



214 East Center Street  
Suite 70  
P.O. Box 6129  
Pocatello, Idaho 83205

**POLICY BOARD  
REPRESENTATIVES**

**BANNOCK COUNTY**  
Commissioner  
Jeff Hough

**CITY OF CHUBBUCK**  
Mayor  
Kevin England

Council Member  
Roger Hernandez,  
Vice-Chair

**CITY OF POCATELLO**  
Mayor  
Brian Blad

Council Members  
Linda Leeuwrik, Chair  
Rick Cheatum

**POCATELLO  
REGIONAL TRANSIT**  
Director  
Skyler Beebe

**IDAHO  
TRANSPORTATION  
DEPARTMENT**  
District Engineer  
Todd Hubbard

Ex-Officio  
Non-Voting Members:  
Shoshone-Bannock Tribes  
School District #25  
Idaho State University

**PLANNING DIRECTOR**  
Mori R. Byington

p 208-233-9322

[www.bannockplanning.org](http://www.bannockplanning.org)

## MEETING NOTICE AND AGENDA

Technical Advisory Committee  
BTPO Conference Room  
Monday, February 27, 2023  
9:30 am

1. **TAC minutes from January 23, 2023 (Action Item)**
2. **Draft Metropolitan Transportation Plan existing conditions report**
3. **Draft MTP Goals and Strategies**
4. **Safety Performance Measures Targets Update (action item)**
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 March 27, 2023**



**Agenda Item #1 TAC Minutes from January 23, 2022**

**Meeting Date:** February 27, 2023

**Bannock Planning Organization  
Technical Advisory Committee  
Monday, January 23, 2023  
9:30 am  
Minutes**

**Members Attending:**

- Kiel Burmester – Bannock County
- Bannock County
- Bridger Morrison – City of Chubbuck
- Don Matson – City of Chubbuck
- Russ Meredith – Pocatello Regional Transit
- Matthew Lewis – City of Pocatello
- Merrill Quayle – City of Pocatello
- Jeff Mansfield – City of Pocatello
- Mike Neville for Tom Kirkman – City of Pocatello
- Chris Peirsol – Idaho Transportation Department
- Corey Krantz – Idaho Transportation Department
- Clay Woods – Idaho Department of Environmental Quality

**Others Attending:**

Mori Byington – BTPO  
Chris Sigrist – Idaho Transportation Department

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

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

Merrill pointed out that Kiel did not attend the meeting, and Mike Neville did attend the meeting. There was a correction to Item 6. The correction removed the word “the” in front of ITD

*Jeff Mansfield motioned to approve the agenda Item 1, Minutes of November 28, 2022, as corrected; Corey Krantz seconded the motion. The motion passed unanimously.*

**Agenda Item #2 – Thoroughfare Plan 2050**

Mori presented a summary of the changes since the November meeting. Changes included Hawthorne Road and Philbin Road between Siphon Road and Tyhee to minor arterials. Tyhee Road from Hawthorne Road and Philbin Road was also recommended to be changed to a minor arterial. Merrill identified several locations where Northgate Parkway was miss identified. A question regarding the description of Gathy road (Table 7): the description of the limits of Gathy Road should be changed to “from Foothill Boulevard to End of the street (Northend).

*Don Matson motioned to approve the Thoroughfare Plan 2050 with corrections; Corey Krantz seconded the motion. The motion passed unanimously.*

**Agenda Item #3 – Travel Demand Model Development and Validation Report**

Technical Advisory Committee Minutes

Mori gave a PowerPoint presentation on the key portions of the Travel Demand Model Development and Validation Report.

*Chris Peirsol motioned to approve the Travel Demand Model Development and Validation Report; Bridger Morrison seconded the motion. The motion passed unanimously*

#### **Agenda Item #4 – Draft Performance Measure Status Report**

A review of the national performance measures is required as part of the Metropolitan Transportation Plan update. The draft report was presented to the TAC. There were several recommendations for the trend tables. There were questions on the state target number. Mori said he would check the statewide target data and update the tables.

#### **Agenda Item #5 – Draft FY 2024 Transportation Improvement Program**

Mori reviewed the draft TIP. There is no plan to ask for additional Local STBG or transit projects for the FY 2024 TIP. Mori also reviewed the changes to the method used to distribute STBG funds to the local agencies.

#### **Agenda Item #6– Election of Officers**

*Mike Neville motioned to keep the current chair and vice chair; Corey Krantz seconded the motion. The motion passed unanimously*

#### **Agenda Item #7– Committee Member Reports**

No reports

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

## **Agenda Item 2: Metropolitan Transportation Plan Existing Conditions Report**

**Meeting Date:** February 27, 2023

### **Summary of Item:**

Attached is the draft existing conditions report. The Metropolitan Transportation Plan is required to provide the existing and proposed transportation facilities, including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, and non-motorized transportation facilities. Below is the outline of the report. Staff will present a PowerPoint presentation on the report.

- Introduction
- Population, Housing, and Employment
- Streets and Bridges
  - Functional Classification
  - Thoroughfares
  - Annual Daily Traffic
  - Traffic lanes
  - Travel Time Reliability
  - Regional Travel Time Reliability
  - Bridges
  - Pavement Conditions National Highway System
  - Pavement Conditions Non-National Highway System Collectors and Arterial
  - Intersections and Crossings
  - Traffic Controlled Collector and Arterial Intersections
  - Intersections of Collector and Arterial with Other Collectors and Arterials
  - Railroad Crossings
- Bicycle Facilities
- Pedestrian Facilities
- Public Transportation
  - Intercity Services
  - Transportation Network Companies and Taxi
- Crash Analysis
- Transportation Network Security
  - Emergency Management
  - Intelligent Transportation System management and security
  - User Security
- Freight
  - Trucking

[Draft Existing Conditions Report](#) (a very large file). As you review the report, please identify the following:

- In areas where the text could use clarification
- Areas where there needs to have more information to help in the understanding
- Missing subjects that you think should be included.

**Request/Recommendation:**

The staff is requesting input on the proposed, existing conditions report.

### **Agenda Item 3: Draft MTP Goals and Strategies**

**Meeting Date:** February 27, 2023

#### **Summary of Item:**

A focus group of stakeholders was held in December and February. The group reviewed the issues survey results and assisted in developing goals for the 2050 MTP. The focus group goals categories are similar to the 2015 and 2019 updates. Technology was one area that was not included in the other 2040 MTP goals. Attached is a comparison of the 2015 and 2019 MTP goals and the draft goals. Some of the goals have strategies others the strategies have not been identified.

Agenda task:

- Review the draft vision and goals and provide recommendations
- Assist in developing strategies for the goals

#### **2050 MTP Vision**

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.

2040 MTP (2015)	2040 MTP (2019)	2050 MTP (2023) Adjustments
<b>GOAL 1: Provide multimodal options that support a safe, active, and healthy community</b>	<b>GOAL 1: Provide multimodal options that support a safe, active, and healthy community</b>	<b>Goal 1: Provide a safe and secure multimodal transportation network.</b>
Objective 1A: Leverage Regional Partnerships to Promote Active Transportation	Objective 1A: Leverage Regional Partnerships to Promote Active Transportation	Objective: Develop a complete street policy in 2024 that the local government adopts.
Objective 1B: Develop Transit as an Asset for Community Livability and Vitality	Objective 1B: Develop Transit as an Asset for Community Livability and Vitality	Objective: Develop a resilience plan for streets, sidewalks, and separated facilities by 2027.
Objective 1C: Expand Pocatello's "Complete Streets" Focus to a Region-Wide Initiative	Objective 1C: Expand Pocatello's "Complete Streets" Focus to a Region-Wide Initiative	Objective: Develop and foster community and agency partnerships to support multimodal transportation.
Objective 1D: Improve and Enhance Regional Bike/Ped Facilities	Objective 1D: Improve and Enhance Regional Bicycle and Pedestrian Facilities	Objective: Improve accessibility to the network for people with physical disabilities
Objective 1E: Incentivize Active Transportation in Core Areas	Objective 1E: Reduce the Number and Frequency of Serious Crashes in the Urbanized Area	Objective: Support safe routes to school programs.
Objective 1F: Maintain and enhance the safety and security of the Portneuf Valley Transportation System		MEASURE: Reduce by half the fatality and serious injury crash rate by 2050
Objective 1G: Reduce the Number and Frequency of Serious Crashes in the Urbanized Area		MEASURE: Maintain the 2017- 2021 Non-Motorized Fatalities and Serious Injuries rate
Removed in the 2019 MTP Update	Added in the 2019 Update	Modified 2050

<b>2040 MTP (2015)</b>	<b>2040 MTP (2019)</b>	<b>2050 MTP (2023) Adjustments</b>
<b>GOAL 2: Leverage existing infrastructure to minimize public investment needed</b>	<b>Goal 2: Maximize the use of existing infrastructure to reduce the need for highway capacity expansion projects.</b>	<b>Goal 2: Promote and improve the mobility and accessibility of the transportation network, including roads, trails, sidewalks, bike paths and transit.</b>
Objective 2A: Protect the Long-Term Function and Operation of Freeway Interchanges and Supporting Local Street Facilities	Objective 2A: Protect the Long-Term Function and Operation of Freeway Interchanges and Supporting Local Street Facilities.	Objective: Eliminate sidewalk and bike path gaps in the network by 2050.
Objective 2B: Promote Infill and Mixed Use Development to Moderate the Demand for Expanded Facilities and Service Areas	Objective 2B: Promote Infill and Mixed Use Development to Moderate the Demand for Expanded Facilities and Service Areas	Objective: Encourage projects and plans that support infill and mixed-use development to moderate the demand for expanded facilities and service areas
Objective 2C: Enhance Data and Analysis Tools to Improve Joint Planning of Land Uses, Roadways, and Utilities	Objective 2C: Enhance Data and Analysis Tools to Improve Joint Planning of Land Uses, Roadways, and Utilities	Objective: Update the 2011 access management guidelines
Objective 2D: Use an Asset Management Approach to Preserve and Maintain the Existing Transportation System	Objective 2D: Use an Asset Management Approach to Preserve and Maintain the Existing Transportation System	Objective: Identify and promote non-motorized access to foothill trails.
		Objective: Improve accessibility to the network for people with physical disabilities
Objective 2E: Use Transportation System Management Technologies to Get the Most out of Existing Transportation Facilities	Objective 2E: Use Transportation System Management Technologies to Get the Most out of Existing Transportation Facilities	<b>Objective: Connectivity Plan (current needs and future) – what will it do to achieve goal?? – multimodal access to foothill trails and community centers</b>
Objective 2F: Explore Modern Financial Tools for Incentivizing Development in Areas with Existing Infrastructure Capacity	Objective 2F: Explore Modern Financial Tools for Incentivizing Development in Areas with Existing Infrastructure Capacity	Objective: Support safe routes to school programs.
Removed in the 2019 MTP Update	Added in the 2019 Update	Modified 2050



<b>2040 MTP (2015)</b>	<b>2040 MTP (2019)</b>	<b>2050 MTP (2023) Adjustments</b>
<b>GOAL 3: Reduce Transportation Impacts and Costs through Land Use Strategies</b>	<b>Goal 3: Reduce Transportation Impacts and Costs through Land Use Strategies.</b>	<b>Goal 3 Develop a transportation network that supports an active, healthy, urban lifestyle.</b>
Objective 3A: Review and Enhance Development Codes to Support the Preferred Future Scenario	Objective 3A: Review and Enhance Development Codes to Support the Preferred Future Scenario	Connectivity Plan – touch on sidewalk shoveling, brooming bike lanes...maintenance, trails
Objective 3B: Develop Tools to Monitor the Effect of Land Use Policy Changes on the Transportation System	Objective 3B: Develop Tools to Monitor the Effect of Land Use Policy Changes on the Transportation System	Objective: Develop a complete street policy in 2024 that is adopted by the local government.
		Objective: Add an objective relating to how the goal is tied to schools
Objective 3C: Promote Higher Density Housing and Mixed Uses in Urban Centers and Near ISU	Objective 3C: Promote Higher Density Housing and Mixed Uses in Urban Centers and Near ISU	Objective: Support higher-density housing and mixed-use development by..... Complete neighborhoods
Removed in the 2019 MTP Update	Added in the 2019 Update	Modified 2050

<b>2040 MTP (2015)</b>	<b>2040 MTP (2019)</b>	<b>2050 MTP (2023) Adjustments</b>
<b>GOAL 4: Facilitate Regional Economic Development and Support Local Industry</b>	<b>GOAL 4: Facilitate Regional Economic Development and Support Local Industry</b>	<b>Goal 4: Provide a transportation network that supports economic opportunities for residents and industry.</b>
Objective 4A: Support Industrial Development in Business and Industrial Parks and Near the Regional Airport	Objective 4A: Support Industrial Development in Business and Industrial Parks and Near the Regional Airport	Objective: Develop a complete street policy in 2024 that is adopted by local government.
Objective 4B: Explore Modern Financial Tools for Incentivizing Development in Targeted Areas	Objective 4B: Explore Modern Financial Tools for Incentivizing Development in Targeted Areas	<b>Objective: Connectivity Plan (current needs and future) – what will it do to achieve goal?</b>
Objective 4C: Support Mixed Use Business Development and Employment Growth in and Around ISU, Old Town, and the Warehouse District	Objective 4C: Support Mixed Use Business Development and Employment Growth in and Around ISU, Old Town, and the Warehouse District	Quality of life = Economic opportunity
		Transit – residential to business / Support regional rail studies
		Statewide freight plan/Truck Routes/Freight routs
		Objective: Develop a bike/ped plan that is adopted by local government.
Objective 4D: Implement Business-Friendly Policies and Procedures to Help Developers through Agency Review Processes	Objective 4D: Implement Business-Friendly Policies and Procedures to Help Developers through Agency Review Processes	Objective: Develop and support improved, low-water streetscapes and green spaces.
Removed in the 2019 MTP Update	Added in the 2019 Update	Modified 2050

<b>2040 MTP (2015)</b>	<b>2040 MTP (2019)</b>	<b>2050 MTP (2023) Adjustments</b>
<b>GOAL 5: Protect and Enhance Portneuf Valley's Human and Natural Environments</b>	<b>GOAL 5: Protect and Enhance Portneuf Valley's Human and Natural Environments</b>	<b>Goal 5: Protect the environment by minimizing the impact of the transportation network on our natural resources.</b>
Objective 5A: Review and Enhance Development Codes To Foster Livability and Improve Quality of Life	Objective 5A: Review and Enhance Development Codes To Foster Livability and Improve Quality of Life	Objective: Incorporate low water natural landscaping – Complete Streets?
Objective 5B: Preserve Environmental Quality and Aesthetics of Community	Objective 5B: Preserve Environmental Quality and Aesthetics of Community	Objective: Support local government stormwater improvements
		Objective: Evaluate safe wildlife passage in plans/projects and ecosystem/habitat impacts.
		Utilize native plants/materials/designs on projects to support wildlife and the natural environment.
		Safe Streets – promoting non-motorized transportation
		Streetscape Design – lighting, protecting night sky and migratory birds
		Technologies that minimize transportation impact on wildlife and the natural environment
Removed in the 2019 MTP Update	Added in the 2019 Update	Modified 2050

2040 MTP (2015)	2040 MTP (2019)	2050 MTP (2023) Adjustments
		<b>Goal 6: Evaluate and utilize emerging technologies to improve the safety and operation of the transportation network.</b>
		Objective: Incorporate technologies that minimize transportation impact on wildlife and the natural environment.
		Objective: Ensure projects incorporate appropriate infrastructure to support future technologies
		Air movement technology (drones)
		Self-driving cars
		Electric Vehicles
		Micro mobility
		Objective: Utilize lessons learned from other Cities re: micro mobility and other technology advancements
		Emergency Response Communication
		Regional ITS Plan
		Objective: Improve and incorporate technology to address accessibility and mobility assistance.
Removed in the 2019 MTP Update	Added in the 2019 Update	Modified 2050

**Request/Recommendation:**

Staff is requesting the TAC to provide feedback on the proposed

## Agenda Item 4: Safety Performance Measure Targets Update

**Meeting Date:** February 27, 2023

### Summary of Item:

The safety performance targets for highways and transit must be updated annually. BTPO received updated safety performance measures from ITD (February 9, 2023) and PRT (February 13, 2023). BTPO has 180 days to either support these targets or establish our targets. Staff is recommending that BTPO accept and support the submitted targets.

The statewide safety targets have been established by the Idaho Transportation Department's Office of Highway Safety in the following categories (using 5-year averages and 5-year rates for 2019-2023):

1. 5-Year Average Number of Fatalities: 244
2. 5-Year Fatality Rate per 100 million VMT: 1.35
3. 5-Year Average Number of Serious Injuries: 1,279
4. 5-Year Serious Injury Rate per 100 million VMT: 7.22
5. 5-Year Average Number of Non-motorized Fatalities and Serious Injuries: 125

<b>Idaho Transportation Department Safety Targets</b>				
HSIP Statewide Safety Performance Targets	2020	2021	2022	2023
5-Year Average Number of Fatalities	249	247	245	244
5-Year Fatality Rate per 100 million VMT	1.41	1.38	1.36	1.35
5-Year Average Number of Serious Injuries	1,287	1,285	1,283	1,279
5-Year Serious Injury Rate per 100 million VMT	7.3	7.21	7.13	7.22
5-Year Average Number of Non-motorized Fatalities and Serious Injuries	120	120	125	125

Pocatello Regional Transit Safety Targets

<b>Paratransit</b>	<b>2021</b>	<b>2022</b>	<b>Average</b>	<b>Target</b>
Fatalities (total)	0	0	0.00	0.00
Fatalities (per 100K Vehicle Revenue Miles)	0	0	0.00	0.00
Injuries (total)	2	1	2.67	2.67
Injuries (per 100K Vehicle Revenue Miles)	0.55	0.28	0.74	0.74
Safety Events (total)	7	5	7.00	7.00
Safety Events (per 100K Vehicle Revenue Miles)	1.93	1.38	1.93	1.93
System Reliability (per 100K Vehicle Revenue Miles)	2	1.33	1.44	1.44
Annual Vehicle Revenue Miles	325,956	326,552	363,224	
<b>Fixed Route</b>	<b>2021</b>	<b>2022</b>	<b>Average</b>	<b>Target</b>
Fatalities (total)	0	0	0.00	0.00
Fatalities (per 100K Vehicle Revenue Miles)	0	0	0.00	0.00
Injuries (total)	1	1	1.67	1.67
Injuries (per 100K Vehicle Revenue Miles)	0.36	0.36	0.60	0.60
Safety Events (total)	13	4	8.67	8.67
Safety Events (per 100K Vehicle Revenue Miles)	4.64	1.43	3.09	3.09
System Reliability (per 100K Vehicle Revenue Miles)	5	4	4.67	4.67
Annual Vehicle Revenue Miles	284,454	258,832	279,984	
Note: Pocatello Regional Transit sets the targets at the previous three-year average.				

**Request/Recommendation:**

Staff is recommending that BTPO support both safety target updates. Proposed motion: The TAC recommends that the Policy Board supports the 2023 safety target from the ITD and PRT.