

# Community Surveys



## *Appendix E. Survey Results*

Between March 5, 2019, and April 5<sup>th</sup>, 2019, BTPO conducted two surveys to maps areas of concern and to determine the issues facing the BTPO planning area. Both surveys were conducted at the same time as the existing conditions public outreach effort.

An online survey using Survey Monkey asked 17 questions about current and future conditions. The survey covered goals, state of the transportation network, and trends. The mapping survey allowed participants to locate their concerns on a map in six different areas.

The surveys are not statically valid, and all participants self-selected their participation. The survey was promoted via email, social media, other agency social media feeds, press release, and at the public open house. The survey received 115 responses, and the map requested 53 mapped comments, not including responses to the initial comment.

### Current and Future Condition Survey

The survey contained 17 questions grouped into conditions, goals/growth scenario, future trends, and demographic categories. Most of the questions used a rating scale asked each participant to rank the question. These types of questions provide a weighted average answer. Sometimes the lower average is better; sometimes, the higher average is better.

Four questions related to the current and future condition of the transportation network. Question 2 asked, “How would you rate the following in the Pocatello/Chubbuck urban area?” Figure 1 shows that pedestrian and bicycle safety ranked the lowest on a scale from the very poor to excellent. The majority (60) of the 84 responses ranked pedestrian and bicycle safety as very poor or poor. Public transportation and street conditions were the next lowest two areas.

Question 3 asked how important different improvement types are to the area. Figure 2 shows that adding or improving sidewalks and bicycle lanes are the highest priority. Also rated as important were Safety improvements and pavement condition.

Question 4 asked what do you think are the most significant transportation issues in the area today? Participants could select their top three. Figure 3 shows that the top three issues were walking and bicycling, unsafe conditions, and travel due to the barriers the interstate and railroad caused.

Question 8 asked to look forward to 2045 and identify transportation issues, “Do you think the following will be a transportation issue in the urban area?” The results shown in Figure 4 are very similar to the other questions except congestion has moved to the greatest concern. Walking and bicycling is the next highest concern following by safe routes to school.

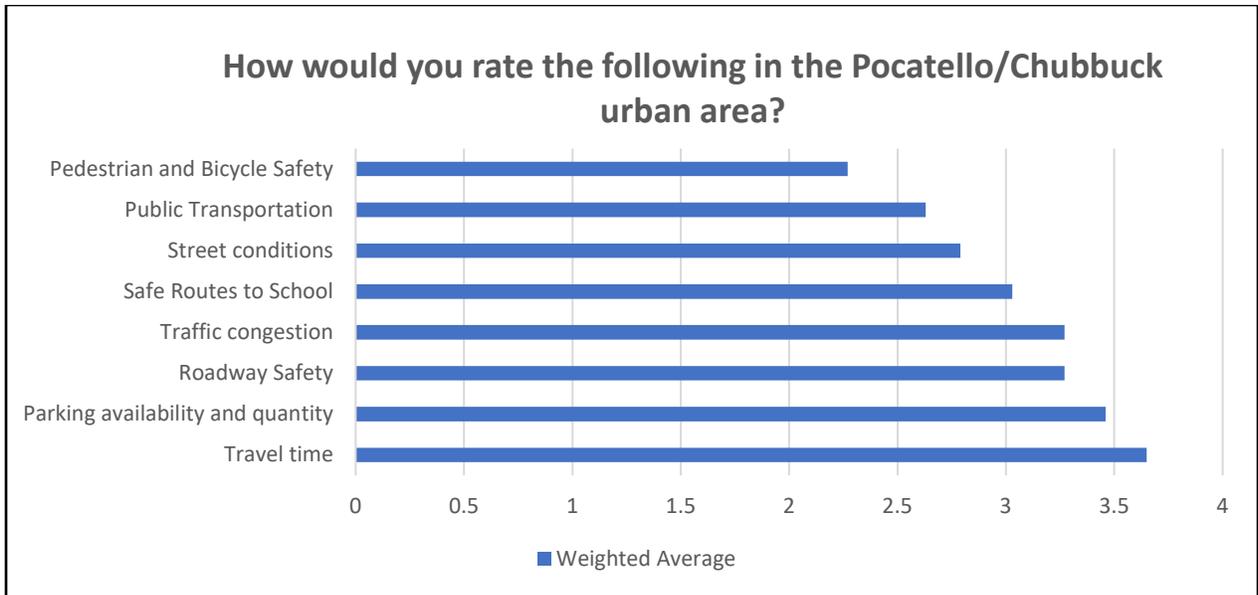


Figure 1: Question 2

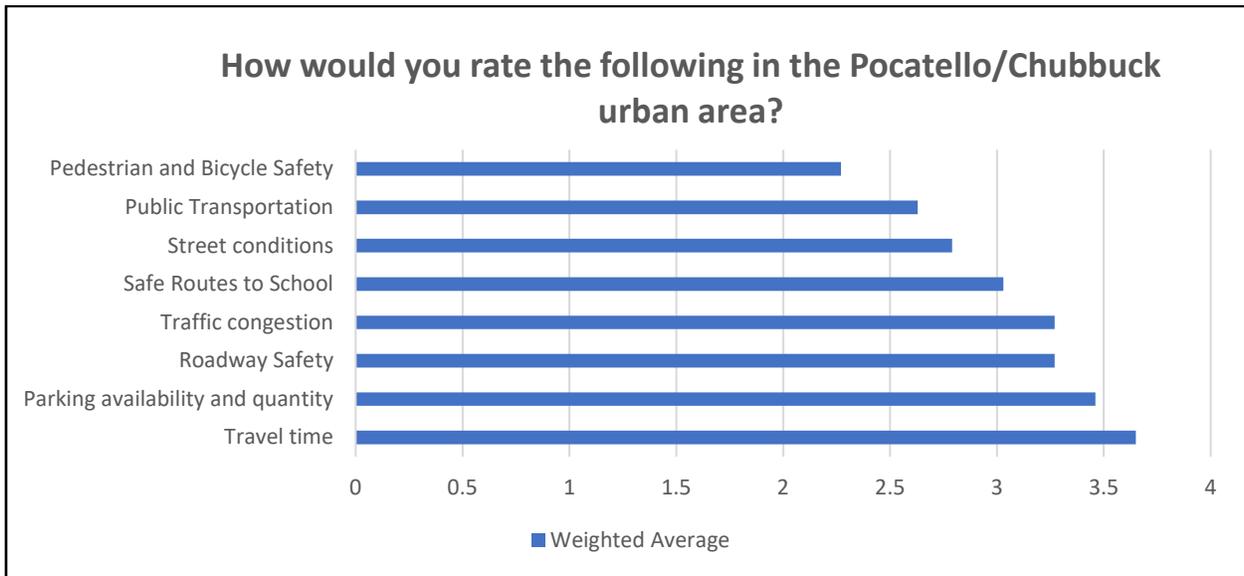


Figure 2: Question 3

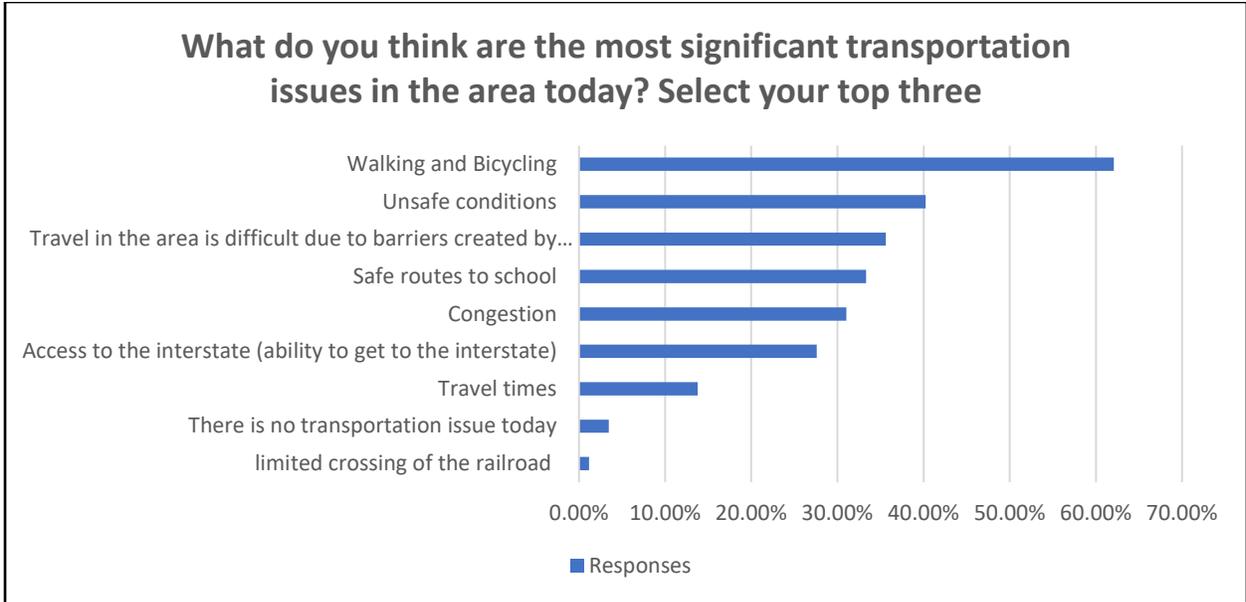


Figure 3: Question 4

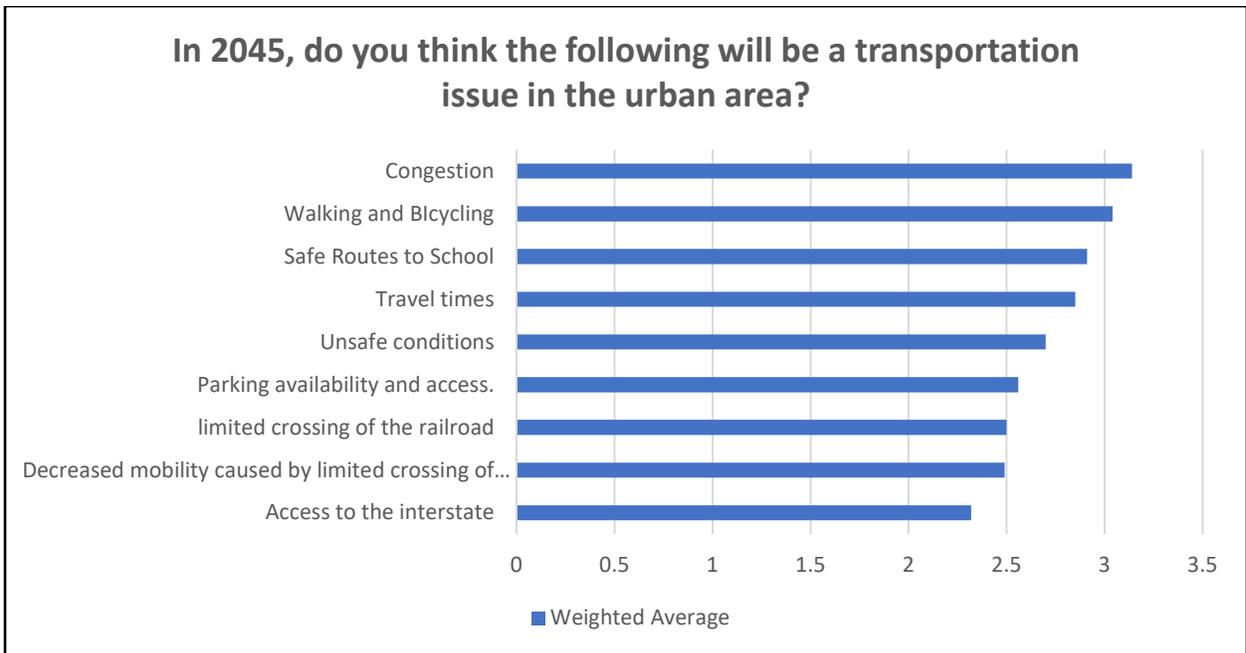


Figure 4: Question 8

### Goals and Growth Scenario

Question 5 listed the four goals in the 2040 Metropolitan Transportation Plan and asked if additional goals were needed to assist in developing the growth scenario. Eighty-nine percent responded “no.” Question 7 asked how important each component is to the implementation of the growth scenario. Protecting access to open spaces on the benches was the most important following by increasing the housing and employment options in downtown Pocatello.



## Future technologies and trends

Question 9 provided an estimate that autonomous or connected vehicles will comprise 90% of all vehicles in 2045. The question was what should BTPO, and our agency partners do to prepare? Figure 5 shows that there is interest in BTPO working towards implementation of autonomous or connected vehicle technologies.

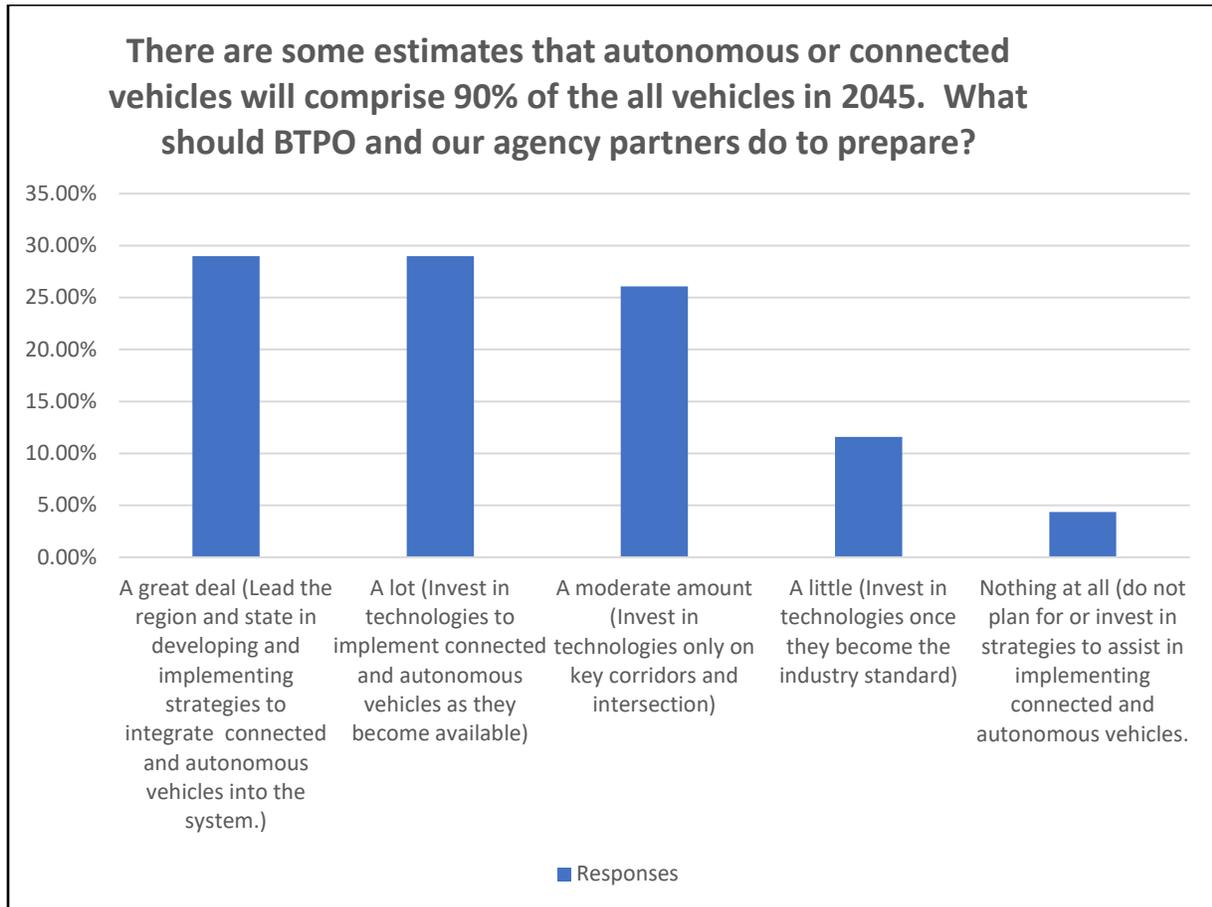


Figure 5: Question 9

Question 10 asked about the online economy and which trips might decrease as the result of online or delivery shopping services. Figure 6 shows that trips to clothing and shoe stores had the lowest weighted average. Forty-four percent of the responses indicated that they saw a decreasing trip for clothing and shoes. Dining has the highest weighted average with an almost even split of those who through dining trips would remain the same (55%) and those that thought their trips would remain the same (45%).



Figure 6: Question 10

### Demographics

The survey intended to be statically significant but rather input for the community. The demographics of the participants does not reflect the community in general. Most (56.64%) of the participants were residents of Pocatello with 24% from Chubbuck and 7% from Bannock County. Males represented 57% of the participants, while females were 43% (Figure 7). Most participants were older, with only 11% under 30 years of age (Figure 8). The participants were very educated with 43% completed graduate school.

Figure 9 shows where participants live and work. Responses were received from all eight districts.

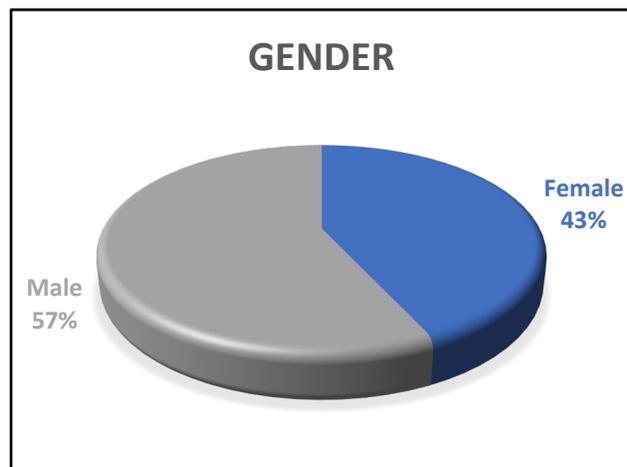


Figure 7: Gender



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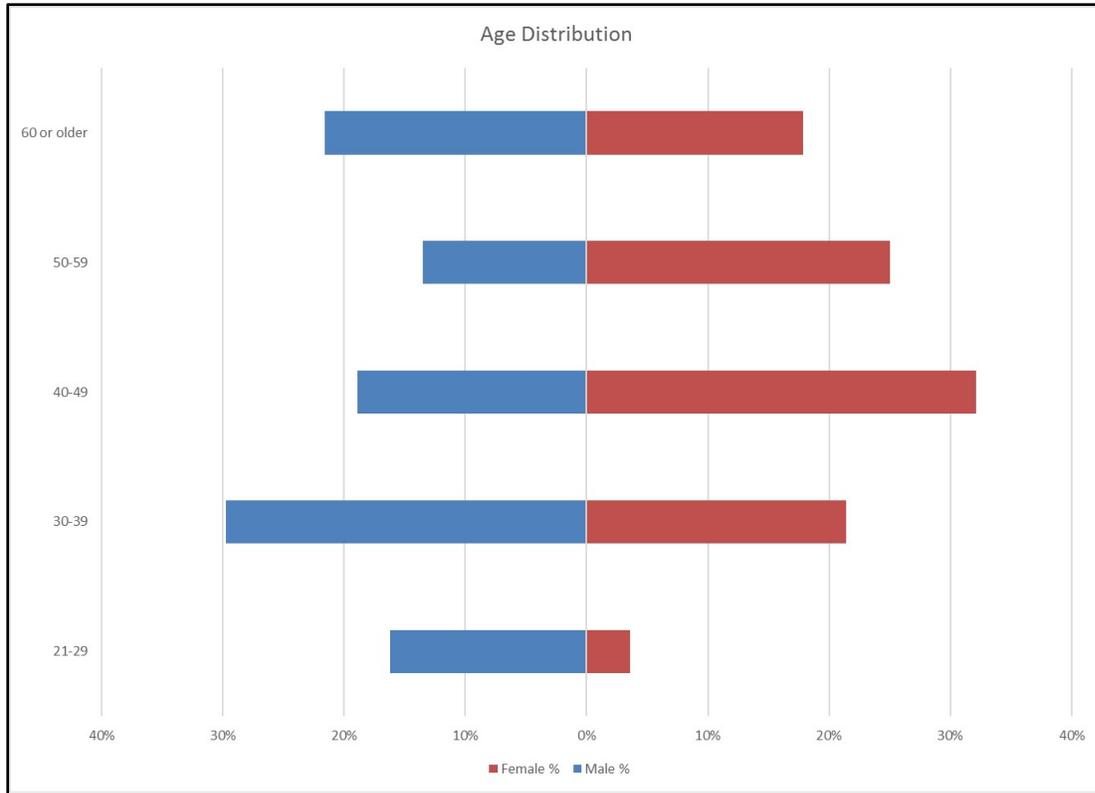


Figure 8: Age Distribution by Gender

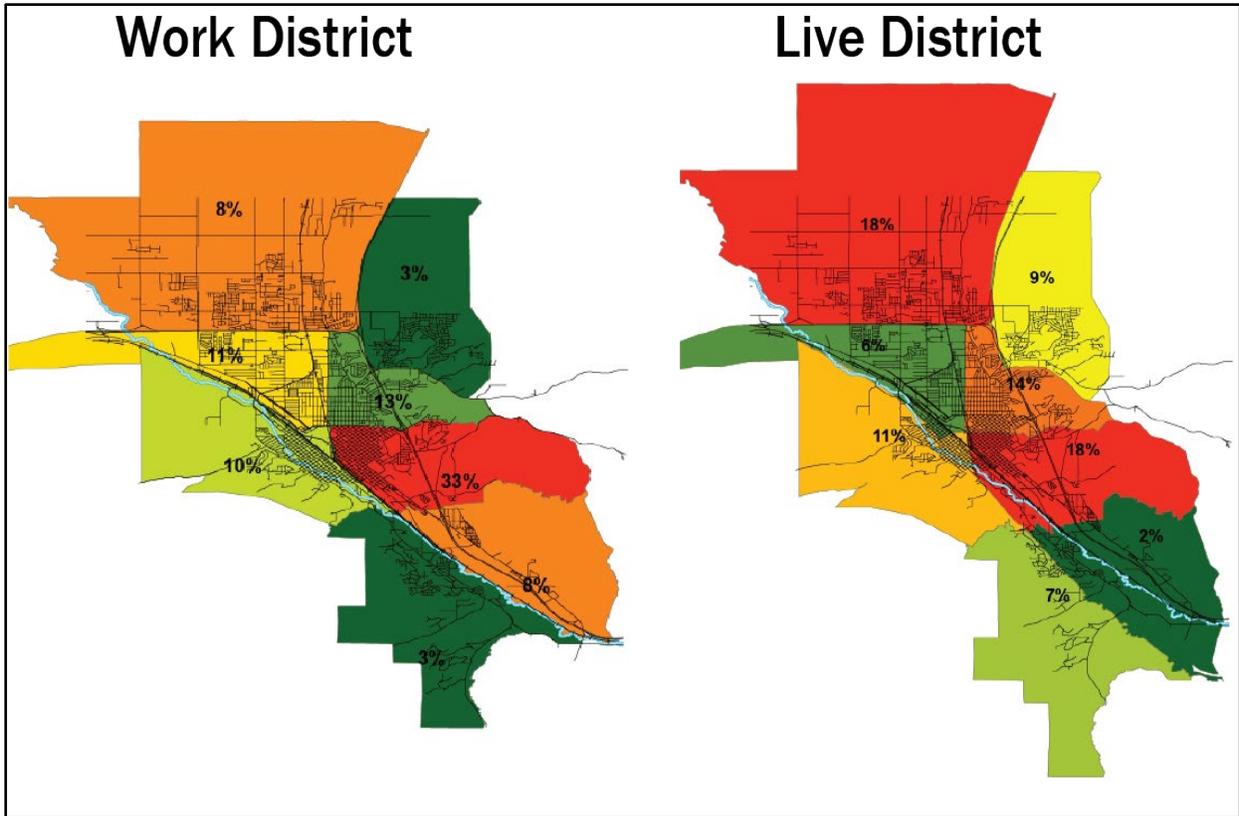


Figure 9: Derestrict in which Participants Live or Work

### Mapped Survey

BTPO received Fifty-two comments in the six categories, which are congestion, safety, Bicycle/Pedestrian/Transit, freight, growth scenario, and general comment. Figure 10 shows the location of all fifty-two comment, and Table 1 lists the comment submitted.

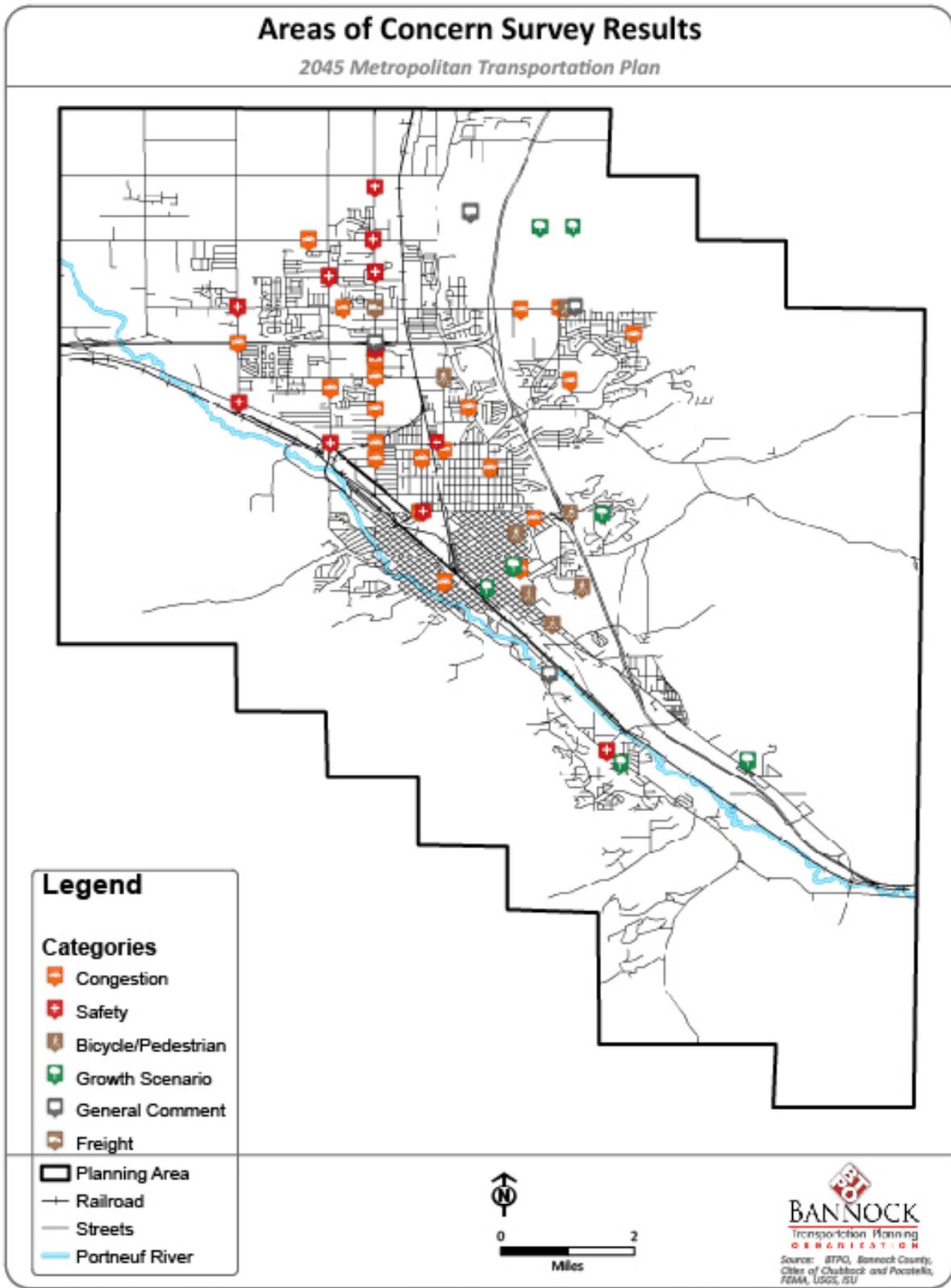


Figure 10: Area of Concern Comment Locations



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Table 1: Comments provided in mapping survey

Category	Comment
Bicycle/Pedestrian/Transit	If we want to have a strong connection between Old Town, ISU and our natural resources (a critical component of becoming the next destination town for students and professionals interested in moving to a job within a high quality of life location), we MUST invest in ped/bike/transit between these areas (with shopping/dining/destinations along the route).
Bicycle/Pedestrian/Transit	The City should complete the Sidewalks along 4th and 5th to fill in sections missing.
Bicycle/Pedestrian/Transit	Complete this 80 feet of sidewalk. It would complete the sidewalk from Chubbuck Road to Fredregil/Barton Road.
Bicycle/Pedestrian/Transit	<p>I am very much in favor of Chubbuck road being extended east, as long as these conditions are met:</p> <ul style="list-style-type: none"> <li>- Extension all the way to Legacy Dr and new development eastward.</li> <li>- *Minimum* 35mph speed limit all the way up the mountain.</li> <li>- Preserve (and extend) the pedestrian trails that currently go up the mountain along that same corridor.</li> </ul>
Bicycle/Pedestrian/Transit	I agree somewhat with the comment at 19th St. - there's likely a better way to move traffic (and cyclists) through here. Creating another turn lane for traffic coming down Center and going north on I-15 would help alleviate some of the back up on Center St. going west during afternoon rush hour. Then we could eliminate that silly right lane going under the freeway, which immediately thereafter ends (must merge left). The remaining west-bound lane could proceed a bit further (I don't know if it needs to go all the way to 15th St., but maybe). Regardless, there needs to be an effort to maintain bicycle access and safety through this bottleneck and complete the sidewalk network along these two busy streets (Center and Clark)!
Bicycle/Pedestrian/Transit	Complete the sidewalk network along Center and Clark. If 1 block/year is done, we will eventually get where we need to be. Too many times, I've seen children and wheelchair-bound individuals in the street because the sidewalk suddenly ends for a block or so.
Bicycle/Pedestrian/Transit	There is additional parking for ISU at the SPAC. However, it is at the fringes of the University and can only be reached by Bartz Dr. Is there a way to make the SPAC more accessible for the events it holds in the evening and easier to use for students during the day?



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Category	Comment
Congestion	From the intersection of pole line at Yellowstone All the Way North until Chubbuck Road there are six stoplights and it's only about a mile-long stretch. In addition there are no protected lefts at Walmart Pine Ridge Mall intersections. To make it worse, Bullock Street still exists and people are constantly trying to make double and triple Lane cuts making it extremely dangerous for pedestrians and traffic while the northbound traffic speeds really fast trying to make it onto the freeway in front of everyone else. It climaxes when going west past Walgreens into the Pine Ridge Mall at a very dangerous intersection where there are two stop signs at a three-way intersection. The point here is that the diamond interchange has created these dangerous scenarios in addition to the multiple entrances and exits to various businesses and streets that have no business being there entering Yellowstone. Something serious needs to be done and this is coming from someone who travels commercially through there multiple times per week. During rush hour traffic gets backed up north past Knudsen while north and southbound lights are green and people get stuck in the middle of the intersection and block the cross traffic when the North and southbound traffic lights turn red. It's time you guys do something about this problem there's absolutely no way that Pocatello and Chubbuck and the state cannot know about this problem. Spend the money rip it all up and start over that is something I would be proud for my taxes to go to towards.
Congestion	Widen Hawthorne from Garret Way to Siphon Road to 5 lanes. Widen the Interstate Bridge. It is a good Alternate Route to US-91 and US-30 and I-15. Road West of the RR Tracks that is continuous from Inkom to Chubbuck. Time to Grow up like Boise, and Idaho Falls and do some longer-term transportation planning.
Congestion	Time for the Cities to help ITD widen Yellowstone. ITD is technically responsible for two of the five lanes. The cities have put all their commercial eggs along US-91, time for them to help cover the additional costs of the short city generated trips by the locals, and for the locals. Since US-91 is treated as city street, they should pay for the additional widening.
Congestion	Finish widening Pole Line and get the Two Way Left Turn Lane from Eldredge to Quinn. This will help all the residents with the safety issues of making left turns into their subdivisions. It will help eliminate rear-end and sideswipe crashes.
Congestion	Long Term Plan for Interchange here? Appropriate Spacing from Chubbuck. Plan for Six or Seven Lanes as is it will be one of the few Interstate Crossings which drives an hourglass effect bottleneck going back and forth across the interstate.
Congestion	Acquire right of way for long term corridor widening. Nobody wins by allowing cheap land to be developed with homes that will not generate the long term tax revenue amounts that taxpayers will ultimately be required to pay to acquire said homes later.
Congestion	Widen Chubbuck Road to Hawthorne to Yellowstone.



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Category	Comment
Congestion	Widen Chubbuck road to 5 lanes from Olympus to HiLine. Learn from Boise's mistakes. One of the few Interstate Crossings. Hourglass effect on Traffic. It has to funnel traffic across the Interstate and pinch points need to be larger until traffic can branch back out again.
Congestion	Reconfigure the roadway to include dual right-turn lanes from Gould Street to Garret Way.
Congestion	Upgrade the Signal Equipment to Radar on all corridors to get the traffic management system up to date and utilize Automated Signal Performance Metrics.
Congestion	Build a Mini-Roundabout. Would double capacity over the Current Stop Signs.
Congestion	Build a Mini-Roundabout. Would double the capacity of the current configured intersection with Stop Signs.
Congestion	Carry Three Lanes from 19th to 15th. Time for the Parking to be removed and get rid of the funky merge area here.
Congestion	Install a Mini-Roundabout. Move About Twice the Volume than the Stop Signs.
Congestion	Install Flashing Yellow Arrows.
Congestion	Upgrade Cabinet and Install Flashing Yellow Arrows.
Congestion	Install Flashing Yellow Arrows.
Congestion	Install Fiber Optic or Cradle Point Modems in Upgraded Signal Cabinets and Get Connected to Traffic Management Center. Main and Arthur Corridor.
Congestion	Mini-Roundabout. The new temple will create a significant change in Traffic at this Intersection. Mini Roundabout would be better than 4 way stop. Handle more Volume.
Congestion	Chubbuck road needs to be extended to the top of Satterfield to allow traffic to flow to the temple without congesting an already hard to travel area at peak times. Butte and Jerome Streets are 25mph zones with children walking to and from school; heavy trucks speed up and down the road at 34-40mph every single day.
Congestion	comment
Congestion	Attempting to turn left or right off East Poplar on to Jefferson at any time of the day is very dangerous. The traffic flowing from Alameda Road seems as constant as the traffic flowing from the stop light at Pine and Jefferson. There are many apartments that feed into East Poplar and traffic is always moving up and down the road.
Freight	Move South East Signal pole at Chubbuck Road, improve intersection radii at intersection. Buy Additional Right of Way to widen to 5 lanes.
General comment	There will likely be a mixed use in this area, with many residential homes.
General comment	Time to Improve the Main St/Bannock Highway. Needs Sidewalk, Center Turn lane and Bike Lanes from Old Town to Cheyenne School Area.



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Category	Comment
General comment	Love the Interchange here and how it moves large amounts of traffic and accommodates pedestrians.
General comment	Chubbuck Rd. needs to be extended at least to Satterfield if not to Legacy Drive to manage future growth in the area.
Growth Scenario	There are numerous blocks within the College Neighborhood that are in the red polygon described as infill/mixed use redevelopment. The CNA is concerned about maintaining the residential character of the neighborhood, and I think there will be strong resistance to infill and mixed redevelopment in those areas. Along 4th and 5th Avenues, there will obviously be redevelopment. In general the map polygons appear to be drawn carelessly, but since they have well-defined edges, people will be looking at specific areas. It is, in fact, ironic and a bit humorous that Mountain View Cemetery is in the "infill-redevelopment"; polygon!
Growth Scenario	You need to talk with the Sagebrush Steppe Land Trust. They have acquired a big chunk of property out across from Century and do NOT plan to develop it extensively, but will keep it as a natural area for mule deer winter range. Contact Matt Lucia for specifics.
Growth Scenario	I am not sure where to comment about the Northgate project. My concern is leapfrog development. This leads to sprawl. Living in Phoenix, I saw how bad this is. Don't jump over empty areas for growth.
Growth Scenario	Get a contiguous North South Corridor, East of the Interstate, to 2 1/2 Mile Road along the Olympus Corridor. The Interstate is not a Local Road.
Growth Scenario	agreed.. infill, re-develop old downtown buildings as residential and reduce some of the sprawl like the gated millennial development, which does little positive for our community as a whole.
Growth Scenario	work on long-term sewerage plan for this area too.
Growth Scenario	This area is getting congested, which further necessitates continuous sidewalks, better road ingress/egress for P.U.D.s and more storm water detention/retention (and required maintenance of what's initially built).
Safety	Fix this offset intersection. When the Median islands are Built on Yellowstone. The City is going to have a surge in traffic here at the Wilson offset intersection. Round About. Hard Island to prevent Left Turns?
Safety	Time for hard islands in this area to stop some movements.  Maybe Walmart needs to relocate to Northgate. May this area needs to get some stores on the southerly end of town?
Safety	Get Crossroads RV to have a night time setting on their digital billboard as it too right at night. Or quit going from black to all white to black to all-white for their panels. It really is hard on night time vision which is dangerous.
Safety	Intermediate-term, relocate signal cabinet and build a right turn bay for McKinley.



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Safety	Complete the final (3rd) phase of the signal project here. These closely spaced signals are not sufficient in their storage space.
Safety	Widen US-91 out to Reservation Road. Tyhee to Reservation is a High Crash Corridor. Buy Right of Way before it gets more expensive due to development.
Safety	A signal at South Valley and Bannock Highway.
Safety	Love the Philbin Signal!!!
Safety	Mini Roundabout?
Safety	Fix the Darn sinkhole on Siphon near Yellowstone in the West Bound Lane.
Safety	Mini-Roundabout would be good here. Slow Traffic for ped traffic, and improve the southbound left turn that will be impacted By the Northgate Project.