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PLANNING DIRECTOR
Mori R. Byington

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MEETING NOTICE AND AGENDA

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

1. **TAC minutes from February 27, 2023 (Action Item)**
2. **Draft MTP Goals Revisited**
3. **Financial Plan and Project Prioritization**
4. **Draft MTP Project Lists**
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 April 24, 2023



Agenda Item #1 TAC Minutes from February 27, 2023

Meeting Date: March 27, 2023

**Bannock Planning Organization
Technical Advisory Committee
Monday, February 27, 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
- 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

Bridger Morrison called to order at 9:30 am

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

Corey Krantz motioned to approve the agenda item 1, Minutes of January 23, 2023; Jeff Mansfield seconded the motion. The motion passed unanimously.

Agenda Item #2 – Draft Metropolitan Transportation Plan existing conditions report

Mori reviewed the coversheet and the existing conditions report. The freight section was moved up to group all the modes together. The street and the bridge section were separated for clarity. The bridge definition needs to be clearly stated in the new bridge section. Mori indicated that data was from 2020 to 2022 and represented the latest data available. Bridger indicated that New Day Parkway had updated pavement conditions information. Several of the committee indicated they would submit minor grammar and typos to Mori after the meeting.

Agenda Item #3 – Draft MTP Goals and Strategies

Mori reviewed the goals and strategies. The draft vision and goals were developed by a focus group comprised of member agencies, health, environmental, housing, user groups, and human service e groups. The draft goals are like the 2040 MTP. A technology goal was added based on the input of the focus group.

Technical Advisory Committee Minutes

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Input on the goals and strategy included:

- Objective 2.1 – add Identify to the beginning of the objective.
- Goal 2- add an objective about maintaining the pedestrian facilities inventory geodatabase.
- Objective 2.6 – change the objective to something that can be measured or better identified.
- Objective 2.5 – add ADA to improve accessibility statement.
- Goal 3 – add an objective that focuses on health for environmental justice groups.
- Objective 5.3 – develop a different strategy recognizing that wildlife crossing is a statewide issue.
- Goal 5- add an objective around light pollution.
- Objective 6.1 – add emerging after incorporation.
- Goal 6 – add an objective around security.

Agenda Item #4 – Safety Performance Measures Targets Update

Mori reviewed the updated safety performance measures from ITD and PRT. After receiving the updated performance measures, BTPO can support or develop our own targets. The staff recommends supporting the ITD and PRT safety targets. *Don Matson motioned to recommend support of the safety performance targets to the Policy Board; Jeff Mansfield seconded the motion. The motion passed unanimously.*

Agenda Item #5 – Transportation Alternative Program Update

Mori reviewed the Idaho Transportation Department's proposed changes to the Transportation Alternative Program.

Agenda Item #6– Committee Member Reports

Don Matson reported that the City of Chubbuck received a grant from Blue Cross of Idaho to add healthy cities into the comprehensive plan scope of work.

Vice-Chair Bridger Morrison adjourned the meeting at 10:38 am.

Agenda Item 2: Draft MTP Goals Revisited

Meeting Date: March 27, 2023

Summary of Item:

Staff identified a probable unmet maintenance, congestion, and network reliability goal while formulating the budget plan and project selection criteria. No draft goal encourages upkeep, projects that reduce traffic, or initiatives that increase the dependability of travel times.

Staff is proposing goal 7:

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

Vision

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 - Improve accessibility to the network for people with physical disabilities.

Objective 1.5 – Support the Safe Routes to School program that educates children about safe walking and bicycling options.

Objective 1.6 - Update the 2011 access management guidelines.

Objective 1.7– Work with Pocatello Regional Transit to identify the security needs of the transit network.

Objective 1.8 - 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 non-motorized 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 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 – Create a walkability index that may be used to assess different land use scenarios and suggest development locations.

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

Objective 4.1 - Develop a complete street policy in 2024 that local governments will adopt.

Objective 4.2 – Prioritize efficient freight movement on identified truck routes.

Objective 4.3 – Encourage tourism by developing connections between recreational opportunities and the national highway network.

Objective 4.4 - Support regional passenger and freight rail studies.

Objective 4.5 – 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 – Coordinate and assist member agencies in developing a pedestrian lighting plan to provide safe and secure walkways, pathways, and public areas while minimizing light pollution.

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 recommendation 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.

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.

Request/Recommendation:

Staff is requesting the TAC to provide feedback on the proposed goal addition.

Agenda Item 3: Financial Plan and Project Prioritization

Meeting Date: March 27, 2023

Summary of Item:

Financial Plan

Staff is working with the Idaho Transportation Department, Pocatello Regional Transit, and Local Highway Technical Assistance Council to develop a funding estimate for each major funding source. Staff is proposing to group the funding estimates into three-time frames, which are:

Transportation Improvement Program (Short-Term Projects) – 2024 to 2030

Mid-Term Projects - 2030 to 2040

Long-Term Projects – 2040 to 2050

Funding sources are from federal formula funds except for TECM.

The following are the funding categories where funding estimates are being developed:

- Surface Transportation Block Grant – Large Urban
- Safety and Capacity Program (ITD)
- Transportation Alternatives
- Transit Capital (FTA 5310, 5339, and 5307)
- Safety Program (local and State)
- Bridge Program (On-System and off-System)
- Pavement Preservation Program
- Transportation Expansion and Congestion Mitigation (TECM)

Discretionary funding is not included in the estimates. The ability to show that discretionary funds are available is challenging.

Project Prioritization

The staff is considering three alternative project prioritization processes, which are:

- Project Category-Based (Mostly for STBG and ITD expansion projects)
- Goal-Based (Mostly for STBG and ITD expansion projects)
- Application Based (For projects where there is a statewide application process.)

Project Category Based divides projects into categories based on the project's intent.

- Complete Street/Capacity
 - Segment
 - Intersection
- Pedestrian/Bicycle
- Infrastructure Condition
 - Bridge
 - Pavement
- Traffic Operations (ITS)
- Safety/Security

- Transit
 - Operations
 - Capital
 - Facility Improvement

For each project category, measures are developed that support the goals and strategies. An example of a Complete Street/Capacity Project

Complete Street/Capacity project

Category	Measure	Scoring	Notes
Safety	The project is on a corridor or at an intersection that is above the regional average for crash rate	No = 0 points Yes = 3 points	Goal 1
Bicycle Facility Stress	The facility types bicycle Level of stress Score	BLOS 5 = -3 points BLOS 4 = -2 point BLOS 3 = 0 points BLOS 2 = 2 point BLOS 1 = 3 points	Goal 1 Goal 2
Bicycle Network	The proposed project eliminates a gap in the bicycle network	No = 0 points Yes = 3 points	Goal 2
Pedestrian Facility	The proposed project eliminates a gap in the pedestrian network	No = 0 points Yes = 3 points	Goal 2
Transit Facility	The proposed project is on an existing or proposed transit route.	No Improvements to a transit stop = 0 points Improvements to a transit stop = 3 points	Goal 2
Pedestrian Facility	The proposed project improves pedestrian or transit access along a collector or arterial.	Population Density 0 to 500 people per square mile = 0 points 500 to 1,000 people per square mile = 1 point 1,000 to 2,000 people per square mile = 2 points Over 2,000 people per square mile = 3 points	Goal 4
Bicycle Facility	The proposed project improves bicycle access along a collector or arterial.	Employment Density 0 to 500 employees per square mile = 0 points 500 to 1,000 employees per square mile = 1 point 1,000 to 2,000 employees per square mile = 2 points Over 2,000 employees per square mile = 3 points	Goal 4
Environmental	The project supports water-wise landscaping, streetscapes, and	No = 0 points Yes = 3 points	Goal 5

	green spaces.		
Technology	Does the project incorporate technology identified in the regional ITS plan that addresses the identified issue	No = 0 points Yes = 3 points	Goal 6
Congestion Current	Street Segment is a Level of Service C or Better	LOS A, B, or C = 0 points LOS D = 1 point LOS E = 2 points LOS F = 3 points	Goal 7
Congestion 2050	Street Segment is a Level of Service C or Better	LOS A, B, or C = 0 points LOS D = 1 point LOS E = 2 points LOS F = 3 points	Goal 7
Thoroughfare Plan Compliance	The proposed project aligns with the adopted plan	No = 0 points Yes = 3 points	Goal 7
			Total Point Possible 36

Goal-Based

The goal-based prioritization ranks a project again the MTP goals. The process is adapted from the Anchorage MPO 2050 MTP plan. For each goal, we would develop criteria and the project on the criteria for each of the seven goals. The goals could be weighted with more points given to more important goals. The example below would need additional measures for some of the goals.

Criterion	Complete Streets/Capacity	Bicycle/Pedestrian
Goal 1: Provide a safe and secure multimodal transportation network		
Improves Safety	The project is on a corridor or at an intersection that is above the regional average for crash rate No = 0 points Yes = 3 points	The project improves the separation or reduces the bicycle Level of stress Score BLOS 5 = -3 points BLOS 4 = -2 point BLOS 3 = 0 points BLOS 2 = 2 point BLOS 1 = 3 points
Improves Security	The project provides improved security features for vehicles or trucks No = 0 points Yes = 3 points	The project provides improved security features for bicycles, pedestrians, or transit stops. No = 0 points Yes = 3 points
Goal 2: Promote and improve the mobility and accessibility of the transportation network, including roads, trails, sidewalks, bike paths, and transit.		
Improves Mobility	The project improves the road to meet design standards for that facility type No = 0 points Yes = 3 points	The project eliminates an identified gap in the bicycle network. No = 0 points Yes = 3 points The project eliminates an identified gap in the pedestrian network. No = 0 points Yes = 3 points The project upgrades ADA curb ramps to the current standard No = 0 points Yes = 3 points

Criterion	Complete Streets/Capacity	Bicycle/Pedestrian
Goal 3 Develop a transportation network that supports an active, healthy, urban lifestyle.		
Accessibility		<p>The project includes features that promote physical activity in addition to basic nonmotorized infrastructure by the addition of separation for the roadway.</p> <p>No = 0 points Yes = 3 points</p> <p>The project provides improved access to parks or trailheads.</p> <p>No = 0 points Yes = 3 points</p>
Goal 4: Provide a transportation network that supports economic opportunities for residents and industry		
Improved Economic Access		<p>The project provides improvements that improve pedestrian or bicycle accessibility</p> <p>Average Populations Density of TAZ adjacent to the project.</p> <p>0 to 500 people per square mile = 0 points 500 to 1,000 people per square mile = 1 point 1,000 to 2,000 people per square mile = 2 points Over 2,000 people per square mile = 3 points</p> <p>Average Employment Density of TAZ adjacent to the project.</p> <p>0 to 500 employees per square mile = 0 points 500 to 1,000 employees per square mile = 1 point 1,000 to 2,000 employees per square mile = 2 points Over 2,000 employees per square mile = 3 points</p>
Goal 5: Protect the environment by minimizing the impact of the transportation network on our natural resources.		

Criterion	Complete Streets/Capacity	Bicycle/Pedestrian
Environment Protection	The project supports water-wise landscaping, streetscapes, and greenspaces No = 0 points Yes = 3 points	
Goal 6: Evaluate and utilize emerging technologies to improve the safety and operation of the transportation network.		
Goal 7: Establish a well-maintained transportation network that allows for the efficient movement of people and freight.		
Infrastructure Conditions	The project improves the pavement surface condition of existing roads or bridges and nonmotorized infrastructure No = 0 points Yes = 3 points	The project improves the conditions of bicycle, pedestrian, or transit facilities. No = 0 points Yes = 3 points

Application Based

For projects selected or awarded by Statewide competitive applications, the programs applications process would be reviewed and modified to all the prioritization before submitting to the State or LHTAC.

Agenda Item 4: Draft MTP Project List

Meeting Date: March 27, 2023

Summary of Item:

I have started the process of updating the 2040 MTP project list. I removed projects that were included due to a capacity issue that does not exist in the 2050 model.

Selection Criteria

Projects for the 2050 Metropolitan Transportation Plan came from many sources, including:

- 2023 -2029 Transportation Plan
- 2040 Metropolitan Transportation Plan
- Bicycle and Pedestrian Master Plan
- Bannock County Transportation Plan
- Non-Signalized Intersection Study
- Thoroughfare Plan 2050
- Regional Intelligent Transportation Systems Plan
- Master Transit Plan
- Member Agencies
- Technical Advisory Committee members

Adopted performance standards and infrastructure management systems and identified other projects. Examples include:

- Street Segment with a Level of Service greater than L.O.S. D (Volume to Capacity Ratio greater than 0.80)
- Intersections with a Level of Service greater than L.O.S. D (Volume to Capacity Ratio greater than 0.80) for any of the intersection legs
- Planning Travel Time greater than 1.5
- Segment and intersection with a crash rate over the area average
- Bridges in poor condition, as identified in the National Bridge Inventory
- Pavement management system recommended projects.

Attached is a spreadsheet of the proposed projects. Please review the list and map. Submit any projects you think fit into the selection criteria. If there need to be additional criteria, please submit them or bring them to the meeting. *(NOTE: The project list does not include streets not meeting the proposed design guidelines. One option is to develop a modernization/complete street category that shows the improvements needed to meet the thoroughfare plan recommendations.)*

Link to Proposed Project Map

[Proposed 2050 Project - Overview \(arcgis.com\)](#)

I need input on the proposed bicycle and pedestrian projects list. We have a list of the gaps in the proposed bicycle and pedestrian network. I could add all these projects, but only the Transportation Alternatives program specifically funds bicycle and pedestrian projects. The improvement proposed list only includes separate facilities. The options I have come up with are:

- Separate the bicycle and pedestrian projects from the street projects, and include all projects.
- Include the bicycle and pedestrian projects only for streets that are proposed for widening.

Link to Proposed Shared Use Map

[Proposed 2050 Share Use Paths \(arcgis.com\)](#)

58	Name	Purpose	Need	Description	Project Limits	Performance Measures	Source	Cost	Funded
2	Humbolt Street and 4th Avenue	This project aims to improve the level of service (LOS), traffic flow, travel time, and safety	During the PM peak hour, the Humbolt Street/4th Avenue intersection is currently at LOS F. Crash data provided by the Idaho Transportation Department (ITD) reflects 8 accidents within the past five years.	The intersection of 4th Avenue and Humbolt Street is anticipated to experience excessive delays with a two-way stop control. For this analysis.	Intersection	Congestion	Yellowstone Corridor Study	\$650,000	
1	Carter Street and 4th Avenue	This project aims to improve the level of service, traffic flow, travel time, and safety at the intersection of Carter Street and S. 4 th avenue.	During the PM peak hour, the intersection is currently at LOS F.	The intersection of 4th Avenue and Carter Street is anticipated to experience excessive delays with a two-way stop control. For this analysis.	Intersection	Congestion, safety	Yellowstone Corridor Study	\$650,000	
3	Oak Street and Yellowstone Avenue	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.	By 2050, some legs are expected to operate below acceptable LOS. All four right turn movements at the intersection need improvement to facilitate traffic flow. Bicycle and Pedestrian facilities are limited and hard to navigate.	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	Intersection	System Reliability, Congestion	Gould and Garrett Way Study	\$1,500,000	Yes
4	Gould Street Oak to Garrett Way	The project's purpose is to improve traffic flow, bicycle, and pedestrian facilities, travel time, and lane utilization of Gould Street	Two left turn lanes from Oak Street feed into Gould Street. Most of this traffic will make a right turn at Garrett Way, which has only one lane. Lane utilization and weaving traffic increase safety issues. There are no non-motorized facilities along the corridor.	The project would add an additional lane westbound, intersection improvements at the intersection of McKinley and Gould St., add another right turn lane at the intersection of Garrett Way and Gould St. The project will also install sidewalks and bicycle lane.	Oak St. to Garrett Way	System Reliability, Congestion	Gould and Garrett Way Study	\$510,000	Yes
5	Yellowstone Avenue and I-86	The purpose of this project is to improve the level of service, traffic flow, travel time, and safety at the I-86 Diverging Diamond Interchange (DDI).	During the PM peak hour, the Yellowstone Avenue & I 86 interchange ramps are LOS E. Future PM peak hour traffic volumes at the crossing are expected to double by the year 2045.	Based upon the Synchro analysis, an additional northbound and southbound through lane over I-86 is recommended by 2025.	Interchange	System Reliability, Congestion	Yellowstone Corridor Study	\$500,000	
6	Yellowstone Avenue and Knudsen Blvd	The project will improve the level of service, traffic flow, travel time, and safety at the intersection.	By 2050 the intersection will operate below the acceptable level of service. PM peak hour traffic is expected to increase by approximately 30% at this intersection.	The project will add a northbound right turn lane; northbound dual left turn lanes and westbound dual left turn lane.	Intersection	Congestion	Traffic Impact Study	\$1,100,000	
7	Yellowstone and Flandro Drive	The project will improve the level of service, traffic flow, travel time, and safety at the intersection of Flandro Drive and Yellowstone Avenue.	By 2045 the northbound left, northbound thru, and southbound left movements are expected to exceed the level of service D, which is above the standard.	The project will add a northbound and southbound dual left turn lane on Yellowstone Avenue and restrict the intersection of Flandro Drive / East Quinn Road to the right in/right out.	Intersection	Congestion	Yellowstone Corridor Study	\$1,164,811	
9	Yellowstone Ave: Breneman Street to Knudsen Blvd.	The project will improve traffic safety along the segment	The crash rates due to turning vehicles are above the state average and local criteria for center turn lane operation	The project will install a center median along the segment.	Breneman Street to Knudsen Blvd	Safety	Yellowstone Corridor Study	\$400,000	
10	Yellowstone Ave; Park Lawn to Siphon Road	The project purpose is to improve traffic flow and operations at the intersection with Siphon Road	By 2045 the traffic volumes will exceed capacity standards. The Intersection of the Siphon has excessive delay for the stop-controlled intersection.	The project will widen the roadway from 2 to 5 lanes and signalize the intersection of Yellowstone Ave and Siphon Rd.	Park Lawn Rd. to Siphon Rd	System Reliability	2040 MTP	\$5,000,000	
12	Center Street Underpass	The 2035 MTP identified the conditions of the underpass as deficient.	The conditions of the retaining walls present a danger due to potential collapse. The pedestrian facilities need improvements.	The project will replace the pavement in the underpass and provide improvement to retaining walls. Pedestrian facilities will be updated and add a pedestrian bridge over W. Center Street.	Underpass	Infrastructure condition	2035 MTP	\$5,000,000	
13	Philbin Road and West Quinn Road	Signalize the intersection of Philbin Road and West Quinn Road	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2045.	Signalize the intersection of Philbin Road and West Quinn Road	Intersection	Congestion	Traffic Impact Study	\$2,000,000	
14	Hathorne Road; Alpine to Mountain West Drive	The purpose of the project is to improve the level of service and eliminate a choke point.	The 2050 projections show the PM Peak hour Level of service over 1.0 or very congested. The two-lane segment limits traffic flow.	The project will replace I-86 bridges over Hawthorne Rd. to allow expansion of Hawthorne Rd. to 4 lanes.	Alpine Rd. to Mountain Wet Drive	Congestion	2045 MTP	\$24,000,000	
15	I-15 Exit 67: South 5 th Interchange	The project will improve the operations and safety of the interchange ramps.	In 2045 both southbound and northbound ramps are expected to meet warrants for traffic signals.	The project will add traffic signals to both southbound and northbound ramps once warrants are met and realign northbound ramps to allow better operations.	Interchange	Congestion	2040 MTP	\$3,000,000	
16	E. Chubbuck Road; Hiline Road to Fairgrounds Road	The project purpose is to improve traffic flow on E. Chubbuck Road.	By 2045, Chubbuck Road PM Peak Hour has a LOS F which exceeds levels of Service C standard.	Widen E. Chubbuck Road from Hiline Road to Sacajawea from three to five lanes.	Hiline Road to Fairgrounds Road	Congestion	2045 MTP	\$5,000,000	
17	I-15 Exit 71; Pocatello Creek Interchange	The project purpose is to improve the traffic flow and operations from Olympus Drive to the interchange.	By 2045, the northbound left turn and eastbound left turn are below the level of service D standard. The operation of in the corridor is affected by access points and the signal spacing.	The project will add dual eastbound left turn lanes and investigate closing the access with Bench Road. The operations of Pocatello Creek from ramps to Olympus Drive will be improved.	I-15 NB off ramp to Olympus Drive	Congestion, System Reliability	2045 MTP	\$2,000,000	
18	Yellowstone Avenue; I-86 to Chubbuck Road	The project's purpose is to improve traffic flow and reduce delays.	The projected 2050 level of service is over 1.0 and the intersections with I-86, Knudsen Blvd. and Chubbuck Rd. The traffic queue today often backs up to the next intersection.	The project will add an additional southbound and northbound lane and implement access control along the corridor.	I-86 to Chubbuck Road	Congestion, System Reliability	2045 MTP	\$20,000,000	
19	US Hwy 30; Main Street to Philbin Road	The project purpose is to improve traffic flow and provide a multiuse path.	By 2050 the level of service is D, but the peak-hour LOS is which is over the level of Service D standard. There is no bicycle and pedestrian facilities along the corridor.	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.	Main Street to Philbin Road	Congestion, Active Transportation	2045 MTP and Bicycle and Pedestrian Master Plan	\$7,200,000	
20	Pole Line Road; Alameda Road to Quinn Road.	The project will improve the safety of motor vehicles and non-motorized traffic.	There is a crash issue related to the lack of center turn lane. There are only limited sidewalks and no bicycle facilities on the corridor.	The project will widen Pole Line Road to accommodate a center turn lane. Road diet could be an intermediate step. The project will also add sidewalks and buffered bicycle lanes.	Alameda Road to Quinn Road.	Safety, Active Transportation	Safety Analysis	\$6,000,000	
21	Hawthorne Road; Alameda to Quinn	The project will improve traffic flow and provide non-motorized facilities	Traffic flow is interrupted by vehicles turning into the local street, causing backups and delay. Hawthorne Road has no pedestrian facilities and is on a school route.	The project will improve key intersections along the corridor by installing turn pockets and install sidewalk both sides of Hawthorne Road.	Alameda to Quinn Road.	Active Transportation, System Reliability	MTP 2045 Master Bicycle and Pedestrian Plan	\$3,750,000	
22	The intersection of Hiline Road and Pearl/El Rancho	The project will improve traffic flow and operations of the intersection.	The intersection meets traffic signal warrants, and the projected increase in traffic will increase already long queues.	The project will upgrade the intersection to a roundabout or signalized intersection depending on the outcome of an engineering study.	Intersection	Congestion	Unsignalized Intersection Study	\$2,000,000	
23	The intersection of Hiline Road and Flandro Drive	The project will improve traffic flow and operations of the intersection.	The intersection is projected to meet traffic signal warrants by 2045. Traffic volumes will increase by 48 % by 2045.	The project will signalize the intersection once signal warrants are met and add an additional westbound right turn lane.	Intersection	Congestion	MTP 2045	\$2,000,000	
24	Hiline Road; Alameda to Flandro Drive	The project will improve bicycle safety and protect traffic flow from turning vehicles.	The existing shoulder width and projected traffic volumes bicycle travel potentially unsafe.	The project will widen the existing shoulder to allow for buffered bicycle lanes. The project will also add turn lanes at critical intersections.	Alameda Road to Flandro Drive	Active Transportation, System Reliability	Bicycle and Pedestrian Master Plan	\$2,000,000	
25	Yellowstone Avenue; Siphon Road to Yellowstone Avenue	The project will improve system reliability and reduce traffic delay.	The PM peak hour LOS is projected to exceed 1 or level of service F by 2045. The area north of the project location is expected to see significant growth by 2045.	The project will widen Yellowstone Avenue from 3 to 5 lanes and provide intersection improvements.	Siphon Road to Reservation Road	System Reliability	MTP 2040	\$15,000,000	
26	The intersection of Cedar Street and Jefferson Street	The project will reduce delay on Cedar Street and increase traffic flow.	The intersection is projected to meet traffic signal warrants by 2045.	Once the traffic signal warrants are met, the project will signalize the intersection.	Intersection	Congestion	Unsignalized Intersection Study	\$1,500,000	
27	Pocatello Creek Road; Jefferson Street to I-15	The project will reduce eastbound traffic congestion.	Pocatello Creek eastbound is expected to reach the level of service F in the PM Peak hour by 2045. The road already has three lanes in the westbound direction.	The project will widen the westbound lanes to three lanes and provide bicycle lanes both directions.	Jefferson Street to I-15	Congestion, Active Transportation	MTP 2045	\$7,000,000	
29	US 30 Railroad Overpass	The purpose is to improve freight reliability by increasing vertical clearance at the overpass.	The current bridge is 13 feet, seven inches. The recommended clearance is 14 feet. Manufacturing in the region needs 17 feet clearances.	The project will improve the vertical clearance of US Highway 30 to 17 feet.	Cedar Street to Main Street	Freight Reliability	Idaho Transportation Department Statewide Freight Strategic Plan	\$10,000,000	
30	Philbin Road Bridge at I-86	The project's purpose is to improve the bridge's condition and increase bicycle safety.	In 2018 the bridge had a poor condition rating. The width of the deck is 33 feet, and the traffic speed is 45 mph. These factors discourage bicycle and pedestrian travel.	The project will replace the bridge with a wider structure and include buffered bike lanes.	I-86 miles post 010.984	Safety, Active Transportation	MTP 2045	\$6,000,000	

58	Name	Purpose	Need	Description	Project Limits	Performance Measures	Source	Cost	Funded
32	Cedar Street Transfer Station	The project will develop a bus transfer station at Cedar Street and Pershing Avenue	Several bus routes converge at the top of each hour. The road width prevents the buses from getting out of the drive lane, which either backs up vehicles or has vehicles using the center turn lane as a drive lane.	The project will establish an off-the-road transfer station between Pershing Avenue and Warren Avenue and upgrade the intersections to current ADA standards	Pershing Avenue to Warren Avenue	Transit	Transit Master Plan	\$250,000	
33	Marshall Public Library Bus Shelters	The project will provide a safe waiting area for transit passengers	The current bus stop is a high-activity stop, and no protective shelter exists.	The project will construct bus shelters, one on each side of S. Garfield Street, and update the ADA pedestrian facilities	W. Center Street to W. Lewis Street	Transit	Transit Master Plan	\$250,000	
34	Martin Luther King Jr Blvd and South 8th Avenue	The project will upgrade the traffic signals to allow for pedestrian scramble intersection.	There are high pedestrian and vehicle traffic volumes in the project location. The heavy volumes create conflicts with pedestrians and turning vehicles.	The project will update the traffic signal to allow for pedestrian scramble movement.	Intersection	Active Transportation	MTP 2040	\$1,000,000	
35	Center Street; S. 19 th Avenue to Vista Drive	The project will improve bicycle safety and traffic flow.	In the PM peak hour, westbound traffic turning right onto I-15 backs up past Vista Drive. The 2045 projections show the project location has a PM Peak hour LOS over 1.0. The existing bicycle lane does not meet the Bicycle Level of Traffic Stress requirements.	The project will add a second right-turn lane on westbound Center Street. The project will also widen Center Street to accommodate a buffered bike lane.	S. 19 th Ave to Vista Drive	Congestion, Active Transportation	Bicycle and Pedestrian Master Plan and MTP 2045	\$3,500,000	
36	Intersection of West Siphon Road and Hawthorne Road	Signalize the intersection of West Siphon Avenue and North Hawthorne Road	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2045.	Signalize the intersection of West Siphon Avenue and North Hawthorne Road	Intersection	Congestion	Traffic Impact Study	\$2,000,000	
37	Hilline Road; Alameda to Flandro Drive	The project will improve congestion and bicycle safety and protect traffic flow from turning vehicles.	The road section will be over capacity in 2050. There are no pedestrian or bicycle facilities.	The project will widen the existing shoulder to allow for buffered bicycle lanes. The project will also add turn lanes at critical intersections.	Alameda Road to Flandro Drive	Active Transportation, System Reliability	Bicycle and Pedestrian Master Plan and TDM over capacity in 2050.	\$6,000,000	
38	Hawthorne Road: Alpine Avenue to Juliette Way	The project will improve traffic flow and provide equal traffic lanes.	Hawthorne Road has two southbound and one northbound lane in the project area. The 2050 volume-to-capacity ratios are level of service D for both PM peak hour and daily.	The project will add a second northbound lane from Alpine to Juliette Way and modify the traffic signal at Knudsen to accommodate the change.	Aspen Avenue to Juliette Way	Congestion	MTP 2040	\$2,500,000	
39	Bannock Highway; Portneuf Road to Shoshoni Trail	The project will improve bicycle safety and reduce the Bicycle Level of Traffic Stress.	This section of Bannock Highway has posted speeds of 45 mph. At that speed, the Bicycle Level of Traffic Stress is very high.	The project will widen the existing shoulder to accommodate buffered bike lanes. During the design process, access to houses on both sides of the road should be considered in the buffered bike lane design.	Portneuf Road to Shoshoni Trail	Active Transportation	Bicycle and Pedestrian Master Plan	\$1,600,000	
40	Bannock Highway; Kurtwood Drive to Lundburg Lane	The project will improve bicycle safety and reduce the Bicycle Level of Traffic Stress.	This section of Bannock Highway has posted speeds of 45 mph. At that speed, the Bicycle Level of Traffic Stress is very high.	The project will widen the existing shoulder to accommodate buffered bike lanes. During the design process, access to houses on both sides of the road should be considered in the buffered bike lane design.	Kurtwood Drive to Lundburg Lane	Active Transportation	Bicycle and Pedestrian Master Plan	\$1,400,000	
43	Intersection Improvements of W. Custer St. and S. Arthur Ave.	The project will upgrade the existing signal to modern standards, including the ADA requirements.	The existing signal uses out-of-date technology for mounting traffic signal heads to the traffic signal controller.	The project will upgrade the traffic signal to current standards.	The intersection of W. Custer St. and S. Arthur Ave.	System Reliability	2040 MTP	\$600,000	
44	Extension of Venture Way east to Satterfield Drive	The project will extend Venture Way from Olympus Dr. to Satterfield Dr.	The project will provide an alternative route and connect current and projected traffic to Olympus Dr.	The project will construct a new road from Olympus Drive to Satterfield Drive.	Olympus Dr. to Satterfield Dr.	Congestion	2040 MTP	\$3,500,000	
46	Capacity Improvements to Intersection of E. Alameda Rd and Jefferson Ave.	The project will improve capacity and traffic flow through the intersection of E. Alameda Rd and Jefferson Ave.	A safety improvement project was completed in 2017 but did not solve all the congestion issues. The PRT bus stop near the intersection causes a delay at the intersection.	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 intersection of E. Alameda Rd. and Jefferson Ave.	Congestion	2040 MTP	\$5,000,000	
47	Memorial Drive and East Terry Street	The project will upgrade the traffic signals to allow for pedestrian scramble intersection.	There are high pedestrian and vehicle traffic volumes in the project location. The heavy volumes create conflicts with pedestrians and turning vehicles.	The project will update the traffic signal to allow for pedestrian scramble movement.	Intersection	Active Transportation	2040 MTP	\$1,000,000	
48	Intersection of Olympus Drive and Venture Way	Signalize the Intersection of Olympus Drive and Venture Way	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2021 and 2045.	Signalize the Intersection of Olympus Drive and Venture Way	Intersection	Congestiopn	Unsignalized Intersection Study	\$1,000,000	
49	Intersection of Olympus Drive and Jerome	Signalize the Intersection of Olympus Drive and Jerome	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2021 and 2045.	Signalize the Intersection of Olympus Drive and Jerome	Intersection	Congestion	Unsignalized Intersection Study	\$1,000,000	
50	Intersection of Olympus Drive and Butte	Signalize the Intersection of Olympus Drive and Butte	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2021 and 2045.	Signalize the Intersection of Olympus Drive and Butte Drive	Intersection	Congestion	Unsignalized Intersection Study	\$1,000,000	
51	Intersection of South 5th Avenue and Fredreegill	Signalize the Intersection of South 5th Avenue and Fredreegill	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2021 and 2045.	Signalize the Intersection of South 5th Avenue and Fredreegill	Intersection	Congestion	Unsignalized Intersection Study	\$1,000,000	
52	Intersection of South 4th Avenue and Fredreegill	Signalize the Intersection of South 4th Avenue and Fredreegill	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2021 and 2045.	Signalize the Intersection of South 4th Avenue and Fredreegill	Intersection	Congestion	Unsignalized Intersection Study	\$1,000,000	
53	Bannock Highway and Johnny Creek Road	Signalize the intersection of Bannock Highway and Johnny Creek Road	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2021 and 2045.	Signalize the intersection of Bannock Highway and Johnny Creek Road	Intersection	Congestion	Unsignalized Intersection Study	\$1,000,000	
54	North Main Street and Kraft Road	Signalize the intersection of North Main Street and Kraft Road	A traffic impact study identified the need for a traffic signal by 2040.	Signalize the intersection of North Main Street and Kraft Road	Intersection	Congestion	Traffic Impact Study	\$2,000,000	
55	North Main Street and West Carson Street	Signalize the intersection of North Main Street and West Carson Street	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2045.	Signalize the intersection of North Main Street and West Carson Street	Intersection	Congestion	Traffic Impact Study	\$2,000,000	
56	North Arthur Avenue and West Carson Street	Signalize the intersection of North Arthur Avenue and West Carson Street	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2045.	Signalize the intersection of North Arthur Avenue and West Carson Street	Intersection	Congestion	Traffic Impact Study	\$2,000,000	
57	North Main Street and West Custer Street	Signalize the intersection of North Main Street and West Custer Street	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2045.	Signalize the intersection of North Main Street and West Custer Street	Intersection	Congestion	Traffic Impact Study	\$2,000,000	
58	North Main Street and West Fremont Street	Signalize the intersection of North Main Street and West Fremont Street	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2045.	Signalize the intersection of North Main Street and West Fremont Street	Intersection	Congestion	Traffic Impact Study	\$2,000,000	
59	North Arthur Avenue and West Fremont Street	Signalize the intersection of North Arthur Avenue and West Fremont Street	2021 Unsignalized Intersection Study identified the intersection as meeting signal warrants in 2045.	Signalize the intersection of North Arthur Avenue and West Fremont Street	Intersection	Congestion	Traffic Impact Study	\$2,000,000	
60	I-15 Exit 67: South 5th Interchange	Realigned and modernize the interchange to improve acceleration and deceleration lanes	2040 MTP	Realign the interchange to improve the on and off ramps	MP 65 to MP 68	Safety	MTP 2040	\$40,000,000	
61	Gibson Jack Road Reconstruction	Gibson Jack Road needs to have sight clearance and rockslide prevention improvements made as the roadway is narrow through approximately 4,000 LF of the road near the east side of this roadway section.	Safety and Rockslide prevention	Gibson Jack Road needs to have sight clearance and rockslide prevention improvements made as the roadway is narrow through approximately 4,000 LF of the road near the east side of this roadway section.	Bannock Highway to N Stephanie Road	Safety	Bannock County Transportation Plan	\$1,000,000	
62	I-15 IC 63 to IC 67 Expansion	Expand the interstate by one lane in each direction	I-15 Corridor Study identified the need for additional capacity on I-15.	Expand the interstate by one lane in each direction	IC 63 to IC 67	Congestion	I-15 Corridor Study	\$80,000,000	

58	Name	Purpose	Need	Description	Project Limits	Performance Measures	Source	Cost	Funded
63	West Chubbuck Road from Yellowstone Avenue to Hawthorne Road	Widen the existing road by one lane in each direction.	The LOS in the section is LOS D.	Expand the road by one lane in each direction	Yellowstone to Hawthorne Road	Congestion	MTD	\$6,000,000	
64	Intersection of Yellowstone Avenue and Chubbuck Road	Reconstruct the intersection to add right and left turn bays in each direction.	The intersection lanes do not align, and there is a need for additional turn lanes.	Reconstruct the intersection to add right and left turn bays in each direction.	Intersection	Congestion	Yellowstone Corridor Study	\$7,000,000	
65	West Alameda Road from School District to Hawthorne Road	Wided the road to five lanes and pedestrian and bicycle facilities.	The section of the roadway is the last part of Alemda Road not widened to five lanes. There is a large pedestrain and bicycle facility gap.	Wliden the road to match existst road to the west. Project will include pedestrian and bicycle facilities.	School District to Hawthorne Road	Moderinization	Thoroughfare Plan	\$7,000,000	
66	Foot Hill Boulevard Extension	Extend the existing Foot Hill Boulevard to the north to connect with Kraft Road.	The existing connection provided by Gathe Road has a potential capacity and safety issue with the intersection of Gathe and Kraft Road	Extend the existing Foot Hill Boulevard to the north to connect with Kraft Road.	End of Foot Hill to Kraft Road	Moderinization	Thoroughfare Plan	\$8,000,000	
Total								\$327,214,811.00	