



BANNOCK
Transportation Planning
ORGANIZATION

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Mori R. Byington

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MEETING NOTICE AND AGENDA

Technical Advisory Committee

BTPO Conference Room

Monday, October 28, 2019

9:30 am

1. **TAC minutes from September 23, 2019 (Action Item)** – The TAC will consider the approval of the minutes from the September 23, 2019 meeting.
2. **Funcational Classification Map Discussion** – The staff will present the exiting 2020 funcational classification and discuss a process to update the map.
3. **Housing Unit Tracking 2019** – Staff will review the results of the 2019 Housing Unit Allocation.
4. **GIS Intern Discussion** – A proposal to join with Cities and County on a joint GIS intern
5. **Committee Member Reports** – Agenda item provide time for committee members to update the group on activities which could affect regional transportation planning.

November 25, 2019, is the next meeting scheduled



Agenda Item #1: Approval of TAC minutes from September 23, 2019

Meeting Date: October 28, 2019

Summary of Item:

Attached is the meeting minutes for the September 23, 2019, meeting.

Action Required:

Approve September 23, 2019, TAC meeting minutes.

**Bannock Planning Organization
Technical Advisory Committee
Monday, September 23, 2019
9:30 am
BTPO Office
Minutes**

Members Attending:

Bridger Morrison – City of Chubbuck
Chris Peirsol – Idaho Transportation Department
Merril Quayle – City of Pocatello
Corey Krantz – Idaho Transportation Department
Don Matson – City of Chubbuck
Jeff Mansfield – City of Pocatello
Tom Kirkman – City of Pocatello
Clay Wood – Idaho Department of Environmental Quality
Mike Jaglowski – Bannock County Engineer
Carl Anderson for Matthew Lewis – City of Pocatello

Others Attending:

Mori Byington – BTPO

Members Not in Attendance:

Russ Meredith – City of Pocatello (PRT)

Meeting called to order by Chair Merrill Quayle at 9:30 am

Agenda Item #1 – Approval of TAC minutes from August 26, 2019

A correction was made to agenda Item 3 and 5. Jeff Mansfield made a motion to approve the agenda Item 1 minutes of August 26, 2019, as corrected; motion seconded by Corey Krantz, motion passed.

Agenda Item #2 – Draft Metropolitan Transportation Plan 2040

Mori reviewed the changes to the Metropolitan Transportation Plan 2040 since the August meeting. *Chris Peirsol made a motion to recommend approval of the MTP to the Policy Board; motion seconded by Tom Kirkman, motion passes.*

Agenda Item #3 – Transportation Improvement Program

Mori Byington explained that the I-86 westbound railroad bridge is being separated from the I-86/I-15 Interchange Complex and advanced one year. Chris Peirsol will contact ITD headquarters and get the key number and dollar amount for each year. Merrill noted that there are several placed where are 2026, not 2025. Mori stated the correct is 2025. The City of Pocatello application for Carson Street Bridge improvement was approved as part of an ITD/LHTAC application. Staff is requesting the motion include the addition of the Carson Bridge Project when approved by ITD. *Chris Peirsol made a motion recommending approval for of the FY 2020 to 2025 TIP as corrected and including the addition of the Carson Street Bridge; motion seconded by Carl Anderson.*

Agenda Item #4 – Air Quality Conformity Demonstration

Mori Reviewed the Air Quality Conformity Demonstration. *Tom Kirkman made a motion to recommend approval of the 2040 MTP Air Quality Conformity Demonstration to the Policy Board; motion seconded by Don Matson, motion passes.*

Agenda Item #5 – Call for Projects

Mori reviewed the call for projects for both the Section 5310 program and the Surface Transportation Block Grant program. The committee discusses potential projects for each program. The application process including was reviewed with the TAC committee.

Agenda Item #6– Committee Member Reports

Merril brought up an issue related to railroad crossings and a potential request to close railroad crossings to gain a crossing next to the Flandro Development. The TAC discussed who should be involved in the meetings.

Meeting adjourned by Merrill Quayle at 10:40 am.

Agenda Item #2: Functional Classification Map Discussion

Meeting Date: October 28, 2019

Summary of Item:

In 2020, the Idaho Transportation Department will begin its five-year review of the functional classification map. I am proposing that BTPO begin the process early to ensure our input is included in the update.

Proposal Timeline

October - Review the existing map and potential modifications

November – Review the proposed changes

December and January - Conduct public informational meetings

Review of Functional classification

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

There are essentially three types of roadways: arterials (Interstate, Principal Arterial, and Minor Arterials), collectors (Major and Minor Collectors), and local roads. Each of these classifications determines the amount of mobility and/or access a road provides. Arterials provide high mobility with low accessibility. Collectors provide a balance between mobility and accessibility. Local roads have low mobility but provide high accessibility to property.

Arterials and Collectors are the two types of roadways eligible to receive federal transportation

Arterials are comprised of four subclasses of roadways, which are: Interstates, Expressways, Principal Arterials, and Minor Arterials. These classes make up the National Highway System. The National Highway System is a network of roads within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, and other strategic transport facilities.

Interstates are federally designated limited access facilities which provide access between communities and states.

Principal Arterials are designed to provide mobility throughout an urban area and to 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 function 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 provide connectivity from local neighborhoods to the arterial system. Collectors are primarily located in residential areas and are for short trips.

Local Streets are any roadway not designated as a collector or arterial. Local streets provide access to adjacent land.

Table 1: Functional Classification Characteristics

Typical Characteristics	Interstate	Other Principal Arterial	Minor Arterial	Collector	Local
Typical Characteristics					
Lane Width	12 feet	11-12 feet	10 feet – 12 feet	10 feet p 12 feet	8 feet – 10 feet
Outside Shoulder Width	10 feet – 12 feet	8 feet – 12 feet	4 feet – 8 feet	1 foot – 6 feet	0 feet - 2 feet
AADT	35,000 – 129,000	7,000 – 27,000	3,000 – 14,000	1,100 – 6,300	80 - 700
Mileage and VMT Percentage Ranges					
Mileage	1% - 3%	4% -9%	7% - 14%	3% - 16%	62% - 74%
VMT	17% - 31%	16% - 33%	14% - 27%	2% - 13%	9% - 25%

Table 2 Urban Area 2010 Functional Classification

Functional Classification	Miles	Existing Percentage	National Range	VMT 2018	Existing Percentage	National Range
Local	269.32	62%	62% to 74%	117,922	9%	9% to 25%
Collector	29.83	7%	3% to 16%	72,029	6%	2% to 13%
Minor Arterial	45.23	10%	7% to 14%	247,794	19%	14% to 27%
Other Principal Arterial	39.03	9%	4% to 9%	389,905	30%	16% to 33%
Interstate	48.92	11%	1% to 3%	478,714	37%	17% to 31%
Total	432.33			1,306,364		
Source - Highway Functional Classification: Concepts, Criteria, and Procedures						

Table 3 PVNAA Functional Classification

Functional Classification	Miles	Existing Percentage	National Range	VMT 2018	Existing Percentage	National Range
Local	300.3	61%	62% to 74%	117,922	9%	9% to 25%
Collector	42.19	9%	3% to 16%	72,029	6%	2% to 13%
Minor Arterial	47.48	10%	7% to 14%	247,794	19%	14% to 27%
Other Principal Arterial	40.52	8%	4% to 9%	389,905	30%	16% to 33%
Interstate	59.41	12%	1% to 3%	478,714	37%	17% to 31%
Total	489.9			1,306,364		

Source - Highway Functional Classification: Concepts, Criteria, and Procedures

Maintenance of Functional Classification:

- Adding newly constructed or extended roadways to the network, which can, in turn, affect the functional classification of connecting or nearby roadways
- Upgrading the functional classification of an existing roadway due to land use changes or an improvement made to the roadway
- Downgrading the functional classification of an existing roadway due to land use changes, traffic controls that discourage through traffic or other controls that limit the speed and capacity of a road
- Actively maintaining the functional classification attributes of roadways will reduce the level of effort needed for the periodic updates. As State DOTs work with their local transportation planning partners on various initiatives such as long-range planning activities and project programming and development, issues related to the functional classification should be kept in mind. Useful questions to ask are the following:
 - Have new significant roadways been constructed that may warrant Arterial or Collector status?
 - Has any previously non-divided Principal Arterial roadway been reconstructed as a divided facility?

- as any new major development (such as an airport, regional shopping center major medical facility) been built in a location that has caused traffic patterns to change?
- Has there been significant overall growth that may have caused some roadways to serve more access or mobility needs than they have previously?
- Have any Arterial or Collector roadways been extended or realigned in such a way to attract more through trip movements?
- Has a particular roadway experienced significant growth in daily traffic volumes?

Roads to Consider for Modification

Collector Streets

- South 2nd Ave from Portneuf River to Fredregill Rd – Downgrade to local
- Country Club – The collector changes from Country Club to Mointian Shadow and then to Choke Cherry. Made since before the connection of County Club to Jhonny Creek.

Minor Arterial

- New Day Parkway from Yellowstone to I-15 – change to Principal and add the new section

Principal Arterial

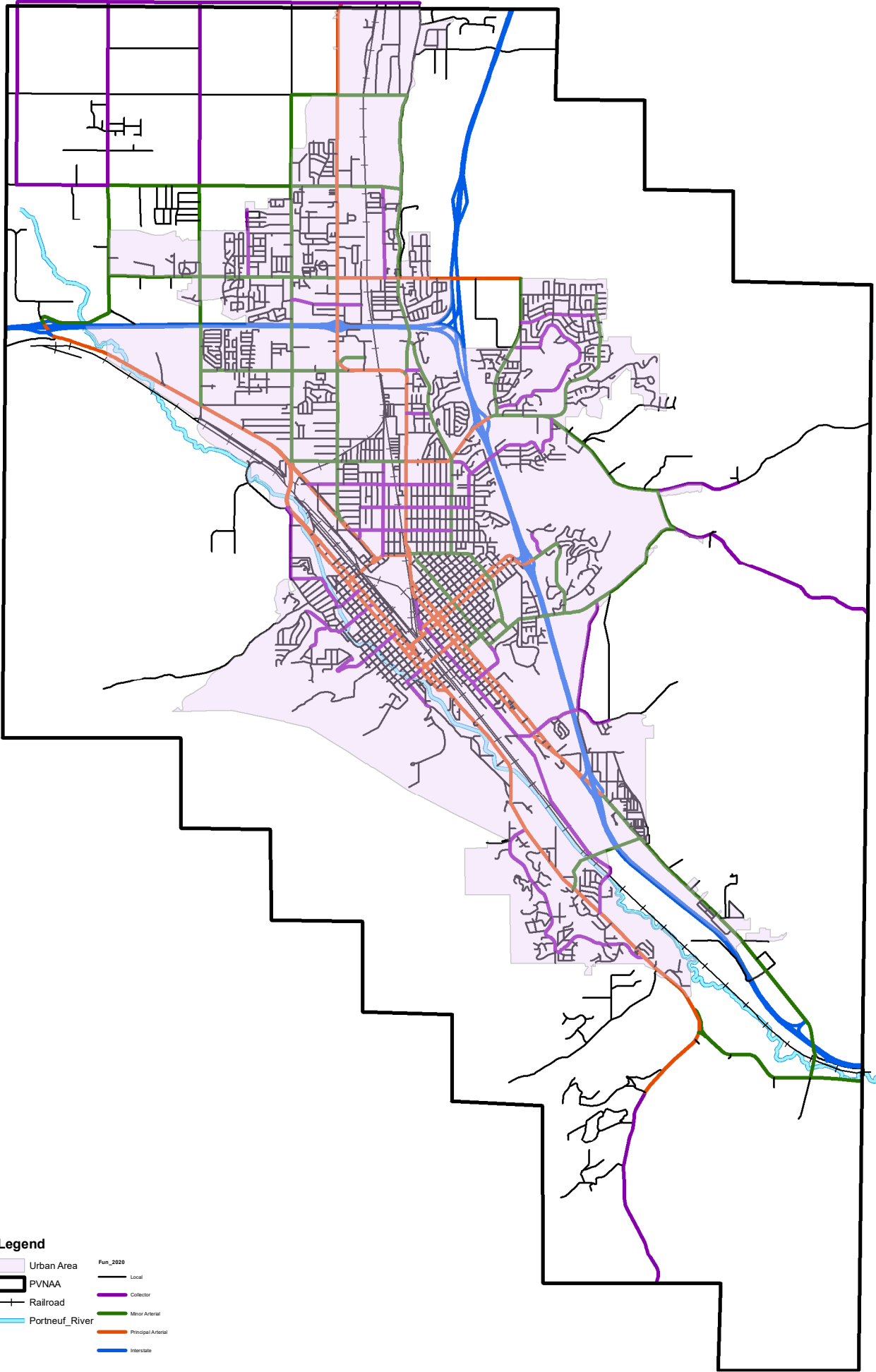
- E. Chubbuck Road from Hiline Rd to Olympus Dr – Downgrade to Minor Arterial

Link to online working map










<http://arcg.is/4eqzy>

Action Required:

Provide input



Legend

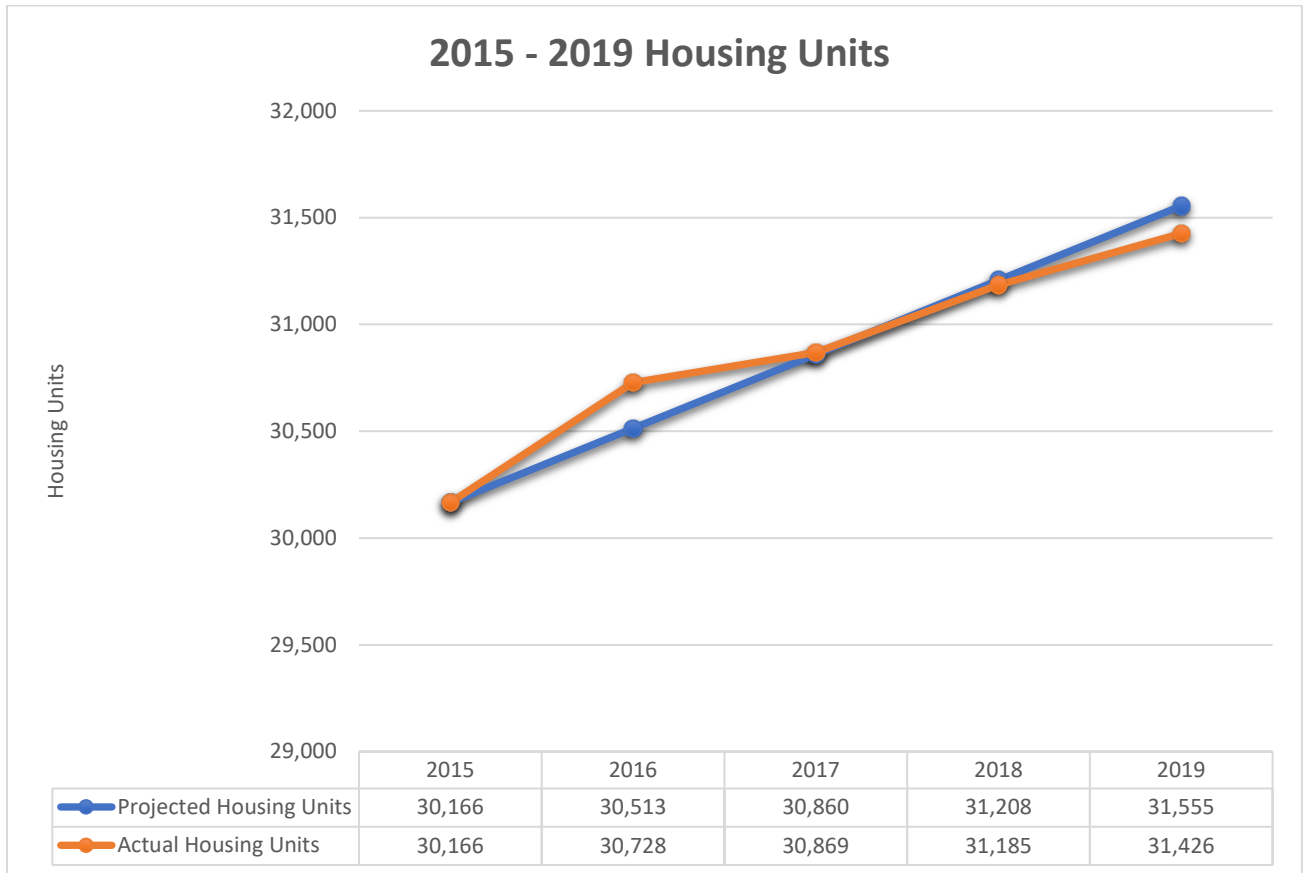
- | | | | |
|---|----------------|---|--------------------|
|  | Urban Area |  | Railroad |
|  | PVNAA |  | Local |
|  | Portneuf_River |  | Collector |
| | |  | Minor Arterial |
| | |  | Principal Arterial |
| | |  | Interstate |

Agenda Item #3: Housing Units Tracking 2019

Meeting Date: October 28, 2019

Summary of Item:

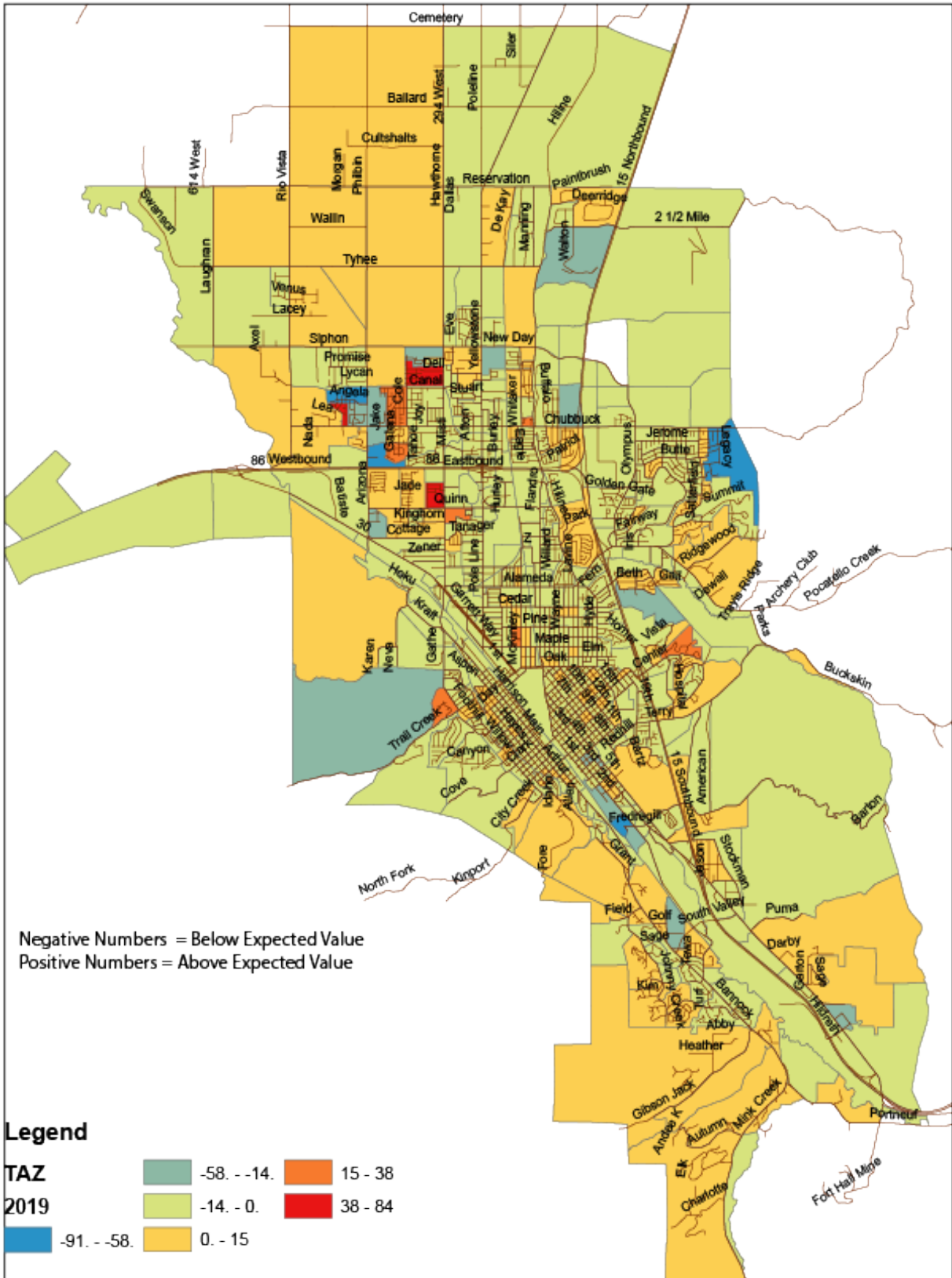
BTPO tracks housing units from June to May each year., The June to May allows us to capture all units built after the 2010 census. I am considering modifying this for the 2020 Census. In 2019 the number of units is tracking with projections.



The map shows the TAZs where the number of units above or below the projected or expected amount. Yes, there should be a color for no change, but I could not get ArcGIS to cooperate.

The link to the online map, if you want get additional details.

<http://arcg.is/0DPr8H>



Agenda Item #4: GIS Intern Discussion

Meeting Date: October 28, 2019

Summary of Item:

I have been working with the City of Pocatello, City of Chubbuck, Bannock County, and Idaho Transportation Department on creating a unified Bannock County Centerline file. Bannock County has completed this project with its staff and a summer intern provided by BTPO. While I have a lot of data there are a lot of improvements I need to make to network to have the tools to make better planning decisions. Data sets like the sidewalk inventory go out of data if they are not maintained. I want to build on the success of the centerline project and continue to improve transportation data. The next process for the GIS working group is easements.

Due to equipment limitations, it is difficult for BTPO to hire an intern. A new ArcGIS license is over \$12,000 with annual maintenance agreement. BTPO does not always need full-time help. I am proposed to work with each agency and ISU to create a partnership with the agencies to have ISU's GIS center house a part-time intern and each agency pay 25% of the cost.

It is too late this year to ask agencies, but I happened to have budget intern finds that is very close to the annual amount. I am proposing to use this year as a trial and hopefully the value will be there to get the financial participation in 2021.

Advancing the Spatial Data Infrastructure across Bannock County, Idaho

GIS data has become a key asset necessary for a well-informed decision. government decisions may range from urban planning to traffic/road design, and public safety. In each of these examples the lack of current and accurate geospatial data reduces the accuracy and quality of the decision. Working together with Idaho State University's (ISU) GIS Training and Research Center (GIS TReC), GIS departments across Bannock county Idaho have the opportunity to improve their spatial data infrastructure and thereby the decision process through this unique capacity-building project. GIS capabilities already exist across Bannock County to varying degrees. This project will make important strides toward GIS data development, sharing, and collaboration.

ISU's GIS TReC is prepared to assist key geographic information system (GIS) departments across Bannock County, Idaho in their development and sharing of spatial data. This project is a collaborative effort between Bannock Transportation Planning Organization (BTPO), capacity-building Bannock County GIS Department (BCGD), the City of Pocatello (Pocatello), and the City of Chubbuck (Chubbuck).

Specifically, this project will provide funding for one part-time student (FTE = 0.50) and supervision/ mentoring for that student (and project coordination) from the project PI (Weber, FTE = 0.03). The student will work closely with each collaborating organization to edit or develop GIS data layers, review the compatibility of data layers (e.g., a sidewalks layer from BPTO will be evaluated against the sidewalks layer from the City of Chubbuck), and create new data layers as needed. The latter task may include field data collection using hand-held global navigation satellite system (GNSS) mobile devices using Esri's Collector for ArcGIS and Trimble R1 receiver.

The student GIS Technician will have office space at ISU's GIS TReC and be supervised directly by the PI (Weber), whose office is also located in the GIS TReC. Meeting briefs will be held on a weekly or bi-weekly schedule and be facilitated using Zoom webinar/teleconferencing with in-person attendance optional.

ISU's GIS TReC requests funding for this proposed one-year project totaling \$19,997. The funding is intended to be equally split by the four organizations with approximately \$5,000 being contributed by each collaborating organization (BPTO, BCGD, Pocatello, and Chubbuck). These costs are described in detail within the budget justification below.

On or before the conclusion of this project the GIS TReC at ISU will deliver

1. [To be determined]

Action Required:

Provide input