thoroughfare Collector provides an example of a collector from the 2050 Thoroughfare Plan. The thoroughfare design example accommodates the needs of vehicles, bicycles, pedestrians, and commercial vehicles. The rest of the chapter describes the current conditions and proposed networks that will meet the goal of accommodating all travelers on the transportation network. Streets and bridges interconnect and provide a network used by private vehicles, bicycles, pedestrians, transit vehicles, and freight trucks. The planning area has 488 centerline miles of streets.

Functional Classification and Thoroughfares

Functional classification is how jurisdictions group streets and highways into classes according to the intended characteristics of service or function. Principal Arterials, Minor Arterials, Collectors, and Local are four classifications of roadways. The thoroughfare plan provides design context to the four street classifications.

Principal Arterials (Interstate, Expressways, and other principal arterials) provide mobility throughout an urban area and connect communities. Principal arterials are primarily for longer trips and have limited access to business and residential developments.

Minor Arterials connect and augment the principal arterial system. Although their main function is traffic mobility, they perform this at a lower level and place more emphasis on land access than a principal arterial. Minor arterials serve trips of moderate length and distribute travel between neighborhoods.

Collectors (Major and Minor) provide connectivity from local neighborhoods to the arterial system and are primarily located in residential areas for short trips. The major difference between major and minor collectors is the length of the street.

Local streets provide direct access to the adjacent property.

Guiding Document

Thoroughfare Plan 2050



Key Recommendations

- Update the comprehensive transportation map
- Update local agency design guidelines
- Develop a transition plan
- All streets should include pedestrian and bicycle facilities

The functional classification does not determine the design of the specific roadway. There are arterial streets that have two or four travel lanes. In 2022, BTPO completed a thoroughfare Plan. The thoroughfare plan recommendations do not change the official Functional Classification Map. The Thoroughfare plan and map allow local agencies to plan their current and future transportation networks. The [2050 Thoroughfare Plan](#) provides a detailed report on updating the 2010 Functional Classification Map to current conditions. Every street in the planning area was evaluated against the characteristics of each street classification from the 2050 Thoroughfare Plan. Figure 4 shows the 2020 Thoroughfare Map.

Implementing the Thoroughfare Plan will modernize the highway network and provide alternatives to the Yellowstone Corridor. Hilene, Hawthorne, Philbin, Bannock Highway, and West Siphon changed from rural roadways to urban arterials. Each is a two-lane road with limited sidewalks or bicycle facilities. The Thoroughfare plan brings these and other Arterials into an urban standard that serves the needs of all users, not just motor vehicles.

Figure 3 Example of Thoroughfare Collector

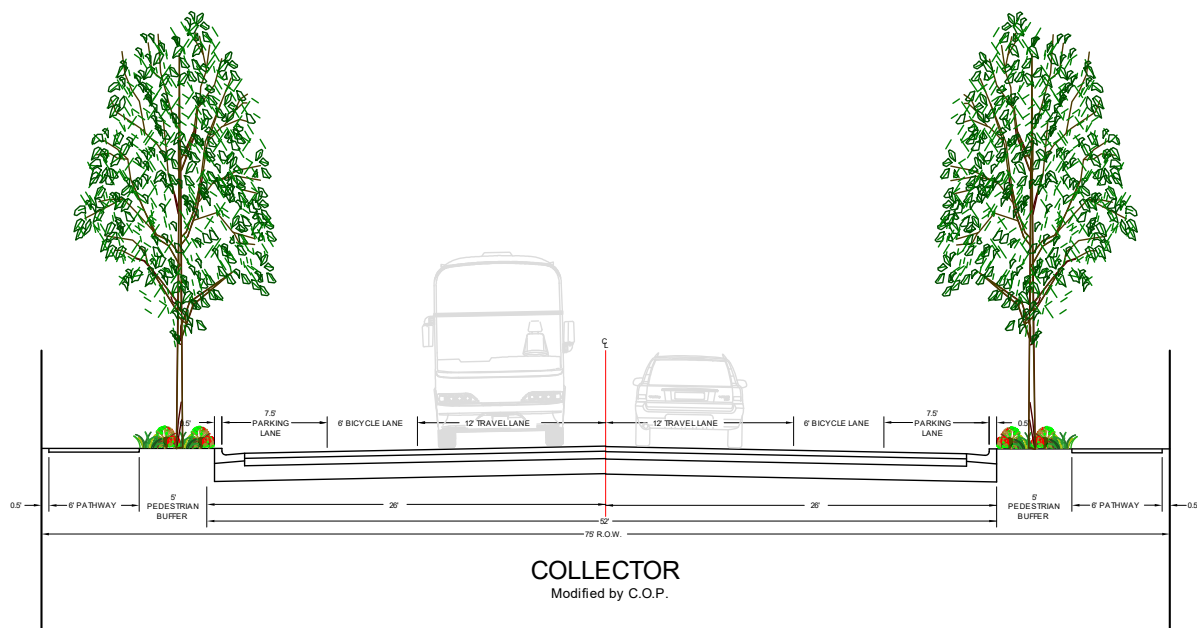
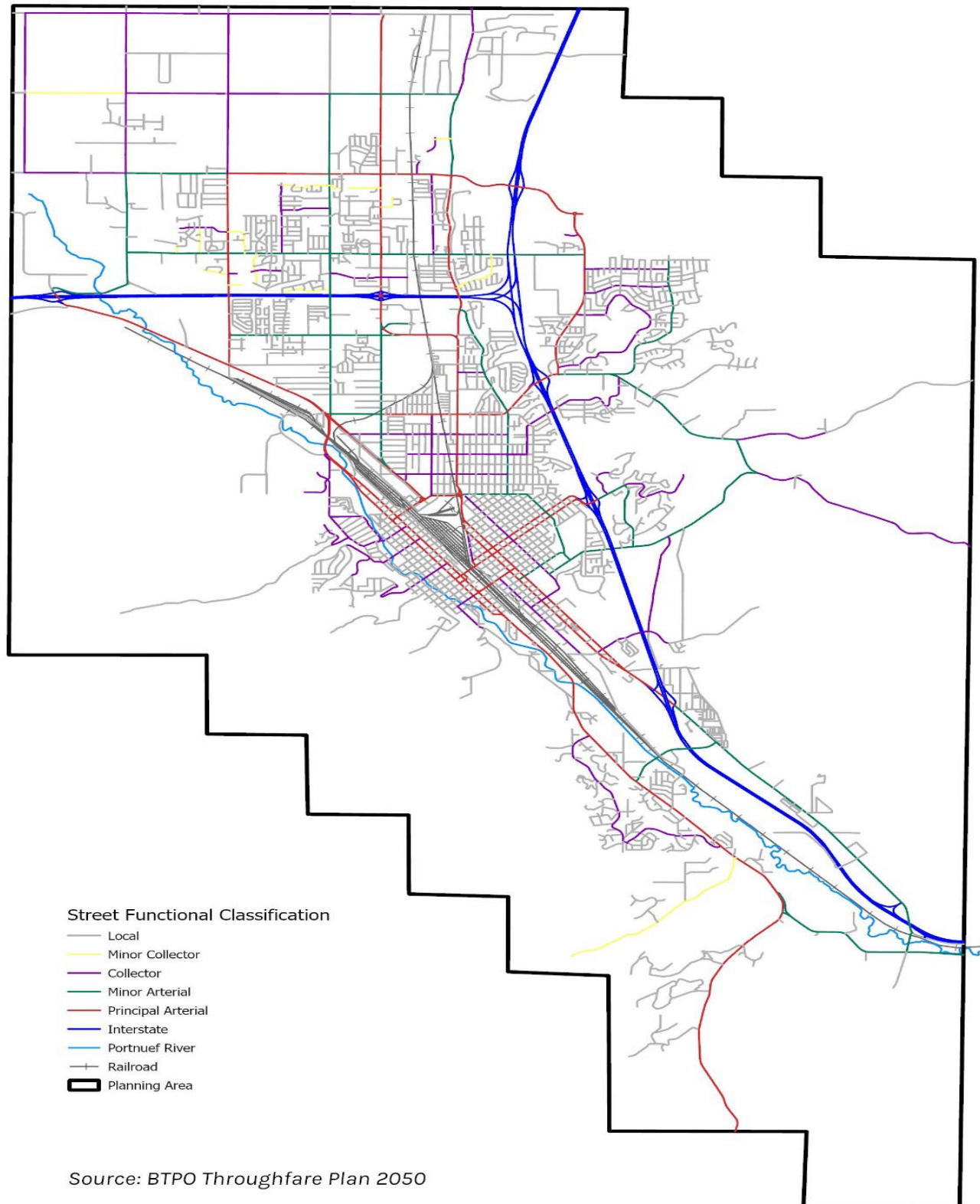


Figure 4 2020 Thoroughfare Map



Traffic Volumes and Congestion

Bannock Transportation Planning Organization uses a Travel Demand Model (TDM) to locate where current and future traffic issues may occur. The TDM uses housing and employment data to simulate the actual traffic conditions. The TDM was calibrated and validated to represent traffic conditions in 2020. The [Travel Demand Model Development and Validation Report](#) provides detailed information on the process used to ensure the TDM replaced the 2020 actual conditions.

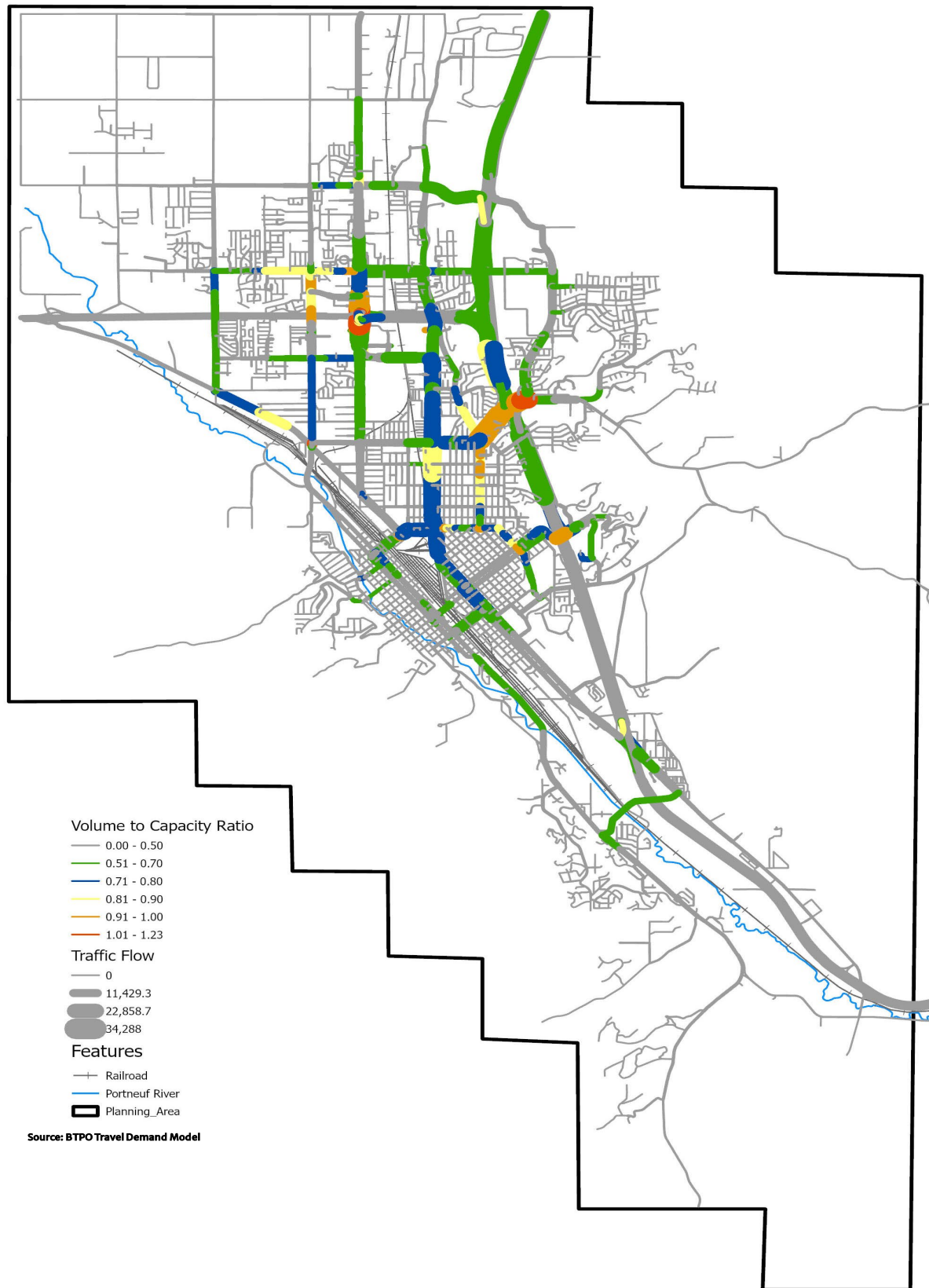
The TDM produces total traffic volumes and identifies potential congested areas. Traffic volume is the amount of traffic projected for the road segment in a twenty-four (24) hour period. BTPO also models the P.M. Peak Hour (17:00 to 18:00) to determine if there are locations with congestion during the busiest time of the day. The Volume to Capacity (V/C) ratio, which measures congestion, is the street segment volume divided by the capacity. Research from the Highway Capacity Manual has shown a relationship between the V/C ratio and driver's comfort. The relationship is called the Level of Service (LOS) and measures the traffic operations (Table 5).

Table 5 Level of Service Vehicle Operation Description

Level of Service (LOS)	Volume to Capacity (V//C Ratio)	Description of Vehicle Operations
A	0.0 – 0.50	LOS A describes Free-flow operations. The ability of vehicles to maneuver is impeded.
B	0.50 – 0.70	LOS B describes reasonability unimpeded operations
C	0.70 – 0.80	LOS C describes stable traffic operations
D	0.80 – 0.90	LOS D describes less-than-stable conditions.
E	0.90 – 1.00	LOS E describes unstable operation with delays and low vehicle speeds
F	Over 1.00	LOS F describes stop-and-go traffic with very low vehicle speeds.
Note: The table is derived from the Transportation Research Board, Highway Capacity Manual, Special Report 209 (Washington, D.C., 1994). Service volumes for Travel Demand Model derived from Transportation Research Board, Highway Capacity Manual, Sixth Edition (Washington, D.C., 2016)		

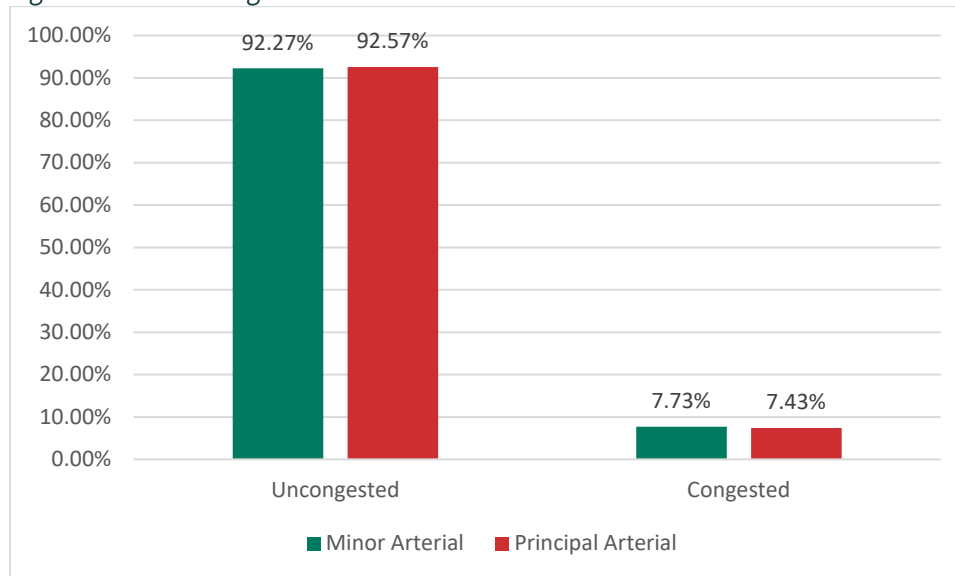
Figure 5 shows the projected 2050 traffic volumes and volume-to-capacity ratios. The projected growth in the north has reduced traffic along several north/south arterials but has not changed the distribution. Traffic volumes along the Yellowstone corridor are two to three times the volume of other north/south corridors.

Figure 5 2050 Traffic Flow Map



BTPO defines a congestion roadway as any segment with a V/C ratio over 0.8 or LOS D. Congestion is measured for the peak hour. The PM (17:00- 18:00) peak hour is used for comparison. In 2020, there were 5 miles of congested arterials. The mileage increased to 7.18 miles in 2050. Figure 6 shows levels of congestion for Arterials in 2050.

Figure 6 Levels of Congestion for Arterials in 2050



Congestion may not be a regional problem, but it does affect traffic along many corridors. Table 6 lists the twenty-three congested road segments in the planning area.

Table 6 Congested Corridors 2050 Daily and PM Peak Hour

Street	From	To	Length (miles)
Bannock Highway	Cree Avenue	South Valley Road	0.018
Bannock Highway	Kurtwood Drive	South Arthur Avenue	0.097
Breneman Street	End	Yellowstone Avenue	0.062
East Benton Street	South 3rd Avenue	South 4th Avenue	0.068
East Center Street	I-15 Southbound Ramps	I-15 Northbound Ramps	0.111
East Center Street	I-15 Northbound Ramps	Vista Drive	0.12
East Gould Street	Garrett Way	McKinley Avenue	0.039
East Oak Street	East Sherman Street	Randolph Avenue	0.034
East Oak Street	Warren Avenue	North 10th Street	0.231
Hiline Road	Flandro Drive	Mountain Park Place	0.287
Hawthorne Road	Garrett Way	Kinghorn Road	0.837
Hawthorne Road	Valley View Drive	West Chubbuck Road	0.654
Hiline Road	Pocatello Creek Road	Pearl Street	0.543
US Hwy 30	Merge	North Philbin Road	0.841
Jefferson Avenue	East Maple Street	East Alameda Road	0.748
North 15th Avenue	East Center Street	East Oak Street	0.359
North Philbin Road	Sawtooth Street	West Chubbuck Road	0.25
Pocatello Creek Road	Jefferson Avenue	Olympus Drive	0.703

Street	From	To	Length (miles)
West Chubbuck Road	Yellowstone Avenue	Cole Street	0.764
West Quinn Road	Pole Line Road	Hawthorne Road	0.5
West Siphon Road	Yellowstone Avenue	Stuart Avenue	0.329
Yellowstone Avenue	Walnut Street	Alameda Road	0.499
Yellowstone Avenue	West Griffith Road	Flandro Drive	0.343
Yellowstone Avenue	Breneman Street	Knudsen Boulevard	0.303
Yellowstone Avenue	New Day Parkway	Abraham Street	0.109
Congested only in the PM Peak Hour			
Source: BTPO Travel Demand Model. Links along a corridor that do not have a V/C ratio greater than 0.80 but are adjacent to links with a V/C ratio over 0.80 were included.			

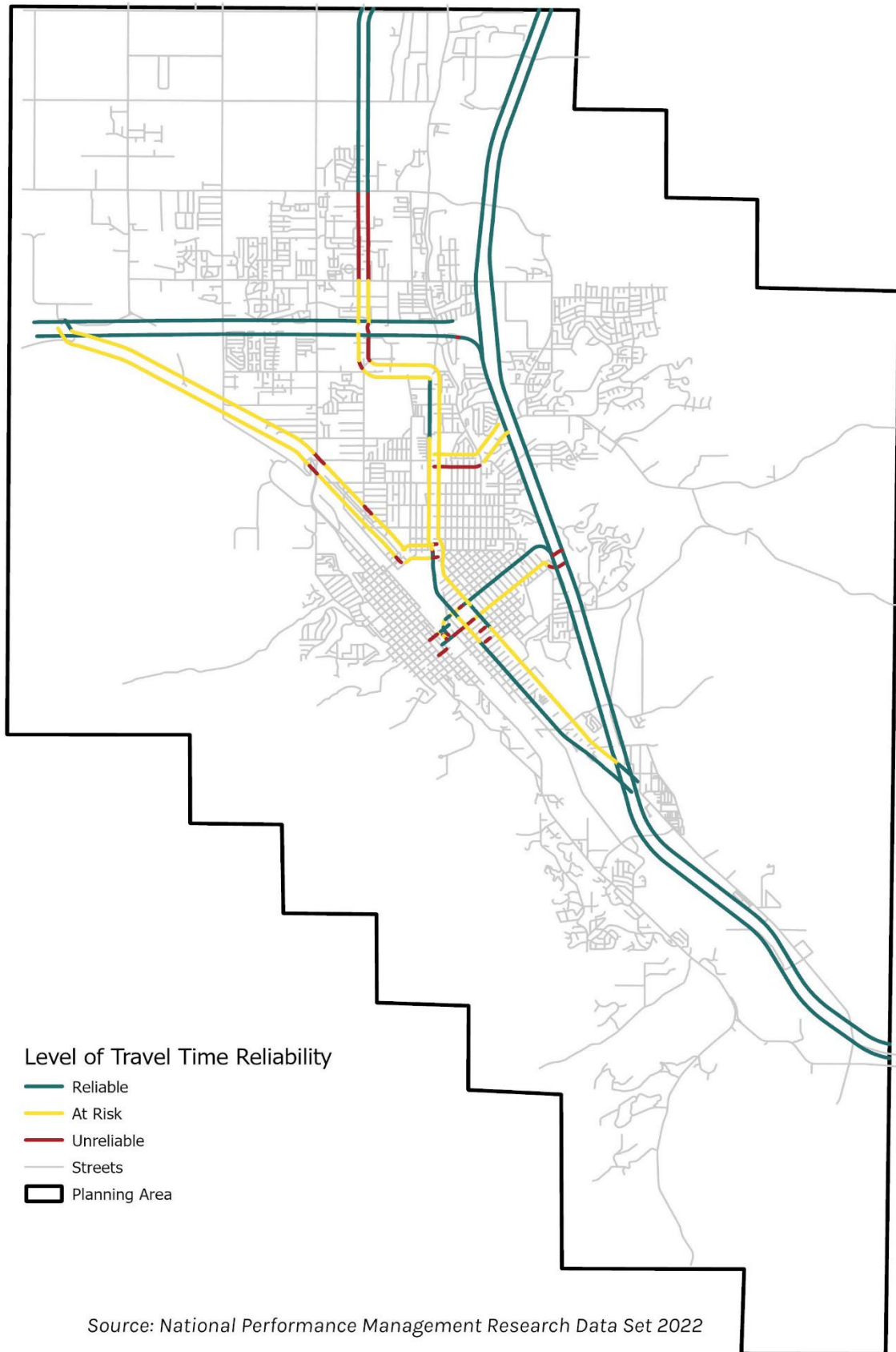
Travel Time Reliability

The Federal Highway Administration (FHWA) defines Travel Time Reliability as "the consistency or dependability of travel times from day to day or across different times of the day." Travel time Reliability is not a measure of congestion but travel time. The Level of Travel Time Reliability (LOTR) compares the 80th percentile travel time to the 50th percentile. Table 7 provides the statewide targets and the performance for the BTPO planning area. BTPO meets the Level of Travel Time Reliability targets. Figure 7 shows the 2022 Level of Travel Time Reliability for the National Highway System.

Table 7 Level of Travel Time Reliability

Performance Measures	ITD Statewide Target 2026	2020	2021	2022
Bannock Transportation Planning Organization				
Percent of person-miles traveled that are reliable - Interstate	>90%	100%	100%	100%
Percent of person-miles traveled that are reliable - Non-Interstate NHS	>70%	80.20%	85.90%	70.30%
Source: National Performance Management Research Data Set				
Note: The Idaho Transportation Department processes the National Performance Management Research Data Set and provides the percentage and map data to BTPO.				

Figure 7 Level of Travel Time Reliability



BTPO tracks non-NHS signalized corridors using BlueTooth Readers. The twenty-eight (28) readers allow BTPO to monitor signal timing changes and evaluate the overall reliability of various corridors. The Travel Time Index measures the ratio of travel time in the peak period to the average travel time. A value of 1.5 indicates that a trip that takes three (3) minutes in free-flow traffic conditions would take four and one-half (4.5). The region is improving travel times, but travel time reliability is still a significant regional issue. Table 8 lists the Travel Time Index for 2002 for the Non-NHS corridors. Three of the corridors are at risk for travel time reliability.

Table 8 Non-National Highways System Travel Time Corridors Reliability Index

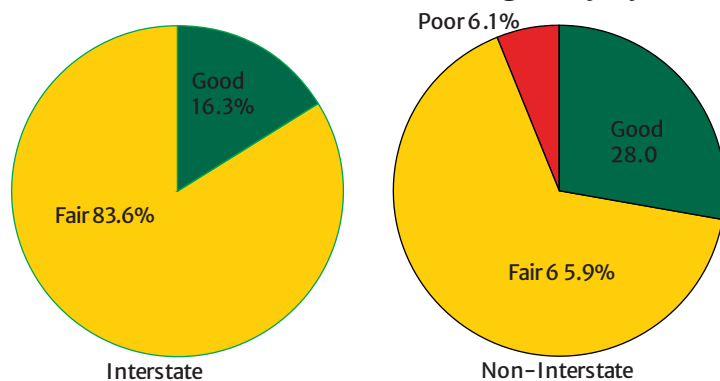
Travel Time Corridors	Travel Time Index for 2022
West Alameda Road - Yellowstone to Pole Line Road	127
West Alameda Road - Pole Line Road to Hawthorne	135
East Center Street - I-15 NB On/Off to Hospital Way	127
Chubbuck Road - Hilina to Yellowstone	111
Chubbuck Road - Yellowstone to Hawthorne	116
Hawthorne Road - Alameda Road to Chubbuck Road	109
Flandro Drive - Yellowstone to Chubbuck Road	103
Hilina Road - Chubbuck Road to New Day Parkway	104
Jefferson Avenue - Oak to Alameda	112
New Day Parkway - Hilina to I-15 SB on/off	107
Northgate Parkway - I-15 SB on/off to NB on/off	107
Oak Street - Jefferson to Yellowstone	113
Olympus Drive - Pocatello Creek to Fairway	105
Pocatello Creek - I-15 SB On/off to Olympus Drive	124
Pole Line Road - Garrett Way to Alameda Road	113
Pole Line Road - Alameda Road to Yellowstone	109

Pavement Conditions

The pavement condition for the National Highway System (NHS) is based on three components, which are IRI (International Roughness Index), cracking percentage, and rutting (asphalt pavements) or faulting (jointed concrete pavements). Figure 8 provides the pavement condition for the NHS from 2022.

Figure 8 National Highway System Pavement Condition

Pavement Condition National Highway System



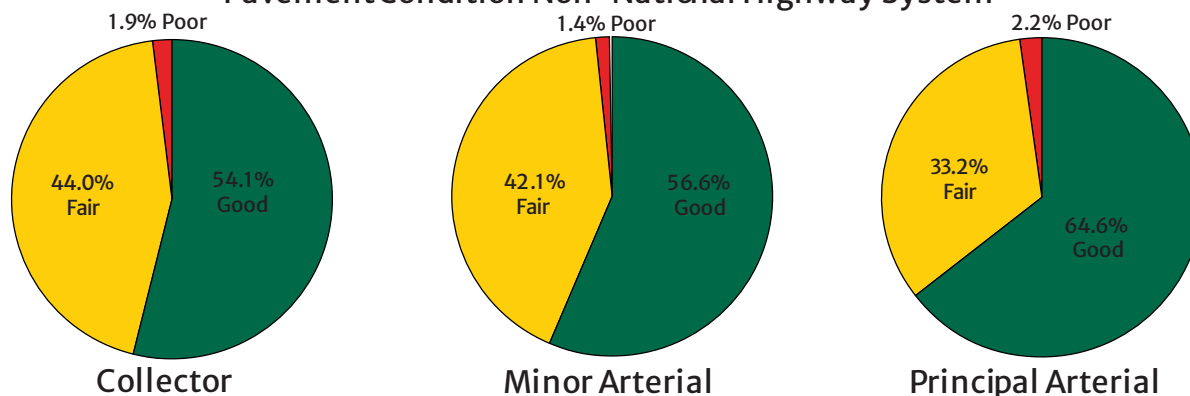
The City of Pocatello, Chubbuck, and Bannock County use the Pavement Condition Index to determine the pavement conditions. The data is from 2021 and only includes 2010 collectors and arterials.

Pavement Condition Index - numerical pavement condition rating ranges from 0 to 100. This report divides the index into six classes, ranging from very poor to very good: Good - 76 to 100, Fair - 41 to 75, and Poor - 0 to 40. Only 1.7 percent of the non-NHS collectors and arterials are in poor condition. Figure 9 shows the pavement conditions for non-NHS collectors and arterials.

The Pavement Condition Index and International Roughness Index used for NHS roads have a relationship in pavement roughness, but the two indexes are not comparable.

Figure 9 Pavement Condition Non-National Highway System

Pavement Condition Non-National Highway System



Intersections

Intersections are important to provide connectivity within the planning area. Intersections also introduce delays in the network. There are 86 intersections in the planning area where a traffic collector or arterial is stopped, including 72 signalized intersections. Active coordination and monitoring occur with 37 intersections along the Yellowstone, Pole Line, Alameda, and Clark/Center corridors. Roundabouts control four intersections, and ten more intersections are All-Way Stop controlled.

All-way stop and stop-controlled intersections on collector and arterials do not allow for the smooth flow of traffic and introduce delay. In 2021, BTPO analyzed 31 intersections of collectors and arterials for the need to change the existing traffic control. The Non-Signalized Intersection study recommended twenty-five intersections for traffic signalization or other traffic control improvements.

Crossings

Railroad Crossings

The Union Pacific Railroad divides the planning area north/south. Twenty-two (22) railroad crossing locations are within the planning area. Thirteen (13) of the crossings are at grade, with four having crossing protection. The crossings limited north/south mobility by limiting the locations where people could cross.

Bridges

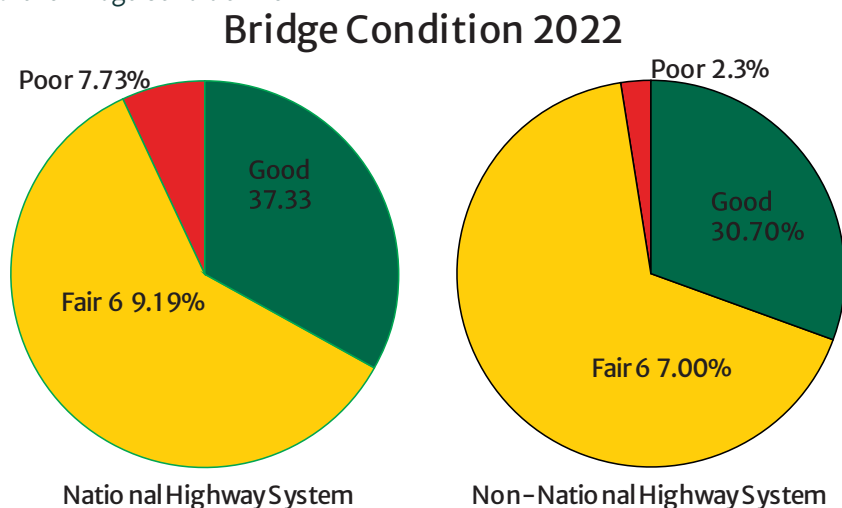
Bridges are an important part of the street network. A bridge is a structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and a track or passageway for carrying traffic or other moving loads and spanning more than twenty (20) feet¹. There are sixty-three (63) bridges located in the planning area.

The Idaho Transportation Department inspects all bridges. The National Bridge Inventory (NBI) is the collection of the bridge condition of the entire United States. The NBI rates the bridge components (deck, superstructure, and substructure) on a 1 to 9 scale. Additional information on the rating system can be found at <https://www.fhwa.dot.gov/bridge/britab.cfm>.

Figure 10 shows the condition of area bridges in 2022. The percentage represents the square foot of the bridge deck in each category divided by the total square foot of the bridge deck in the planning area.

¹ Code of Federal Regulations 23 §650.403.

Figure 10 Bridge Condition 2022



Management and Operations

BTPO is involved with member agencies in the cooperative operation of the coordinated traffic signal network within the region. Traffic signal operation and coordination are critical to compact communities like the Pocatello Urbanized area. The BTPO travel time sensors track the travel time and reliability of key corridors in the region. A corridor with a Travel Time Index (ratio of the peak hour travel time to free flow travel time) of over 1.25 is at risk of being unreliable. Five of the seventeen (25.4 percent) corridors tracked are at risk. The traveling public feels this in the difference in travel times during peak hour travel.

Figure 11 The City Pocatello Traffic Operation Center



The Pocatello Traffic Operation Center has updated traffic coordination plans, saving drivers time when crossing the community. Over the last several years, the Yellowstone Corridor and the Pocatello Creek corridors were retimed, improving the travel time along the corridors. Other timing plan changes on the 15th and Gould corridors improved the traffic operations. Improving traffic operations will help maintain travel time reliability in the future.

BTPO has received a Strengthening Mobility and Revolutionizing Transportation grant from the U.S. Department of Transportation. The grant will allow the upgrade of technology used to operate traffic signals. The project aims to improve the performance and safety of the Yellowstone Corridor for both vehicles and nonmotorized users. The improvements will allow the region better methods to improve traffic flow and the ability to detect pedestrians and bicycles better. The project will start in the fall of 2022.

Key Points and Strategies

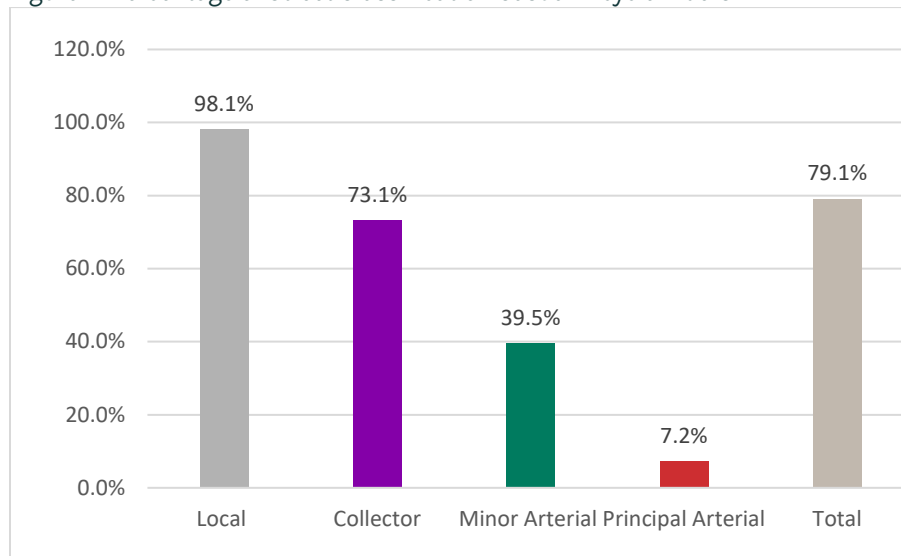
- Travel time reliability on arterial corridors is a critical issue.
- Maintain the low level of congestion
- The arterials must be modernized with additional capacity, bicycle, and pedestrian facilities.
- Maintain the current paverment and bridge conditions
- Additional improvements in traffic operations needed.
- Encourage local agencies to improve the Hiline, Hawthorne, and Philbin Corridors.
- BTPO should develop corridor studies for the major east/west and north/south corridors.

Chapter 6 Bicycle Network

The Bicycle and Pedestrian Master Plan was updated in 2019. The plan evaluated suitability for bicycle travel using the Level of Traffic Stress (LTS) method developed by the Mineta Transportation Institute. The principle behind the low-stress bicycle network is to identify the roads, regardless of the bicycle facility, where most users would ride. The method combines four elements to assign an LTS for a specific street. The factors that affect LTS are the distance between the vehicles, vehicle speed, the number of vehicles, and whether the bicycle and vehicle share the same space. BTPO has selected LTS 1 or 2 as acceptable levels of traffic stress. LTS 1 and 2 are low-stress streets where casual riders would feel comfortable riding.

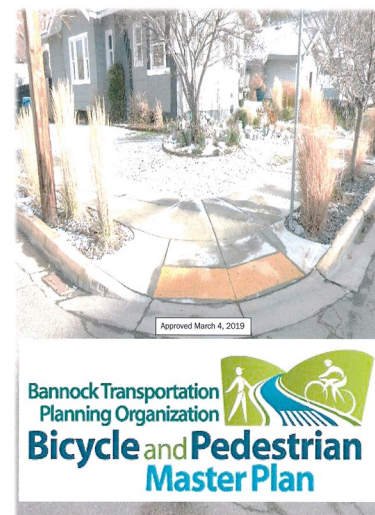
Figure 12 provides the LTS 1 and LTS 2 percentages for each road classification. Arterials are the gap in the bicycle network. Figure 13 shows the proposed bicycle network. The network focuses on improving arterials or providing an alternate low-stress route.

Figure 12 Percentage of Street Classification Casual Bicycle Riders



The development of the bicycle network was a process of matching a type of bicycle facility that would lower the current street LTS to an LTS of 1 or 2. In some cases, this was impossible, given the development constraints.

Guiding Document



Key Recommendations

- Develop a connected Low Stress Network
- Develop a data collection process
- Improve education efforts to reduce bicycle crashes
- Address barriers and gaps created by the Union Pacific Railroad and the Interstate Highway System

Figure 13 Proposed Bicycle Network

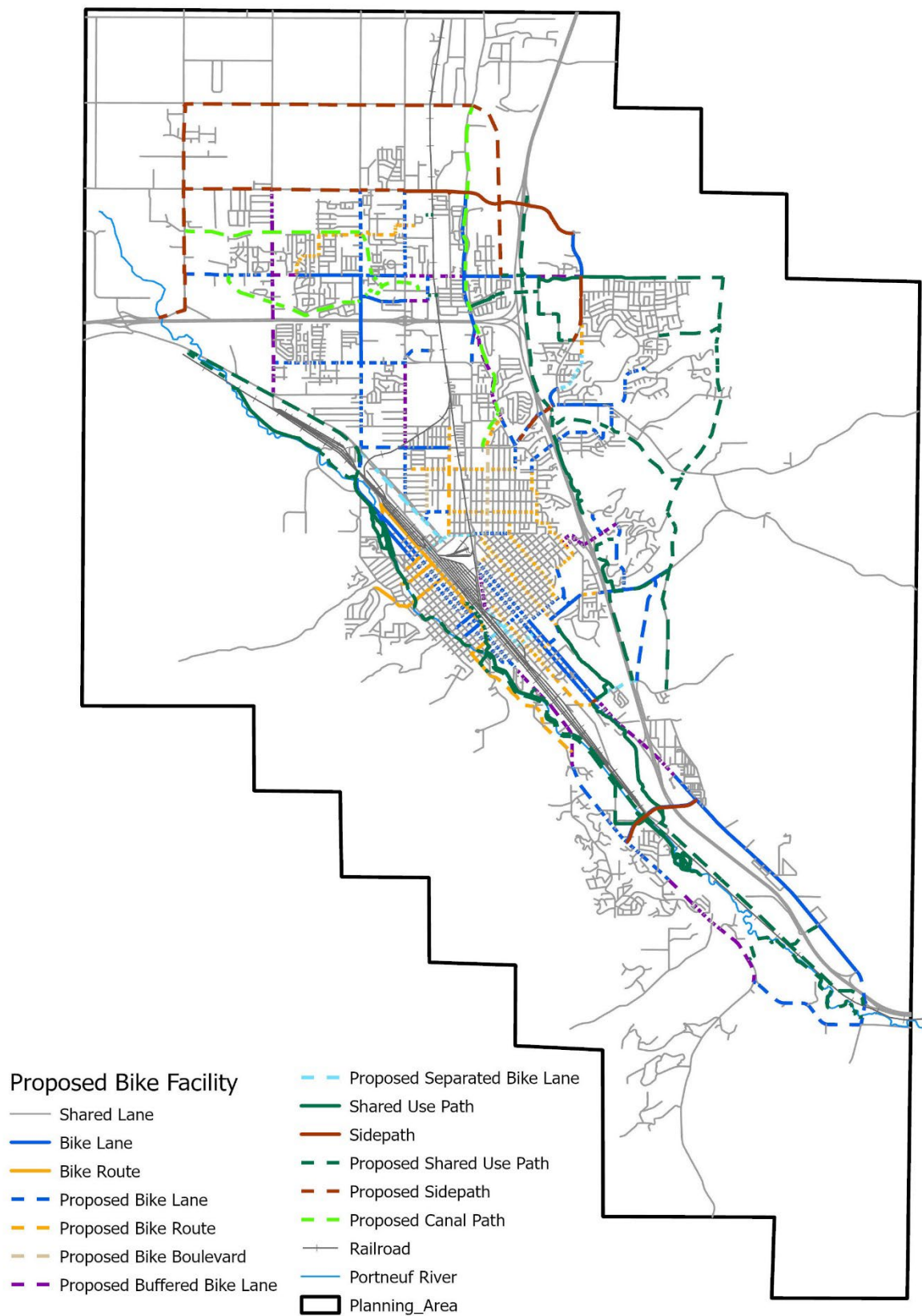


Table 9 shows the miles per year of bicycle facilities needed to complete the proposed network by 2032.

Table 9 Needed Miles Per Year of Bicycle Facilities to Meet 10-Year Completion Goal

Facility Type	Existing 2022	Proposed	Total Miles	Miles Per Year
Bike Lane	16.92	26	42.92	2.6
Bike Route	4.27	13.79	18.06	1.38
Bike Boulevard		1.50	1.50	0.15
Buffered Bike Lane		11.72	11.72	1.17
Separated Bike Lane		4.25	4.25	0.43
Sidepath	2.97	11.49	14.46	1.15
Canal Path		8.82	8.82	0.88
Shared Use Path	14.24	32.17	46.41	3.22

The existing network is unconnected. The proposed network provides various facility types to match the road characteristics. There are still four areas where the proposed network does not meet the needs. The four are:

- **Crossing the Interstate** – None of the five urban interchanges have bicycle facilities connecting both sides. The South Fifth Interchange has narrow shoulders. There are bicycle facilities south of the interchange. Center Street Interchange has bike lanes to the interchange, but they stop at the interchange. Pocatello Creek Interchange has a separate path at the interchange but does not connect to bicycle lanes on either side. The Northgate Interchange has separate multimodal facilities on one side, which connects to sidepaths. The Chubbuck Interchange on I-86 has sidewalks but no bicycle facilities at or connecting to the interchange.
- **High Volume Gaps** – Yellowstone Avenue, Pole Line Road, and sections of Alameda Road and E. Chubbuck Road are high-volume streets with no bicycle facilities and present difficulty crossing the facility.
- **Bridges** – Except for South Valley Boulevard, all existing bridges crossing the rivers, Interstate, or the railroad have LTS 3 or LTS 4. This high LTS creates a barrier from east to west and north to south. These crossings lack bicycle facilities; in many cases, the road width and volumes create LTS 4 conditions. A separated bike lane or shared use path would lower the LTS to an acceptable level.
- **Intersections and turn bays** – The LTS levels are affected by crossing other streets. A street segment (section of the street between two intersections) having an LTS 1 is increased if that segment crosses another segment of a higher LTS. The exception is signalized intersections. Dedicated turn lanes require a bicyclist to cross traffic lanes to make a turn, which increases the LTS of the street segment.

Key Points and Strategies

- Intersection of Arterial Streets are a key barrier to a low-stress bicycle network
- Increase the percentage of arterial streets that can accommodate a casual rider
- Encourage local agencies to apply for projects from the Transportation Alternative Program
- Use the SMART grant to pilot improved detection of bicycles at signalized

Chapter 7 Pedestrian Network

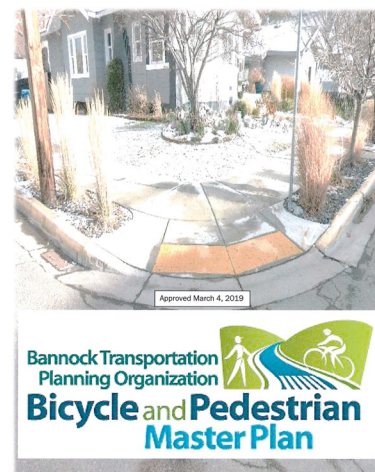
BTPO updated the Bicycle and Pedestrian Master Plan in 2019. The pedestrian plan focused on evaluating the pedestrian network and identifying locations for improvements. Improving the inventory of the pedestrian network was identified as critical to identifying the locations that need improvement.

Figure 14 shows the percentage of sidewalks by classification, with a sidewalk on at least one side of the road. Most collectors and arterials without sidewalks are legacy infrastructure that existed before the area was included in a city. Most of the missing collector and arterial sidewalks are on eight (8) main corridors. They are:

- Garrett Way,
- North Main Street,
- South 5th Ave,
- Bannock Highway,
- Hawthorne Road,
- East Chubbuck Road (Ventur Way)
- Hiline Road, and
- Philbin Road.

Shared use paths are included in the pedestrian network. The two types of separated multiuse facilities in the region are the sidepath and shared use paths (Figure 15). Shared Use paths are separated from the street. Both Sidepath and Shared Use paths are the facilities with the lowest Level of Traffic Stress. Level of Traffic Stress 1 or 2 can only be achieved on high-speed, high-volume roads using a separate bicycle facility. Existing and proposed shared use paths are shown in Figure 12.

Guiding Document



Key Recommendations

- Develop a connected Network
- Eliminate gaps along eight main corridors
- Focus on collectors and arterials improvement
- Promote winter maintenance of sidewalks
- Support demonstration projects

Figure 14 Percentage of Street Classification with Sidewalks on at Least One Side

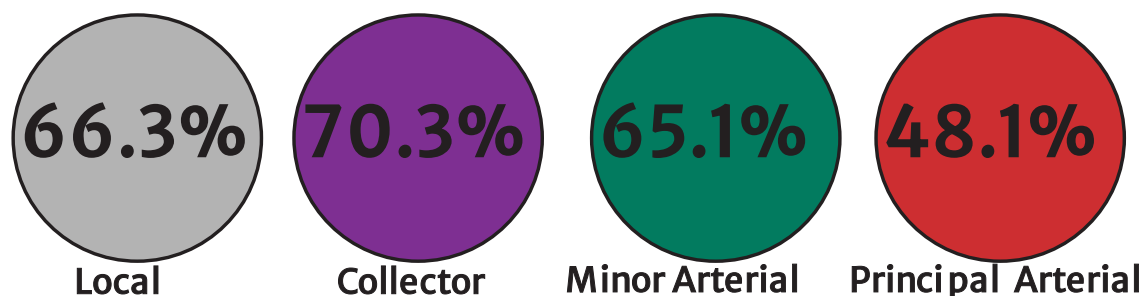


Figure 15 Shared Use and Sidepath Examples

Sidepath



Shared Use Path



Key Points and Strategies

- Increase the percentage of Arterial streets with a sidewalk
- The arterial street design must be modernized to include pedestrian facilities
- Winter maintenance is an obstacle to pedestrian travel
- Work with Pocatello and Pocatello Regional Transit to continue the partnership to eliminate sidewalk gaps
- Support the expansion of Safe Routes to School Program

Chapter 8 Public Transportation

Since 1982, the Pocatello Regional Transit (PRT) has served the Planning Area. PRT offers connectivity so locals can travel to work, school, the store, the doctor, and other destinations. Depending on the season, the PRT runs six to eight set routes. Additionally, PRT provides non-emergency medical transportation, paratransit, and senior citizen transportation services.

Fixed routes operate on a published schedule and along a specific route. The fixed routes run Monday – Friday from 6:15 a.m. to 6:15 p.m. Routes A and B are the primary routes in the network covering the heart of the community. The routes cover the same area but in opposing directions that run on a 60-minute headway. The other fixed routes are targeted to meet specific needs within the community.

The fixed transit routes have been in flux since COVID-19. Staffing levels and customer needs required adjustments to the fixed routes. Chubbuck Road over Interstate 15 was closed to reconstruct the I-15/I-86 system interchange. The three-year closure affects several transit routes. Check the PRT website for the exact routes and stop locations (<https://pocatellotransit.com/fixed-route-services/>).

In 2022, Idaho State University GIS Training and Research Center was contracted to analyze the pedestrian services area for the transit stops. A one-half-mile walking distance from a bus stop determined the service area. The study developed a sidewalk network including marked and unmarked crosswalks for the Planning Area.

BTPO knows that PRT riders use stops not adjacent to a sidewalk, but for the analysis, the service area is only considered for areas accessible by a sidewalk. The analysis did not consider the status of the ADA Ramp at intersections. Figure 16 provides the one-half mile sidewalk service area for all fixed routes. The analysis used ESRI's Community Analysis to characterize the population within the service area. The estimated 2021 population of the service area is 43,860.

The five need areas for public transportation include:

- Adjusting transit routes to meet the needs of riders,
- Maintaining a fleet of vehicles,
- Pedestrian accessibility and connectivity,
- Transfer stations and bus stop improvements, and technology.

Guiding Document



POCATELLO REGIONAL TRANSIT
MASTER TRANSIT PLAN

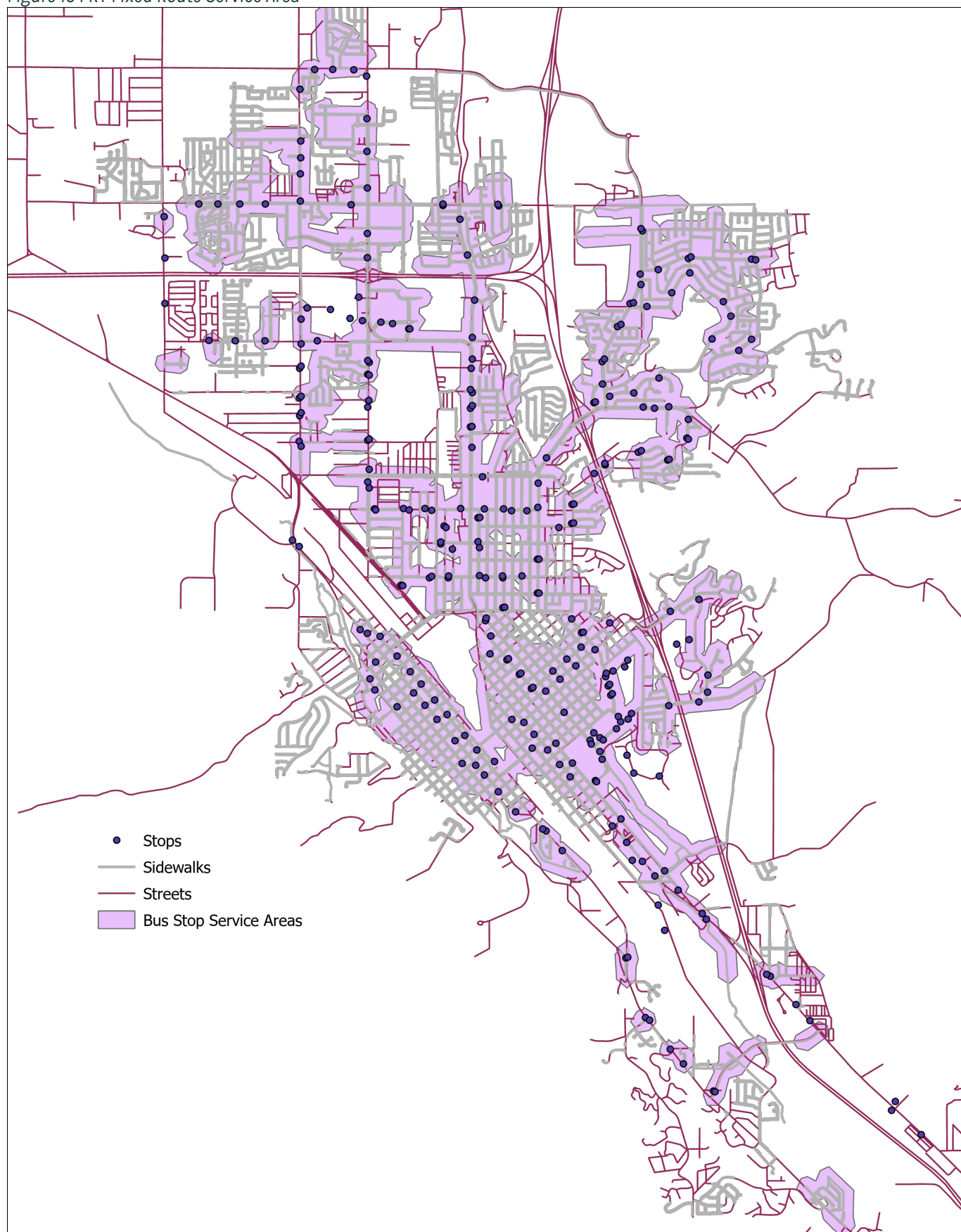
May 2018



Key Recommendations

- Realign transit routes
- Improve bus stop facilities
- Improve information provided to the rider
- Maintain Vehicle Fleet

Figure 16 PRT Fixed Route Service Area



Key Points and Strategies

- Vehicle asset management is critical to the success of the transit system.
- Over 43,000 people are within the PRT fixed-route service area.
- Improvements to bus stops are needed.
- Improvements to the walkability of the streets next to transit routes should continue.

Chapter 9 Freight

The BTPO planning area is at the intersection of I-86 and I-15, which flows through the region and the intermountain west. The region's intermodal facility transfers shipping containers from trucks to rail. The region also has the Union Pacific Railroad (Class 1 Railroad).

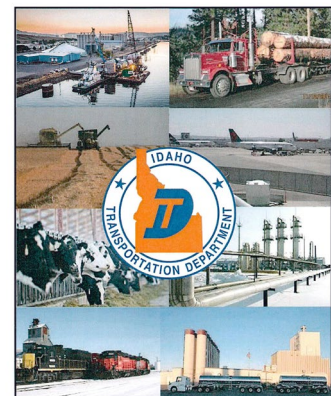
The planning area has manufacturing companies that produce over-height products. Getting products from the manufacturing facility to the interstate highway or rail facilities is challenging. Obstructions include traffic signals, power lines, and underpasses. Figure 17 shows one example of a height restriction resulting from a low power line. The railroad bridge on U.S. 30 (Garrett Way) is another example of a reconstruction. The bridge has a clearance of 14 feet, which is a height restriction on a Critical Urban Corridor.

Travel time reliability was discussed in the section on streets and bridges. The Travel Time Reliability shows that most non-interstate National Highway System segments are unreliable or at risk for unreliability. Unreliable means the travel times on the corridor in peak periods exceed 1.5 times the free flow travel time.

Yellowstone Corridor and Garrett Way Corridor are on the extra length and excess weight routes. The additional requirements of these routes have not been accounted for in the traffic signal progression. In 2024, the Yellowstone corridor will be part of the pilot project to determine the best equipment to address commercial vehicles on the coordinated traffic control corridors. Lessons learned from this study will be applied to the Garrett Way Corridor.

Guiding Document

Idaho Transportation Department



2023 Strategic Freight Plan
24 March 2023

Key Focus Areas

- E-Commerce
- Over length Routes
- Travel Time Reliability
- Critical Freight Corridor
- Infrastructure Condition

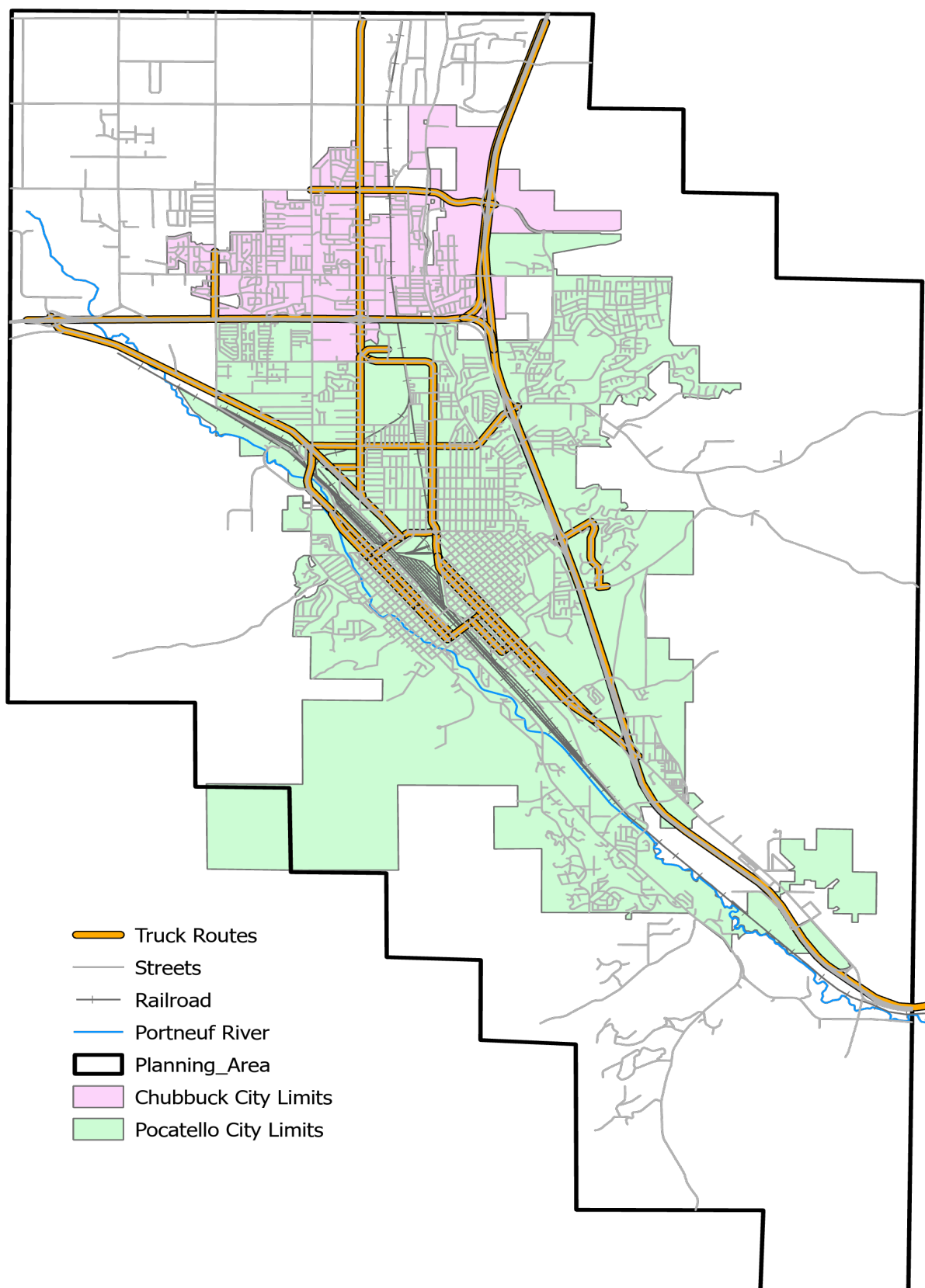
Bridge and pavement condition was another critical factor in freight operations. These two areas were covered in the street section. The Yellowstone Corridor and sections of I-15 have pavement in poor condition. ITD is working on programming improvements to these corridors.

Figure 18 shows the truck routes in the urban area, primarily within the city limits. The addition of the Northgate Interchange and the New Day Parkway is the only change to the truck route from the 2040 MTP.

Figure 17 Low Power Lines over Pole Line Road



Figure 18 Truck Routes



Key Points and Strategies

- Travel Time Reliability is a concern on the arterial network
- Improvements to traffic signal coordination are needed to account for truck traffic.
- There are height restrictions along a critical freight corridor

Chapter 10 Safety and Security

Strategic Highway Safety Plan

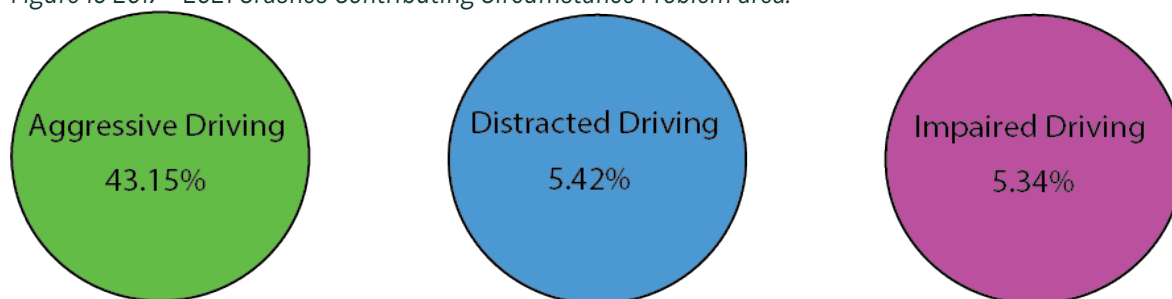
The police officers complete the crash reports at the scene and send the information to ITD. The Idaho Transportation Department (ITD) verifies the data and includes the crash in the statewide database. The data analyzed is from 2017 -2021.

The Idaho Highway Safety ²Plan lists aggressive, distracted, and impaired driving as problem areas. The plan defined aggressive, distracted, and impaired driving as:

- Aggressive driving behaviors include failure to yield the right-of-way, driving too fast for the conditions, exceeding the posted speed, passing a stop sign, disregarding the signal, and following too closely.
- Distracted driving crashes are those where an officer indicates that Inattention or Distracted - in/on the vehicle was a contributing circumstance in the crash.
- Impaired driving crashes are those where the investigating officer has indicated the driver of a motor vehicle, a pedestrian, or a bicyclist was alcohol and/or drug-impaired or where alcohol and/or drug impairment was listed as a contributing circumstance to the crash.

Figure 19 shows that aggressive driving behaviors contributed to 43.15% of all crashes from 2017-2021. Aggressive, distracted, and impaired driving contributes to over fifty percent of all crashes. These three areas are the focus of ITD's and BTPO's efforts to reduce crashes.

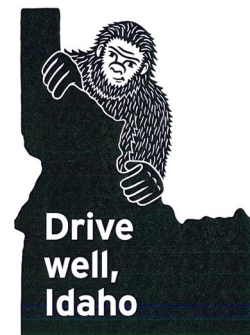
Figure 19 2017 - 2021 Crashes Contributing Circumstance Problem area.



Guiding Document

---> Strategic Highway Safety Plan

IDAHO: 2021-2025



Key Focus Areas

- Impaired Driving
- Occupant Protection
- Vulnerable Roadway Users
- Vulnerable Roadway Behaviors
- Infrastructure

^{2 2}Idaho Office of Highway Safety "Idaho Highway Safety Plan, 2021, https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/id_fy21_hsp.pdf (accessed November 4, 2022)

Crash Trends and Analysis

Table 10 lists the number of crashes and the number of fatalities and serious injuries that occurred. The data has not been analyzed completely, but motorcycles were involved in 50% of vehicle crashes. The number of fatalities remained constant until 2021.

Table 10 Fatalities and Serious Injuries by Year

Year	Fatal Crashes		Vehicle		Bicycle		Pedestrian	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities
2017	3	4	3	4				
2018	4	4	4	4				
2019	3	3	2	2			1	1
2020	4	4	3	3	1	1		
2021	7	7	6	6			1	1
Year	Serious Injury Crashes		Vehicle		Bicycle		Pedestrian	
	Crashes	Serious Injuries	Crashes	Serious Injuries	Crashes	Serious Injuries	Crashes	Serious Injuries
2017	31	32	27	28	1	1	3	3
2018	25	29	19	23	3	3	3	3
2019	26	27	21	21	0	0	5	6
2020	21	21	19	19	0	0	2	2
2021	32	34	28	30	3	3	1	1

Source: Idaho Transportation Department WebCars

The U.S. Department of Transportation promotes a safe systems approach to improving transportation safety (Figure 20). BTPO is working with a group of regional stakeholders led by the Southeast Idaho Council of Governments to develop a safety plan using the safe system approach. The effort is ongoing, and they plan to complete a safety action plan in 2024.

The Idaho Transportation Department works with law enforcement to develop programs to reduce these problem areas. BTPO will develop safety programs with local law enforcement and street officials.

The two focus areas identified are pedestrian and bicycle intersection-related crashes and lane departure crashes.

Crashes involving pedestrians and bicycles at an intersection accounted for 26.7 percent of serious injury crashes. Lane departure-type events accounted for 34.7 percent of the non-intersection fatalities, most occurring along Interstate 15.

Figure 20 U.S. Department of Transportation Safe System Approach



Potential actions include:

- Conduct a safety analysis on all intersections where a serious injury bicycle or pedestrian crash occurred. Identify common characteristics of the intersection that could be improved.
- Work with the Idaho Transportation Department to evaluate the lane departure crashes on I-15.

Transportation Security

Briefing Book Key Issues for Transportation Decisionmakers, Officials, and Staff defines Transportation security as freedom from harm, tampering, natural disasters, and extreme weather events that would affect motorized and nonmotorized travelers. Security goes beyond safety to include planning that prevents, manages, or responds to threats to a region and its transportation system and users.³

Transportation network security is the process of preparing for the response to emergencies and natural disasters. Security also involves protecting and managing the transportation network to reduce harm to its users and the network itself. BTPO's role in security is to coordinate with relevant agencies to increase the security of their facilities and users.

Transportation security is divided into four categories:

- Asset Management
- Emergency Management
- Intelligent Transportation System Management
- User Security.

Asset Management

Asset management is a strategic and systematic process of operating, maintaining, and improving physical assets like bridges and pavements. The asset management process is based on engineering and economic analyses performed with quality information. The facility owners are in charge of the asset management plan. ITD is required to develop an asset management plan for facilities on the National Highway System. BTPO will coordinate with and incorporate the plans into funding priorities.

Emergency Management

In 2021, Bannock County developed an Emergency Operation Plan. The plan establishes who does what, when, where, and how. The plan addresses both natural and non-natural hazards.

Bannock County Emergency Operations Plan

<https://www.bannockcounty.us/wp-content/uploads/2022/03/11302021-FINAL-Bannock-County-EOP-2021.pdf>

Intelligent Transportation System Management

Incorporating intelligence is becoming an increasingly important part of the transportation system. Attacks on the transportation infrastructure have been limited. Still, as more vehicles become connected, the threat of cyberattacks increases, hence the need to secure Intelligent Transportation

³ Transportation Planning Capacity Building Program, The Transportation Planning Process Briefing Book Key Issues for Transportation Decisionmakers, Officials, and Staff A Publication of the Transportation Planning Capacity Building, page 45

Systems (ITS) for individual vehicles and public transportation. Security of these systems is crucial for safe and efficient transportation.

User Security

The Pocatello Regional Transit employs various technologies to improve the security of riders and the operators of transit vehicles. BTPO should continue to work with the Pocatello Regional Transit on ways to improve the security of riders.

The Southeast Idaho Council of Governments operates a Safe Routes to School program at six area schools. The Safe Routes to School Program works to improve the infrastructure and physical security of students going to and from school.

Coordination and Support

BTPO is not directly responsible for the security of the transportation system, but we are invested in the development, implementation, and results of these planning efforts. Developing a list of security plans is the first step in coordinating with supporting agencies involved with security.

Key Points and Strategies

- Injury crashes involving pedestrians and bicycles at an intersections need additional study to determine the cause.
- Run off the road is a leading contribute to fatalities, BTPO and ITD should study the causes and implement control strategies.
- BTPO should strengthen the partnership with law enforcement and ITD to reduce aggressive driving behaviors
- BTPO should develop a safety action plan for the region.
- Develop a list of security and access management plans

Chapter 11 Resilience and Environmental Protection

Resilience

Resilience regarding transportation has project and planning components. Resilience means a project with the ability to anticipate, prepare for, or adapt to conditions or withstand, respond to, or recover rapidly from disruptions, including the ability to:

- to resist hazards or withstand impacts from weather events and natural disasters,
- to reduce the magnitude or duration of impacts of a disruptive weather event or natural disaster on a project, and
- to have the absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to weather events or other natural disasters.⁴

Resilience and security have some overlap in the areas that they cover. The MTP will focus on alternative routes and natural hazards. The Portneuf Valley's natural and man-made features limit crossings and alternative routes. The west bench, for example, has only one access route. If that route were blocked, there would be no other way to get off the bench. There are thirteen (13) at-grade railroad crossings and sixty-three (63) bridges that limit route options, and in some cases, like the east bench, could limit travel routes.

Route choice and distance between alternative routes have not been studied in the context of resilience. The I-18/I86 System Interchange reconstruction has shown alternate routes' benefits and potential hazards. The proximity of alternative routes facilitated the closure of bridges during the construction, but the additional traffic on those routes created congestion and backups until traffic control plans were modified. BTPO should develop traffic control and plans that account for the closures of crossings. The emergency management agencies should be included in identifying critical routes.

Four regional hazards should be addressed when considering transportation resilience. They are:

- Floods and Stormwater,
- Winter Conditions,
- Wildfires, and
- Earthquakes.

⁴ United State Code Title 23 §101 https://www.govregs.com/uscode/title23_chapter1 (December 15, 2022)

Floods and Stormwater

Our region experiences stormwater flooding almost every year. Spring and summer flooding can impact the transportation network. As water levels rise, spring runoff and summer rain can affect bridges over rivers and streams. Within Bannock County, a flood may occur twice a year. The cumulative impact of stormwater can significantly impact streets and underpasses. The City of Pocatello has flood hazard information and flood response plans on its website⁵. BTPO should continue to promote bridge and underpass designs that mitigate potential flooding.

The federal Clean Water Act and Safe Drinking Water Act require the Cities to manage stormwater runoff. Land use and slope influence stormwater runoff. The City of Pocatello and Chubbuck have detailed plans for addressing stormwater runoff and mitigation strategies.

Information on these programs can be found at:

- <https://www.pocatello.gov/421/Storm-Water-Management>
- <https://cityofchubbuck.us/storm-water/>

Green streets are an important tool that BTPO advocates for in the design of roadways. Green Streets achieve multiple benefits by integrating stormwater treatment techniques that use natural processes and landscaping. Green streets include a natural buffer between pedestrians and the street, improving pedestrian safety and walkability. Figure 22 shows Martin Luther King Jr. Boulevard, a pilot green street completed in 2018.

Needs and Strategies

- Develop a green street policy for urban areas.
- Encourage the use of green infrastructure in street designs.
- Increase the number of mobile wayfinding and message signs that can assist in informing and routing the public during an emergency.

Winter Conditions

The BTPO planning area receives an average of 44 inches of snow between October and May⁶. Snow can have a significant impact on the transportation system. The potential of a bridge or street closure is a real possibility. Winter weather also affects the reliability of the transportation system. A

Figure 21 Flooding of the Center Street Underpass in Pocatello



Figure 22 Example of Green Street



⁵ City of Pocatello, "Flood Hazard Information" <https://www.pocatello.gov/265/Flood-Hazard-Information> (December 15, 2022)

⁶ U.S. Climate Data, <https://www.usclimatedata.com/climate/pocatello/idaho/united-states/usid0204> (December 15, 2022)

major winter storm can significantly increase travel time, which affects people and freight. Emergency response is a major concern during winter snow events.

All member agencies have very active antiskid and snow removal programs. Most of these programs rely on Intelligent Transportation System (ITS) technology to improve the response time and reduce the transportation system's impact.

Needs and Strategies

- Support the use of ITS technology in support of winter maintenance activities.
- Install weather monitoring equipment on bridges and steep streets.
- Increase the number of mobile wayfinding and message signs that can assist in informing and routing the public during an emergency.

Wildfires

Almost every year, wildfires near the Pocatello urban area impact transportation infrastructure. The 2012 Charlotte Fire in southern Pocatello provided a reminder that the area is surrounded on three sides by nature. Over sixty homes were lost, and major transportation corridors were impaired. Wildfires often require the evacuation of residents for public protection. These evacuations affect the transportation systems and can result in road closures.

Needs and Strategies

- Support fire wise
- Increase the number of mobile wayfinding and message signs that can assist in informing and routing the public during an emergency.

Earthquakes

There are no active faults within the Planning Area. The Bannock County Hazard Mitigation Plan identifies earthquakes as having a low frequency and impact.

Environmental Protection

Protect the environment by minimizing the impact of the transportation network on our natural resources (MTP Goal 5). Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and local planned growth and economic development patterns (MPO planning factor 5). The MTP goal and national planning factors are all-encompassing. Some of the solutions and strategies that promote environmental protection are included throughout the MTP. This section will focus on:

- Stormwater and develop guidelines and support water-wise landscaping, streetscapes, and green spaces,
- Economic development patterns, and
- Wildlife passage.

Stormwater was discussed in the resilience section earlier in the chapter. Both the cities of Pocatello and Chuubuck do a great job of managing stormwater and runoff. The MTP supports and desires to expand the resources and increase the examples of green streets. Besides developing a green street policy, BTPO should identify potential pilot project locations.

Economic development patterns were discussed in the demographic chapter. The 2035 MTP was developed using a scenario planning process. The recommended scenario encouraged development near the Northgate interchange and increased the density of development throughout the region. The land use changes used to project development patterns are a key component of the MTP's overall strategy to reduce congestion and improve connectivity. Without the changes, additional corridors in the region's center would have an unacceptable level of Service.

Wildlife passages are a concern of residents located at the urban area fringe. The Idaho Department of Fish and Game was contacted to identify locations of concern. Currently, the department has no wildlife corridors identified in the urban area. While no official corridors exist, this is not to say there are no issues with wildlife crossing roads.

Air Quality and Carbon Reduction

The BTPO planning area is in the Protneuf Valley Non-Attainment area (PVNAA). Since 1993, BTPO and member agencies have worked to improve air quality and reduce PM₁₀. The improvements over the years have helped show reductions in emissions and improvements in air quality. In 2026, the PVNAA will complete the second ten-year maintenance plan and no longer be required to demonstrate compliance. Removing the non-attainment area designation does not change the commitment to maintaining air quality.

Strategies that contribute to PM₁₀ reduction fall into vehicle and road categories. Many factors affect vehicle emissions, including average speed, idle time, and fuel type. BTPO has focused on reductions to stop-and-go traffic and maintaining constant vehicle speed. Strategies to achieve traffic flow at constant speed include corridor-based signal coordination and evaluating intersection operations on collectors and arterials with higher speeds and traffic volume. The report describes [Traffic Management](#) and [Intersection](#) control earlier, but both try to reduce stop-and-go traffic. BTPO needs to expand monitoring of travel time, which can be an indicator of stop-and-go traffic. The corridors that need additional monitoring are:

- Philbin Road - U.S. 30 to Siphon Road
- Hawthorne Road - Alameda Road to Siphon Road
- Main Street/Arthur Avenue - Bannock Highway to Garrett Way,
- Hiline Road - Alameda Road to Flandro Drive and Chubbuck Road to Tyhee Road
- Olympus Drive - Fairway to Northgate
- 15th Avenue - Terry Street to Oak Street
- Benton Street - Arthur Avenue to 5th Avenue
- Chubbuck Road - Philbin Road to Hathorne Road

Removing all-way stop control intersections on collectors and arterials is another method to reduce stop-and-go traffic.

The Bipartisan Infrastructure Law created the Carbon Reduction Program (CRP). The CRP's purpose is to reduce carbon dioxide transportation-related emissions. The strategies to reduce carbon dioxide emissions are similar to the activities related to reducing PM₁₀. BTPO is working with the Idaho Transportation Department to develop strategies to reduce carbon dioxide emissions. The exact mix of strategies is unknown, but the improved operation of traffic signals and reduced vehicle traffic will be important components.

The expansion of traffic management, improvements to bicycle and pedestrian facilities, and transit will help the region reduce carbon emissions. The strategies identified by ITD and BTPO should be implemented and are consistent with the goals of the MTP.

Key Points and Strategies

- Coordinate with Public agencies responsible for the development of asset management plans.
- Develop traffic control plans that account for closures of interstate, railroad, or river crossing closures.
- Expand Green Street design guidelines and usage in the planning area.
- Flood and stormwater are critical issues impacting the resilience of the transportation network.
- Expand travel time monitoring to all corridors with two or more signals
- Support Carbon Reduction Strategies developed by ITD

Chapter 12 Factors that Can Affect the Transportation Network

Shared and Micromobility

The trend of shared mobility is just starting to enter the Planning Area. Shared mobility is where the vehicle is not owned by an individual but is shared within the community. The two trends are shared and micro.

Shared mobility includes ridesharing services like Uber and Lyft. These services provide point-to-point transportation options. In larger urban areas, these services are used frequently in walkable areas and areas with parking restrictions. A potential long-term trend is the reduction of vehicle ownership, which may reduce the vehicle miles traveled in the region.

Federal Highway Administration defines micromobility as any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.

Electric personnel transportation will grow in ways that cannot be predicted. Companies like Lime and Bird are expanding their services across the county. Idaho Falls has Byrd electric scooters in the downtown area. Byrd is providing electric scooters in Pocatello. Many other micromobility products are being introduced onto the market.

The potential impacts and needs regarding micromobility are grouped into infrastructure, safety, and regulations.

Alternative Fuel Vehicles

Alternative fuels are any fuel other than gasoline and diesel. Examples of alternative fuels include electricity, compressed natural gas, biodiesel, ethanol, propane, and hydrogen. Alternative fuel vehicles do not necessarily impact the transportation network more than gasoline and diesel vehicles.

The current method of financing the public transportation infrastructure involves user fees. Sales or excise tax is charged for all listed fuels except for electric and hydrogen fuels in Idaho. Electric vehicles currently make up a very small portion of the vehicle fleet. There are projections that vehicles will make up thirty and fifty percent of the fleet by 2050. Over the next thirty years, Idaho needs to develop a method to charge a user fee for electric vehicles.

The U.S. Department of Transportation has a National Electric Vehicle Infrastructure (NEVI) program. The program seeks to identify and develop a set of electric vehicle corridors with stations no more than fifty miles apart. The Idaho plan identifies current and future electric corridors. The Pocatello to Idaho Falls corridor is one of the State's four existing electric corridors. The Planning area, in 2022, had four charging stations.

Work from Home

COVID-19 quickened the trend of working from home. In the region, several large employers switched from on-site to remote employment. The current travel demand model does not account for work from home. Working from a remote site can change travel patterns in the region. More research is needed on the impacts of remote work on travel patterns and the number of trips taken.

Shopping and Delivery Patterns

Electronic commerce, or e-commerce, is the term used to describe the purchasing and selling of products and services over an electronic network, most often the Internet. The COVID-19 pandemic spurred significant expansion in e-commerce, impacting the business models, delivery, and other service industries. Modern delivery and communication technologies have increased e-convenience commerce for consumers after COVID-19, drawing in new clients and building solid clientele.

The shift to online shopping and contactless delivery is now an essential part of staying safe during the pandemic. New shopping and delivery trends have emerged during the pandemic. Contactless delivery has become the norm in many places to limit contact between customers and delivery personnel while keeping deliveries on track. The pandemic has caused a surge in online shopping and delivery options. Many retailers have seen increased orders because people avoid brick-and-mortar stores, allowing businesses to offer more convenient delivery services like same-day shipping or pick-up from designated locations. Grocery shopping has also gone online in many places to limit contact with other shoppers and store employees. Groceries can be ordered online for delivery or pick up from designated areas. Delivery options make it easier for people to get food without going out.

The impact of increased e-commerce on travel patterns in small urban areas is unknown. Will the trends in e-commerce continue now that the pandemic is over? The travel demand model does not account for these changes in travel patterns. The model does include a factor to adjust non-home-based trips to account for delivery services, but validating only that portion of the model is difficult.

Connected Vehicles

Connected vehicles have equipment and sensors that allow the vehicle to communicate with other vehicles, nonmotorized users, and traffic signals to identify any potential uses that could result in a crash. The Intelligent transportation system plan supports adding these technologies to the system once the technology is proven and the number of connected vehicles in the region is a large portion of the vehicle fleet.

Key Points and Strategies

- Micromobility trend is growing, and potential impacts are not known.
- Long-term COVID-19 impacts to travel patterns need to be monitored.
- Electric vehicles are added additional pressure to locate infrastructure. This type of planning has not been included in traditional transportation planning.
- Connected vehicle impact is not expected until the later part of the twenty-year planning horizon.

Chapter 13 Implementation

The Metropolitan Transportation Plan (MTP) is a financially driven programming and planning document. To demonstrate fiscal constraint, the programmed project costs must not exceed the reasonably expected funding over the same time frame. This section identifies the available funding sources and forecasts the amount of funding that can reasonably be anticipated for transportation projects and programs within the BTPO Planning Area through 2050. Forecasts used in this chapter are for planning purposes only. They do not commit any jurisdiction or agency to provide a specific level of funding. Table 11 lists the funding available for transportation projects from 2024 to 2050.

BTPO developed the financial plan with the Idaho Transportation Department and the Pocatello Regional Transit. The Idaho Transportation Department District and headquarters met times to review the assumptions to develop the estimated financial resources available over the next twenty-five years.

Table 11 Funding Available by Funding Source and Time Period

Funding Source	Transportation Improvement Program (2024- 2030)	Mid-Term Projects (2030 - 2040)	Long-Term Projects (2040 - 2050)	Metropolitan Transportation Plan
State Capacity and Safety	\$14,178,000	\$26,355,000	\$42,141,000	\$82,996,330
Surface Transportation Block Grant - Large Urban	\$6,805,400	\$8,334,900	\$9,980,447	\$21,871,400
Transportation Alternative Program	\$1,450,000	\$1,700,000	\$1,700,000	\$5,020,000
Bridge	\$0	\$15,000,000	\$15,000,000	\$30,000,000
Pavement Rehabilitation and Maintenance (ITD)	\$16,124,000	\$9,450,000	\$9,450,000	\$53,093,000
Transportation Expansion and Congestion Mitigation (TECM)	\$220,352,000	\$0	\$0	\$220,352,000
Transit Capital	\$3,273,015	\$5,451,406	\$6,597,594	\$15,322,015
Transit Operating	\$2,250,019	\$3,460,207	\$4,178,735	\$9,897,961
Reconnecting Communities ¹ and Neighborhoods*	\$8,500,000			\$8,500,000
Total	\$272,932,434	\$69,751,513	\$89,047,776	\$447,052,706
*Amendment 1				

Transportation Improvement Program Projects

Short-term projects (2024 -2030) are listed in the Transportation Improvement Program (TIP). The TIP is updated annually and contains all street projects, including a financial constraint analysis. The projects included in the 2024 -2030 TIP are listed in each section. The TIP is a document that changes over time. The current TIP and any amendments are available on BTPO's website at [Transportation Improvement Program – Bannock Transportation Planning Organization \(bannockplanning.org\)](http://bannockplanning.org).

Street Projects

The street projects are divided by improvement type and funding period. From 2024 to 2050, BTPO plans to implement capacity and maintenance-type projects. Street projects include bridge and intersection improvements. Table 12 lists the short-term projects (2024 -2030) street projects,

Table 12 Street Projects Listed in the 2024-2030 TIP

Transportation Improvement Program (2024 -2030)			
Project Name	Type	Funding	Cost (YOE)
Center Street Underpass	Capacity	STBG -LU	\$2,000,000
I-86/I-15 Interchange Complex	Capacity	Bridge Restoration	\$27,765,000
Yellowstone Ave: Park Lawn to Siphon Rd,	Capacity	Safety and Capacity	\$2,879,000
Gould Street - Yellowstone Ave to Garrett Corridor	Capacity	Safety and Capacity	\$12,200,000
Pedestrian Crossing	Capacity	HSIP- Safety	\$606,000
Pole Line Road -W Alameda Road to W Quinn Road	Capacity	STBG -LU	\$3,701,000
Yellowstone Avenue - Siphon Road to Reservation Road	Capacity	Safety and Capacity	\$5,601,000
I-15 Northgate to Fort Hall	Capacity	TECM	\$0
I-15 Northgate to Fort Hall	Capacity	Leading Idaho	\$2,450,000
5TH Avenue to Northgate Environmental	Capacity	Safety and Capacity	\$2,270,170
Brennan Trail Extension and Ped Bridge	Capacity	TAP	\$1,072,000
Northgate to Fort Hall	Capacity	TECM	\$11,150,000
North Portneuf Crossing	Capacity	RAISE	\$7,750,000
I 86 Bridge Repair	Maintenance/Safety	Bridge Preservation	\$181,000
Rainbow Road to West Pocatello IC	Maintenance/Safety	Pavement Restoration	\$8,032,000
Rainbow Road to West Pocatello IC EB	Maintenance/Safety	Pavement Restoration	\$8,032,000
Portneuf IC# 63 to South 5th IC #67	Maintenance/Safety	Pavement Restoration	\$9,810,000
FY 25 Yellowstone Avenue; Breneman to Knudsen	Maintenance/Safety	HSIP- Safety	\$125,888
Flandro Drive Safety Improvement	Maintenance/Safety	HSIP- Safety	\$254,000

Table 13 lists the financially constraint list of short-term and long-term street projects. Other funds available for street projects (Table 11) are selected statewide or by management programs. BTPO has elected to list only Surface Transportation Block Grant Program projects. BTPO will continue to work with member agencies and the Idaho Transportation Department to apply for needed but not funded projects listed in Table 14. The estimated unfunded street improvement needs is \$374,300,000.

Table 13 Short-Term and Long-Term Street Projects

Mid-Term Projects			
Project Name	Type	Funding	Cost (YOE)
Hawthorne Road; Alameda to Quinn Safety and Complete Street Project	Capacity	STBG-LU	\$5,047,006
Total Project Cost			\$5,047,006
Total Amount Expected			\$8,334,900
Long-Term Projects			
Project Name	Type	Funding	Cost (YOE)
Intersection of Yellowstone Avenue and Chubbuck Road Capacity Improvements	Capacity	STBG-LU	\$9,275,878
Total Project Cost			\$9,275,878
Total Amount Expected			\$9,450,000

Table 14 Needed Street Projects Not Funded

Project ID	Name	Description	Purpose	Project Type
1	South 4th Avenue and East Carter Street	Signalize the intersection of South 4th Avenue and East Carter Street	This project will improve the level of Service, traffic flow, travel time, and safety at the Carter Street and S. 4 th Avenue intersection	Intersection Improvement
2	South 4th Avenue and East Humbolt Street	Signalize the intersection to improve traffic operations	This project aims to improve the level of Service (LOS), traffic flow, travel time, and safety	Intersection Improvement
3	Oak Street and Yellowstone Avenue Intersection Improvement	Upgrade intersection, including additions of right turn lanes for Northbound and Westbound traffic. Eliminate the free right turns. Provide improvement to bicycle and pedestrian facilities	This project aims to maintain Service, traffic flow, and travel time while enhancing safety and bicycle and pedestrian access at the intersection of Oak Street and Yellowstone Avenue.	Roadway Improvements
4	Yellowstone Avenue and I-86 Diverging Diamond Intersection	Based upon the Synchro analysis, an additional northbound and through lane southbound on	This project aims to improve the level of Service, traffic flow, travel time, and safety at the I-86 Diverging Diamond Interchange (DDI).	Roadway Improvements

Project ID	Name	Description	Purpose	Project Type
		Yellowstone Avenue over I-86 is recommended by 2025.		
5	Yellowstone Avenue and Knudsen Blvd Intersection Improvement	The project will add a northbound right turn lane, northbound dual left turn lanes, and a westbound dual left turn lane.	The project will improve the level of Service, traffic flow, travel time, and safety at the intersection.	Roadway Improvements
6	Yellowstone and Flandro Drive Intersection Capacity Improvement	The project will add a northbound and southbound dual left turn lane on Yellowstone Avenue	The project will improve the level of Service, traffic flow, travel time, and safety at the intersection of Flandro Drive and Yellowstone Avenue.	Roadway Improvements
7	New Day Parkway and Whitaker Road Signalization	Signalize the intersection of New Day Parkway and Whitaker Road	The project will improve the traffic flow and operations of the intersection.	Intersection Improvement
8	Philbin Road and West Quinn Road Signalization	Signalize the intersection of Philbin Road and West Quinn Road	This project aims to improve the level of Service (LOS), traffic flow, travel time, and safety	Intersection Improvement
9	Hawthorne Road; Alpine to Valley West Drive Widening	The project will replace I-86 bridges over Hawthorne Rd. to allow the expansion of Hawthorne Road to 4 lanes and add buffered bike lanes and sidewalks	The purpose of the project is to improve the level of Service and eliminate a choke point.	Complete Street Improvement
10	I-15 Exit 67: South 5th Interchange Realignment	The project will reconfigure the Exit 67 interchange to include realignment and signalization of the southbound and northbound ramps	Realign and modernize the interchange to improve acceleration and deceleration lanes. The project includes the signalization of both intersections.	Roadway Improvements
11	Hawthorne Road: Quinn to Valley West Widening	The project will widen the road to accommodate an additional southbound lane.	The project will improve traffic flow and provide equal traffic lanes.	Roadway Improvements

Project ID	Name	Description	Purpose	Project Type
12	I-15 Exit 71 and Pocatello Creek Intersection Improvement	The project will add dual eastbound left turn lanes and investigate closing the access with Bench Road. The project would improve the operations of Pocatello Creek Road from the interchange ramps to Olympus Drive.	The project aims to improve the traffic flow and operations from Olympus Drive to the interchange.	Roadway Improvements
13	Yellowstone Avenue; I-86 to Chubbuck Road	The project would add southbound and northbound lanes and implement access control along the corridor.	The project's purpose is to improve traffic flow and reduce delays.	Roadway Improvements
14	US Hwy 30; Main Street to Philbin Road Capacity Improvements	The project will widen the road from 3 to 5 lanes. Additionally, the project will construct a separate multiuse pathway west of U.S. Highway 30.	The project purpose is to improve traffic flow and provide a multiuse path.	Complete Street Improvement
15	Hawthorne Road; Alameda to Quinn Safety and Complete Street Project	The project will improve key intersections along the corridor by installing turn pockets and a sidewalk on both sides of Hawthorne Road.	The project will improve traffic flow and provide nonmotorized facilities	Complete Street Improvement
16	The intersection of Hilene Road and Pearl/El Rancho Signalization	The project will upgrade the intersection to a roundabout or signalized intersection depending on the outcome of an engineering study.	The project will improve traffic flow and operations of the intersection.	Intersection Improvement
17	The intersection of Hilene Road and Flandro Drive Signalization	The project would signalize the intersection and add a westbound right-turn lane.	The project will improve traffic flow and operations of the intersection.	Intersection Improvement

Project ID	Name	Description	Purpose	Project Type
18	Hiline Road; East Alameda Road to Pearl Street Complete Street Project	The project will widen the street for sidewalks and buffered bicycle lanes. The project will also add turn lanes at critical intersections.	The project will improve bicycle and pedestrian safety and protect traffic flow from turning vehicles.	Complete Street Improvement
19	The intersection of Cedar Street and Jefferson Avenue signalization	The project would signalize the intersection and add a southbound right-turn lane.	The project will reduce delays on Cedar Street and increase traffic flow.	Intersection Improvement
20	Pocatello Creek Road; Jefferson Street to I-15 Complete Street Project	The project will widen the westbound lanes to three lanes and provide bicycle lanes in both directions.	The project will reduce eastbound traffic congestion and improve bicycle accessibility.	Complete Street Improvement
21	I-15: IC 63 to IC 67 Expansion	Expand Interstate 15 from South 5 th to East Center Street by one lane in each direction.	Improve the capacity of Southbound and improve truck travel northbound. The project will complete the third travel lane from South 5th to Northgate Parkway	Roadway Improvements
22	US 30 Railroad Overpass replacement	The project will improve the vertical clearance of U.S. Highway 30 to 17 feet.	The purpose is to improve freight reliability by increasing vertical clearance at the overpass.	Roadway Improvements
23	Philbin Road Bridge at I-86	The project will replace the bridge with a wider structure and include buffered bike lanes.	The project aims to improve the bridge's condition and increase bicycle safety.	Complete Street Improvement
24	West Chubbuck Road from Yellowstone Avenue to Hawthorne Road Expansion	Expand West Chubbuck Road by one lane in each direction	The project's purpose is to improve congestion and travel reliability	Roadway Improvements
27	Martin Luther King Jr. Blvd and South 8th Avenue	The project will update the traffic signal to allow for pedestrian scramble movement.	The project will upgrade the traffic signals to allow for pedestrian scramble intersections.	Intersection Improvement
28	Center Street; S. 19 th Avenue to Vista Drive Bicycle Improvements	The project will add a second right-turn lane on westbound Center Street. The project will also	The project will improve bicycle safety and traffic flow.	Intersection Improvement

Project ID	Name	Description	Purpose	Project Type
		widen Center Street to accommodate a buffered bike lane.		
29	Intersection of West Siphon Road and Hawthorne Road	Signalize the intersection of West Siphon Road and North Hawthorne Road	The project will improve the traffic flow and operations of the intersection.	Intersection Improvement
30	Hiline Road; Pearl Street to Flandro Drive Complete Street Project	The project will widen the road to allow for buffered bicycle lanes. The project will also add turn lanes at critical intersections.	The project will improve congestion and bicycle safety and protect traffic flow from turning vehicles.	Complete Street Improvement
31	Hawthorne Road: Alpine Avenue to Juliette Way Widening	The project will add a second southbound lane from Alpine to Juliette Way and modify the traffic signal at Knudsen to accommodate the change.	The project will improve traffic flow and provide equal traffic lanes.	Roadway Improvements
32	Bannock Highway; Portneuf Road to Shoshoni Trail	The project will widen the road to accommodate buffered bike lanes and a center turn lane at intersections.	The project will improve bicycle safety and reduce the Bicycle Level of Traffic Stress.	Complete Street Improvement
33	Bannock Highway; Kurtwood Drive to Lundburg Lane	The project will widen the road to accommodate buffered bike lanes, sidewalks, and a center turn lane at intersections.	The project will improve pedestrian and bicycle safety and reduce the Bicycle Level of Traffic Stress.	Complete Street Improvement
34	West Alameda Road from School District to Hawthorne Road Widening	Widen the road to match the existing road to the west. The project will include pedestrian and bicycle facilities.	Widen the road to five lanes and pedestrian and bicycle facilities.	Complete Street Improvement
35	South 5th IC to South Valley Pedestrian Improvements	The project will add a pedestrian path on both sides of South 5th Avenue	The project will improve the safety and access for pedestrians	Complete Street Improvement

Project ID	Name	Description	Purpose	Project Type
36	Intersection Improvements of W. Custer St. and S. Arthur Ave.	The project will upgrade the traffic signal to current standards.	The project will upgrade the existing signal to modern standards, including the ADA requirements.	Intersection Improvement
37	Extension of Venture Way east to Satterfield Drive	The project will construct a new road from Olympus Drive to Satterfield Drive.	The project will improve connectivity and reduce delays.	Roadway Improvements
38	Capacity Improvements to Intersection of E. Alameda Rd and Jefferson Ave.	The project will increase the capacity of turning a vehicle at the intersection. The project will also improve the operations of the PRT Bus stop near the intersection.	The project will improve capacity and traffic flow through the intersection of E. Alameda Rd and Jefferson Ave.	Roadway Improvements
39	Memorial Drive and East Terry Street	The project will update the traffic signal to allow for pedestrian scramble movement.	The project will upgrade the traffic signal to allow for pedestrian scramble intersection.	Complete Street Improvement
40	Intersection of Olympus Drive and Venture Way	Signalize the Intersection of Olympus Drive and Venture Way	The project will improve traffic operations at the intersection.	Intersection Improvement
41	Intersection of Olympus Drive and Jerome Street	Signalize the Intersection of Olympus Drive and Jerome	The project will improve traffic operations at the intersection.	Intersection Improvement
42	Intersection of Olympus Drive and Butte	Signalize the Intersection of Olympus Drive and Butte Drive	The project will improve traffic operations at the intersection.	Intersection Improvement
43	Intersection of South 5th Avenue and Barton Road	Signalize the Intersection of South 5th Avenue and Barton Road	The project will improve traffic operations at the intersection.	Intersection Improvement
44	Intersection of South 4th Avenue and Barton Road	Signalize the Intersection of South 4th Avenue and Barton Road	The project will improve traffic operations at the intersection.	Intersection Improvement
45	Bannock Highway and Johnny Creek Road	Signalize the intersection of Bannock Highway and Johnny Creek Road	The project will improve traffic operations at the intersection.	Intersection Improvement

Project ID	Name	Description	Purpose	Project Type
46	North Main Street and Kraft Road Signalization	Signalize the intersection of North Main Street and Kraft Road	The project will improve traffic operations at the intersection.	Intersection Improvement
47	North Main Street and West Carson Street Signalization	Signalize the intersection of North Main Street and West Carson Street	The project will improve traffic operations at the intersection.	Intersection Improvement
48	North Arthur Avenue and West Carson Street	Signalize the intersection of North Arthur Avenue and West Carson Street	The project will improve traffic operations at the intersection.	Intersection Improvement
49	North Main Street and West Custer Street	Signalize the intersection of North Main Street and West Custer Street	The project will improve traffic operations at the intersection.	Intersection Improvement
50	North Main Street and West Freemont Street	Signalize the intersection of North Main Street and West Freemont Street	The project will improve traffic operations at the intersection.	Intersection Improvement
51	North Arthur Avenue and West Freemont Street	Signalize the intersection of North Arthur Avenue and West Freemont Street	The project will improve traffic operations at the intersection.	Intersection Improvement
53	Intersection of Yellowstone Avenue and Chubbuck Road Capacity Improvements	Reconstruct the intersection to add right and left turn bays in each direction.	The project will improve traffic operations and safety at the intersection.	Intersection Improvement
54	Foot Hill Boulevard Extension	Extend the existing Foot Hill Boulevard to the north to connect with Kraft Road.	Create a new route to Kraft Road.	Roadway Improvements
56	West Chubbuck Road from Hawthorne Road to Cole Street Expansion	The project will add an additional through lane in each direction.	The project will improve the level of Service by adding an additional through lane.	Roadway Improvements
57	West Siphon Road from Yellowstone to Hawthorne Complete Street Project	The project will widen Siphon Road and add sidepaths for both sides of the road	The project will improve bicycle and pedestrian safety and connectivity.	Complete Street Improvement

Project ID	Name	Description	Purpose	Project Type
58	West Quinn Road Pole Line to Hawthorne Complete Street Project	The project will widen the road and add buffered bicycle lanes and sidewalks to both sides of the road.	The project will improve bicycle and pedestrian safety and connectivity for motorists.	Complete Street Improvement
59	Jefferson Avenue Congestion Relief Project	Widen Jefferson Avenue to improve congestion and traffic flow.	The project will improve traffic flow and travel times.	Roadway Improvements
60	Intersection of East Chubbuck Road and Hawthorne Road Upgrade Project	The project will update the intersections ITS technology and expand the intersection to match the anticipated widening of West Chubbuck Road.	The projects will improve intersection operations and traffic flow.	Roadway Improvements
61	Breneman Street to Bullock Street Connection	Convert the existing Breneman Street east of Yellowstone Avenue to a public road.	The project will connect Breneman Street to Bullock Street	Roadway Improvements
62	US 30 and North Main Intersection	The projects will evaluate the intersections and update the intersections to operate as one intersection.	The projects will improve intersection operations and traffic flow.	Roadway Improvements
63	Hiline Road East Chubbuck Road to New Day Parkway Complete Street Project	The project will widen the road to accommodate a sidewalk, bicycle lane, and center turn lane at major intersections.	The project will modernize the road section to allow the road to function better as a minor arterial.	Complete Street Improvement

Bicycle and Pedestrian Projects

Table 15 lists the short-term projects included in the 2020 -2024 TIP. It has been the policy of BTPO not to include bicycle and pedestrian projects. These projects are selected through a state or local application process. The Human Service and Public Transportation Human Service Plan determines some funding sources for bicycle and pedestrian projects. Instead, BTPO encourages member agencies to apply for bicycle and pedestrian projects in the Project Identification and Financial Plan Technical Report or the [Bicycle and Pedestrian Master Plan](#). These projects are consistent with and advance the goals of the MTP. There are approximately \$125,225,000 in unfunded bicycle and pedestrian projects.

Table 15 Bicycle and Pedestrian Projects Included in the 2024 -2030 TIP

Transportation Improvement Program (2024 -2030)				
Number	Project Name	Type	Funding	Cost (YOE)
20	Brennan Trail Extension and Ped Bridge	Bicycle Ped	TAP	\$1,072,000
21	Monte Vista to Pocatello Creek Road Pathway	Bicycle Ped	TAP	\$482,000
22	FY 24 SICO SRTS Coordination	Bicycle Ped	Safe Routes to School	\$60,000
23	FY 25 SICO SRTS Coordination	Bicycle Ped	Safe Routes to School	\$60,000
24	Chubbuck Canal Trail	Bicycle Ped	TAP	\$448,000
25	Pedestrian Crossing	Bicycle Ped	TAP	\$606,000
26	Center Street Pedestrian Bridge	Bicycle Ped	TAP	\$536,000
	Terry First Connection Project*	Bicycle Ped	Reconnecting Communities Pilot	\$8,500,000
Total Project Cost Bicycle/Pedestrian				\$10,692,000
Total Revenue Expected Bicycle/Pedestrian				\$10,692,000
*Amendment 1				

Transit Projects

Table 16 lists the transit capital projects for both the mid and long-term planning horizon. Transit Assist Management Plan drives the scheduled vehicle replacement. Updates to the Transit Assist Management Plan may require modification in the capital replacement schedule. The projects identified do not meet the estimated required vehicle replacement schedule. There are approximately \$6,515,000 in unfunded transit capital needs.

Table 16 Mid-Term and Long-Term Transit Projects

Transportation Improvement Program (2024 -2030)			
Project Name	Type	Funding	Cost (YOE)
Operations	Operations	FTA 5307	\$12,458,000
Capital	Capital	FTA 5339 and 5307	\$2,963,000
Total Project Cost Operations (FTA 5307)			\$12,458,000
Total Revenue Expected Operations (FTA 5307)			\$12,458,000
Total Project Cost Capital (FTA 5339 and 5307)			\$2,963,000
Total Revenue Expected Capital (FTA 5339 and 5307)			\$2,750,800
Mid-Term Projects (2031-2040)			
Project Name	Type	Funding	Cost (YOE)
Operations	Operations	FTA 5307	\$18,848,480
Bus- Heavy Duty (2)	Capital	FTA 5339 and 5307	\$1,260,217.28
Bus - Medium Duty (1)	Capital	FTA 5339 and 5307	\$245,042.25
Bus - Light Duty (10)	Capital	FTA 5339 and 5307	\$1,050,181.06
Bus Shelter (5)	Capital	FTA 5339 and 5307	\$84,014.49
Transfer Station (1)	Capital	FTA 5339 and 5307	\$420,072.43
Total Project Cost Operations (FTA 5307)			\$18,848,480
Total Revenue Expected Operations (FTA 5307)			\$18,848,480
Total Project Cost Capital (FTA 5339 and 5307)			\$3,059,528
Total Revenue Expected Capital (FTA 5339 and 5307)			\$3,175,418
Long-Term Projects (2041- 2050)			
Project Name	Type	Funding	Cost (YOE)
Operations	Operations	FTA 5307	\$19,880,108
Bus- Heavy Duty (2)	Capital	FTA 5339 and 5307	\$1,536,197.83
Bus - Medium Duty (1)	Capital	FTA 5339 and 5307	\$298,705.13
Bus - Light Duty (10)	Capital	FTA 5339 and 5307	\$1,024,131.89
Bus Shelter (6)	Capital	FTA 5339 and 5307	\$122,895.83
Transfer Station (1)	Capital	FTA 5339 and 5307	\$512,065.94
Total Project Cost Operations (FTA 5307)			\$19,880,108
Total Revenue Expected Operations (FTA 5307)			\$19,880,108
Total Project Cost Capital (FTA 5339 and 5307)			\$3,493,997
Total Revenue Expected Capital (FTA 5339 and 5307)			\$3,624,238

Conformity

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM₁₀ National Ambient Air Quality Standards (NAAQS) with approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protection Agency (EPA) effective August 14, 2006 (Federal Register / Vol. 71, Pg 39574 / Thursday, July 13, 2006). Attainment of the maintenance plan still requires the PVNAA to demonstrate that transportation activities will not cause an additional exceedance of the PM₁₀ NAAQS. BTPO is the MPO for the PVNAA. The MPO is required to conduct a conformity determination on the MTP and the TIP.

Transportation Conformity evaluates emissions over the twenty years of the Metropolitan Transportation Plan against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The EPA approved the SIP for the Portneuf Valley Nonattainment Area, effective August 14, 2006. Due to changes in requirements for air quality modeling, an amendment to the SIP and MVEB was submitted in April 2014 and was approved by the EPA with an effective date of September 15, 2014 (Federal Register / Vol. 79, Pg 41647/ Thursday, July 17, 2014). Code of Federal Regulations Title 40 part 93 provides the requirements and specifications for determining transportation conformity.

The budget test determines if a transportation plan or TIP conforms to the SIP. The budget test compares emissions from a specific action, such as updating the transportation plan or TIP, to the emissions limitations established in the MVEB.

The latest emissions model, planning assumptions, consultation, and emissions budgets are the four basic criteria for a conformity determination on the MTP. Each area contains inputs and assumptions used to provide information on calculating transportation emissions.

The horizon or analysis years for the MTP are:

- Horizon Year 2030 - Within ten years of validation of the Travel Demand Model
- Horizon Year 2040 - Horizon years must be within ten years of the initial horizon year
- Horizon Year 2050 - The last year of the MTP

Table 17 shows the results of the budget test for PVNAA for the 2030, 2040, and 2050 horizon years. Emissions from the Transportation Improvement Program and MTP activities pass the budget test by having emissions lower than the MVEB.

Table 17 Air Quality Conformity Budget Test for 2030, 2040, and 2050

Pollutant Name/Activity	Oxides of Nitrogen (NOx)	Volatile Organic Compounds	Primary OnRoad and RoadDust PM10 - Total
Motor Vehicle Emissions Budget 2011	856	651	498
2030 Horizon Year Emissions	291	145	430
Budget Test Results	PASS	PASS	PASS
2040 Horizon Year Emissions	231	121	456
Budget Test Results	PASS	PASS	PASS
2050 Horizon Year Emissions	244	116	475
Budget Test Results	PASS	PASS	PASS
Budget test: Emissions from planned transportation system < Motor Vehicle Emission budget			

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