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MEETING NOTICE AND AGENDA

Technical Advisory Committee
BTPO Conference Room
Monday, May 23, 2022
9:30 am

1. **TAC minutes from April 25, 2022 (Action Item)**
2. **Thoroughfare Plan**
3. **Travel Demand Model**
4. **Safe Systems Approach Plan**
5. **Committee Member Reports** – The agenda item provides committee members time to update the group on regional planning activities.

The next scheduled meeting is on June 27, 2022



Agenda Item #1 TAC Minutes from April 25, 2022

Meeting Date: May 23, 2022

**Bannock Planning Organization
Technical Advisory Committee
Monday, April 25, 2022
9:30 am
Minutes**

Members Attending:

Merril Quayle – City of Pocatello
Jeff Mansfield – City of Pocatello
Michael Jaglowski – Bannock County
Bridger Morrison – City of Chubbuck
Don Matson – City of Chubbuck
Tom Kirkman – City of Pocatello
Clay Wood – Idaho Department of Environmental Quality

Others Attending:

Mori Byington – BTPO

Members Not in Attendance:

Corey Krantz – Idaho Transportation Department
Kiel Burmester – Bannock County
Matthew Lewis – City of Pocatello
Russ Meredith – Pocatello Regional Transit
Chris Peirsol – Idaho Transportation Department

Meeting called to order by Chair Merrill Quayle at 9:32 am

Agenda Item #1 – Approval of TAC minutes from March 28, 2022

Jeff Mansfield motioned to approve the agenda Item 1, Minutes of March 28, 2022; Bridger Morrison seconded the motion. The motion passed unanimously.

Agenda Item #2– Thoroughfare Plan Update

Mori reviewed the functional classification, AADT, right-of-way, and the number of lanes current condition maps. There was a discussion on the need to develop right-of-way templates for collectors and arterials to understand the difference between collectors and arterials. Mori will develop a draft template for the next meeting. Mori presented the 2017 – 2021 intersection and non-intersection crash data. The committee had several questions and a discussion on the crash data.

Agenda Item #3 – Travel Demand Model Update

Mori reviewed the progress in updating the travel demand model. The external station origin and destination tables were presented and explained. A handout of the network shows the locations where the observed traffic counts are higher or lower than the model estimation.

Agenda Item #4 – Traffic Count

Mori requested that traffic count needs be submitted as soon as possible.

Agenda Item #5 – Committee Reports

The committee discussed the construction activities occurring in Chubbuck this summer.

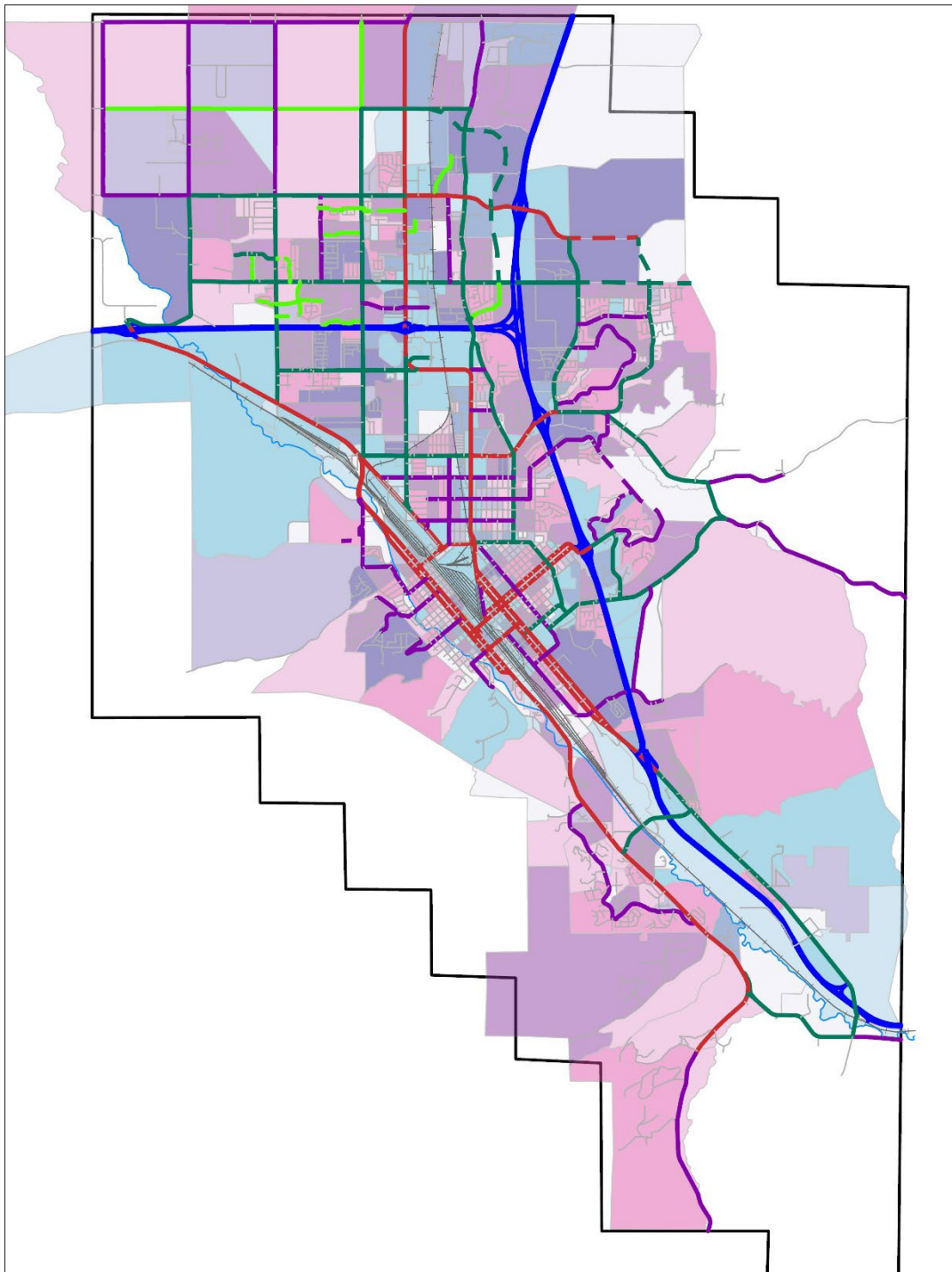
Chair Merrill Quayle adjourned the meeting at 10:35 am.

Agenda Item 2: Thoroughfare plan

Meeting Date: May 25, 2022

Summary of Item:

The agenda item aims to mark up the Thoroughfare map with proposed changes to the classification and identify needed collectors and arterials. (<https://arcg.is/Daqqi>). Staff will have larger paper maps to allow TAC to identify needed connections.



Over the last twenty-plus years, the state of the practice in transportation planning has changed. The Master Street Plan and Map from 2015 focused on establishing ROW, emphasizing vehicle traffic. Staff worked on developing templates for the different street classifications. Two changes that stand out are the lane widths and bicycle facilities. Lane widths can be 10 to 12 feet, but that has not changed. The standard recommendation for urban areas is now a 10-foot travel lane. (Urban Street Design Guide and Designing Walkable Urban Thoroughfares a Context Sensitive Approach)

I did not send the designs to Pocatello to get a better graphic. We need to discuss the options and make some decisions before spending time improving the graphics. Attached are the collector, minor arterial, and principal arterial proposed designs and the designs from the 2015 plan.

Discussion Items:

Collector

- What is the difference between a local and a collector street
 - Pocatello requires a bicycle lane in the requirements
 - Chubbuck has a 10-foot difference, which could be a bicycle lanes
 - Design speed is 30- 35 for collectors and 25 for local street
- The Bicycle and Pedestrian plan does not include bike lanes on most collectors. The reason is that the stress level with slow speeds and light traffic is below LTS 3, which does not require a bike lane

Should collectors have a striped bike lane?

Minor Arterial

- The biggest difference between the proposed and the 2015 plan is the number of lanes
- Bicycle lanes include a buffer in the recommended design
- I was going to map where residential development had direct access, but it would be easier to show where they do not. Most of the existing minor arterial, not already four-lanes, do not have room for widening
- There are many minor arterials where 2040 projected traffic that have an average traffic volume in the low end of the range
- Should there be two different design standards, one for critical routes or those where four-lane exist and other minor arterials

How many travel lanes should a minor arterial have?

Principal Arterial

- Bicycle lanes include a buffer in the recommended design
- Northgate, South Valley, and New Day are all designed with a sidepath to accommodate bicycle and pedestrian travel. For streets with the speed and volume of these roadways, a physical buffer or separation is the only way to make the street bicycle-friendly
- Should there be two different types of Principal arterials (standard and Boulevard)?

Overall

Should the Thoroughfare plan include only design elements and not specific design guidelines?

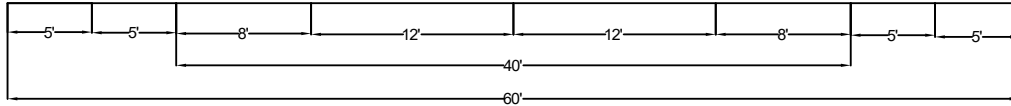
- The design of the streets is affected by many factors. Anticipated land use and development size are two main drivers of design. Examples include Hurley Drive and Knudsen Boulevard. Both are designed like an arterial but function as collectors.

Should new collectors and arterials be identified in the plan or only spacing guidelines?

Collector New

Collectors connect neighborhoods and commercial areas to the arterial network.

Collector 40/60



Right of Way – 60 feet

Pavement Width – 40 feet

Design Speed – 25 MPH

Traffic Lanes – 2 lanes (10 – 12 lanes)

Center Turn Lanes – None

Bicycle Lanes – Share (Add two 5-foot bicycle lanes if design speed is over 30 or below and the anticipated AADT is less than 4,000)

Pedestrian Buffer – 5 feet, eliminated at key intersections

Pedestrian Way - 5 feet minimum with 6 feet preferable

Intersection Modifications – Right turn lanes are required at an intersection with Arterials. Modify the ROW at these locations or eliminate the parking and pedestrian buffer.

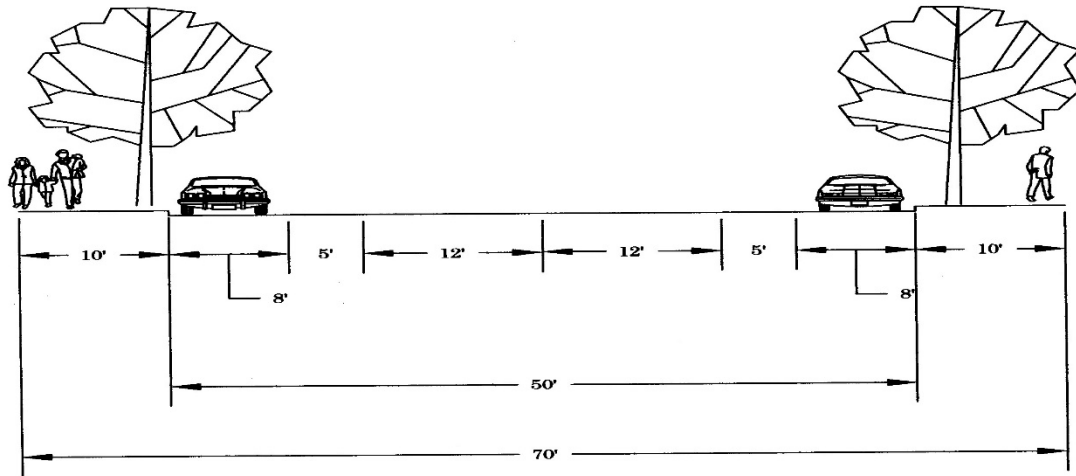
Curb Return –

Collector 2015 MSP

The differences include:

Element	Proposed	2015 Plan
Design Speed	25	30
Bicycle Lane	Not required if design speed is below 30 and traffic below 4,000	5-foot bicycle lane

Collector

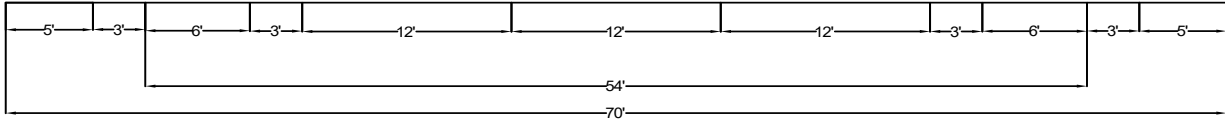


Details

Right-of-way Width :	70'
Curb to Curb distance:	50'
Number of travel lanes each direction :	1
Median:	None
Bicycle Facilities:	5' each side of roadway.
Right Turn Lane:	None
Parkway:	8' each side
Sidewalk:	5' each side
Typical Design Speed:	40 MPH
Typical Speed Limit:	30 MPH
Access:	One access per lot with use of joint access encouraged.
Setback:	25' setback from sidewalk is suggested in residential areas and 15' in all other
Noise Features:	No requirement
Spacing:	$\frac{1}{4}$ Mile from collectors or arterials

Minor Arterial

Minor Arterial interconnects the principal arterial system and provides for intermediate length trips.



Minor Arterial 54/70

Right of Way – 70 feet (80 feet at intersections with collectors or arterials)

Pavement Width – 54 feet

Design Speed – 30 - 35 MPH

Traffic Lanes – 3 lanes (10 – 12 lanes)

Center Turn Lanes - TWLT

Bicycle Lanes – 6 feet bicycle lanes with 3 feet buffers

Pedestrian Buffer – 5 feet, but could be eliminated at key intersections

Pedestrian Way - 5 feet minimum with 6 feet preferable

Intersection Modifications – Right turn lanes could be required at an intersection with Collectors and Arterials.

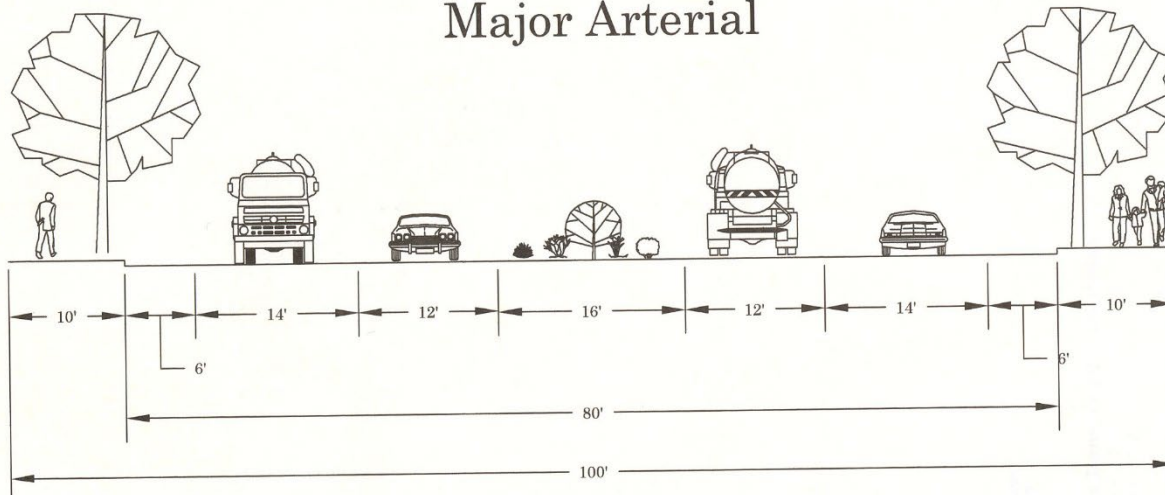
Curb Return –

Minor Arterial 2015

The differences include:

Element	Proposed	2015 Plan
Travel Lanes	2	4
Bicycle Lane	6 feet with a 3 feet buffer	6
Center Turn Lane	12 feet	14 feet

Major Arterial

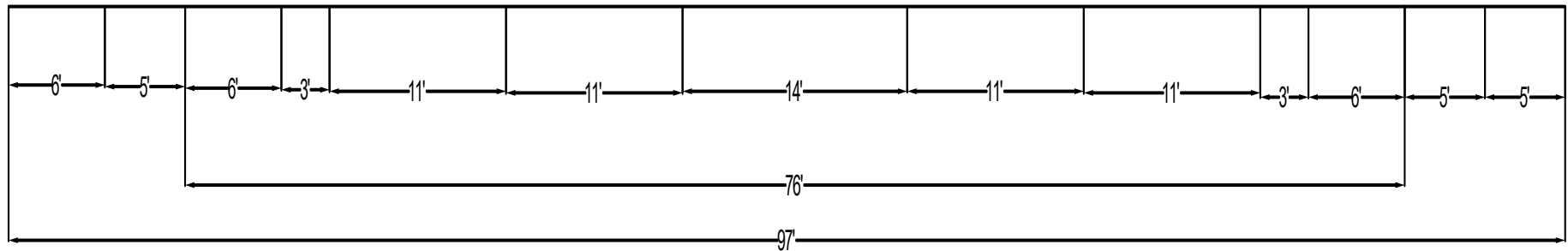


Details

<u>Right-of-way Width :</u>	100'
<u>Curb to Curb distance:</u>	80'
<u>Number of travel lanes each direction :</u>	2
<u>Median:</u>	Raised median with turn pockets at intersections.
<u>Bicycle Facilities:</u>	6' bike lane each direction.
<u>Right Turn Lane:</u>	At intersections with Arterials and large commercial developments
<u>Parkway:</u>	5' each side
<u>Sidewalk:</u>	5' each side for residential areas and low pedestrian volumes. 8' for commercial and high anticipated pedestrian volumes
<u>Typical Design Speed:</u>	50 MPH
<u>Typical Speed Limit:</u>	35 to 45 MPH
<u>Access:</u>	Access limited to public rights of way.
<u>Setback:</u>	40' setback from sidewalk is suggested in residential areas and 25' in all others.
<u>Noise Features:</u>	Landscape brumes with fences recommended in all residential zones. Landscaping and brumes, but not fence in commercial areas.
<u>Spacing:</u>	$\frac{1}{2}$ Mile from Collectors and Arterils in the core area and 1 mile in fringe areas.

Principal Arterials

Principal Arterials are the backbone of the system and provide for through traffic.



Principal Arterial 76/96

Right of Way – 70 feet (80 feet at intersections with collectors or arterials)

Pavement Width – 54 feet

Design Speed – 30 - 35 MPH

Traffic Lanes – 3 lanes (10 – 12 lanes)¹

Center Turn Lanes – Median with left-turn lanes at intersections with public roads.

Bicycle Lanes – 6 feet bicycle lanes with 3 feet buffers

Pedestrian Buffer – 5 feet

Pedestrian Way - 6 feet minimum

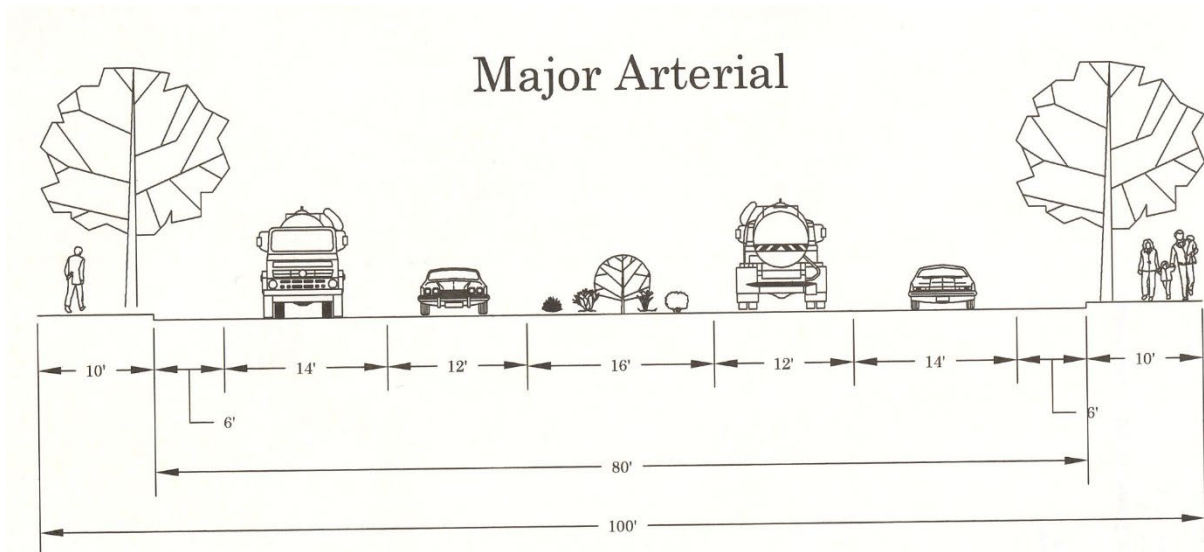
Intersection Modifications – Right turn lanes are required at an intersection with Collectors and Arterials.

Curb Return –

Principal Arterial 2015

The differences include:

Element	Proposed	2015 Plan
Travel Lanes	2	4
Bicycle Lane	6 feet with a 3 feet buffer	6
Center Turn Lane	14 feet	14 feet
Lane Widths	11 feet	12 to 14 feet



Details

<u>Right-of-way Width :</u>	100'
<u>Curb to Curb distance:</u>	80'
<u>Number of travel lanes each direction :</u>	2
<u>Median:</u>	Raised median with turn pockets at intersections.
<u>Bicycle Facilities:</u>	6' bike lane each direction.
<u>Right Turn Lane:</u>	At intersections with Arterials and large commercial developments
<u>Parkway:</u>	5' each side
<u>Sidewalk:</u>	5' each side for residential areas and low pedestrian volumes. 8' for commercial and high anticipated pedestrian volumes
<u>Typical Design Speed:</u>	50 MPH
<u>Typical Speed Limit:</u>	35 to 45 MPH
<u>Access:</u>	Access limited to public rights of way.
<u>Setback:</u>	40' setback from sidewalk is suggested in residential areas and 25' in all others.
<u>Noise Features:</u>	Landscape brumes with fences recommended in all residential zones. Landscaping and brumes, but not fence in commercial areas.
<u>Spacing:</u>	$\frac{1}{2}$ Mile from Collectors and Arterils in the core area and 1 mile in fringe areas.

Agenda Item 3: Travel Demand Model Update

Meeting Date: May 23, 2022

Summary of Item:

Staff will report on the progress of updating the travel demand model.

Action Required:

Agenda Item 4: Safe Systems Approach

Meeting Date: May 23, 2022

Summary of Item:

The Southeast Idaho Council of Governments (SICOG) and the Portneuf Health Trust have formed a safety system committee comprised of representatives from agencies involved in the safe operation of the transportation system. BTPO is involved in the committee, but I was confused about the committee's mission and BTPO's role.

At the same time, the committee FHWA started to roll out programs and grants identified in the Bipartisan Infrastructure Law (BIL). The BIL encourages areas to develop a safe system strategic plan to eliminate traffic deaths.

The BIL also created a new grant program called Safe Systems for All (SS4A) with approximately one billion dollars per year to develop strategic plans and to fund projects identified in these strategic plans.

The following passage was taken from the FHWA website.

A Safe System approach incorporates the following principles:

1. **Death and Serious Injuries are Unacceptable.** A Safe System approach prioritizes the elimination of crashes that result in death and serious injuries.
2. **Humans Make Mistakes.** People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
3. **Humans Are Vulnerable.** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
4. **Responsibility is Shared.** [All stakeholders – including government at all levels, industry, non-profit/advocacy, researchers, and the general public – are vital to preventing fatalities and serious injuries on our roadways.](#)
5. **Safety is Proactive.** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
6. **Redundancy is Crucial.** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Implementation of the NRSS will be arranged around five complementary objectives corresponding to the Safe System approach elements:

- **Safer People**: Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- **Safer Roads**: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- **Safer Vehicles**: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safer Speeds**: Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
- **Post-Crash Care**: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

I met with SICOG and FHWA to discuss the committee's focus and how the committee could assist in developing the strategic plan or if the committee could be an applicant for the SS4A grants. SICOG has committed to keeping the committee moving forward, but they recognize that their effort can not continue without additional resources.

The BIL increased planning funds going MPOs, but it also added a requirement that 2.5% of the funds must go to improving the safety of the transportation system or demonstrate that their complete street policy is accomplishing that goal.

I want to amend the UPWP to add a safe systems task to support the current committee efforts, including a financial commitment to SICOG. I want to compete for an SS4A grant to develop a strategic plan or implement a project identified in the plan.

Many TAC members are also on the safe systems committee, and I do not want to duplicate efforts or review issues with the TAC that many members have already reviewed.

The question for the TAC is what role do you believe BTPO should have in the existing committee today and moving forward?

Action Required: