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Mori R. Byington

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MEETING NOTICE AND AGENDA

Technical Advisory Committee
BTPO Conference Room
Monday, July 24, 2023
9:30 am

1. **May 22, 2023 Minutes (Action Item)**
2. **2050 Metropolitan Transportation Plan Projects and financial plan (Action Item)**
3. **Walkability Index**
4. **Urban Area 2020**
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 August 28 , 2023



Agenda Item #1 TAC Minutes from May 22

Meeting Date: July 24, 2023

**Bannock Planning Organization
Technical Advisory Committee
Monday, May 22, 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
- Merril Quayle – City of Pocatello
- Jeff Mansfield – City of Pocatello
- Mike Neville – 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

Merril Quayle called to order at 9:40 am.

Agenda Item #1 – Approval of TAC minutes from February 27, 2022

Bridger Morrison motioned to approve the agenda item 1, Minutes of February 27, 2023; Jeff Mansfield seconded the motion. The motion passed unanimously.

Agenda Item #2 – FY 2024 Unified Planning and Work Program Task Discussion

Mori reviewed the required and optional tasks and analyzed past activities. The staff shared their recommendations. The committee discussed options and had specific questions about some of the recommended activities. The committee did not recommend changes to the staff recommendations.

Agenda Item #3 – 2050 Metropolitan Transportation Plan Public Meeting and Update

BTPO has scheduled the next public meeting on the MTP for June 7, 2023. The meeting will present the same information as the planned online project prioritization survey. The survey has resource allocation, project ranking, and project preference sections. The survey intends to get public input on project types and how BTPO ranks projects.

Agenda Item #4 – Committee Member Reports

None

Agenda Item 2: 2050 Metropolitan Transportation Plan Public Meeting and Update

Meeting Date: July 24, 2023

Summary of Item:

The public review of the projects and scoring is almost completed. Twelve people attended the public open house, and forty surveys have been completed. As the staff started to rank the projects, issues with the scoring system became apparent. The issues were:

- Without a more specific project description, some of the scores were estimated.
- The proposed scoring matrix did not consider Intersection projects
- The existing conditions report did not calculate the crash rate for intersections, and the crash rate for the corridor did not cover the same area as the proposed projects.
- Projects that have been discussed for years did not score well due to a lack of employment adjacent to the project. We will need to rework the economic access criteria.

The problems in scoring are an issue for the approval of the MTP and needed conformity. The staff has developed the recommendations based on the following assumptions.

- The projected revenue for STBG-LU is about fifteen million dollars over the next twenty-five years.
- The ranking of projects and the public input does not reflect the needs of member agencies. The ranking process is better suited to application review than prioritization of projects.

The staff developed the following options for project identification:

1. BTPO cannot add another project to the TIP until 2025. Therefore, we should not identify any projects after 2030. Projects added to the TIP will require an MTP modification.
2. Select the intersection of Chubbuck and Yellowstone and the widening of Hawthorne – Alameda to Quinn. With inflation, the two projects will use all the projected revenue for STBG-LU.
3. Delay the selection of projects until a new scoring matrix can be developed.

Impact of the options:

1. New projects non-safety, bridge, and pavement projects will require an MTP amendment. FHWA may question the decision.
2. The results of an application in 2025 will require an amendment to the MTP.
3. New projects (widening of I-15 Northgate to Fort Hall) will be delayed until the MTP is approved.

To keep the MTP on schedule, the staff is recommending option 2.

The scoring matrix is attached below.

Criterion	Complete Streets/Capacity	Bicycle/Pedestrian
Goal 1: Provide a safe and secure multimodal transportation network		
Improves Safety	<p>The project is on a corridor or intersection above the regional average for crash rate.</p> <p>No = 0 points Yes = 3 points</p>	<p>The project improves the separation or reduces the bicycle Level of stress Score.</p> <p>BLOS 5 = -3 points BLOS 4 = -2 point BLOS 3 = 0 points BLOS 2 = 2 point BLOS 1 = 3 points</p>
Improves Security	<p>The project provides improved security features for transit vehicles.</p> <p>No = 0 points Yes = 3 points</p>	<p>The project provides improved security features for bicycles, pedestrians, and transit stops.</p> <p>No = 0 points Yes = 3 points</p>
Goal 2: Promote and improve the mobility and accessibility of the transportation network, including roads, trails, sidewalks, bike paths, and transit.		
Improves Mobility	<p>The project improves the road to meet design standards for that facility type.</p> <p>No = 0 points Yes = 3 points</p> <p>The project improves the Planning Travel Time along an arterial corridor.</p> <p>No = 0 points Yes = 3 points</p>	<p>The project eliminates an identified gap in the bicycle network.</p> <p>No = 0 points Yes = 2 points</p> <p>The project eliminates an identified gap in the pedestrian network.</p> <p>No = 0 points Yes = 2 points</p> <p>The project upgrades ADA curb ramps to the current standard</p> <p>No = 0 points Yes = 2 points</p>
Goal 3 Develop a transportation network that supports an active, healthy, urban lifestyle.		
Accessibility	<p>The project incorporates complete street principles into streets that have no bicycle facilities.</p> <p>No = 0 points Yes = 3 points</p>	<p>The project includes features that promote physical activity.</p> <p>No = 0 points Yes = 3 points</p>

Criterion	Complete Streets/Capacity	Bicycle/Pedestrian
	<p>The project incorporates complete street principles into streets that have no pedestrian facilities.</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 improved the capacity or traffic flow to facilities in areas that have high economic activity.</p> <p>Average Employment Density of TAZ adjacent to the project. 0 to 500 employees per square mile = 0 points 500 to 1,000 employees per square mile = 2 point 1,000 to 2,000 employees per square mile = 4 points Over 2,000 employees per square mile = 6 points</p>	<p>The project provides improvements to pedestrian or bicycle accessibility.</p> <p>Average Populations Density of TAZ adjacent to the project. 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. 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.		
Environment Protection	<p>The project supports water-wise landscaping, streetscapes, and greenspaces</p> <p>No = 0 points Yes = 3 points</p>	<p>The project includes plans for pedestrian lighting at intersections or street segments.</p> <p>No = 0 points Yes = 3 points</p>
Wildlife Protection	<p>The project incorporates technologies that minimize the impact of transportation on wildlife crossings.</p> <p>No = 0 points Yes = 3 points</p>	
Goal 6: Evaluate and utilize emerging technologies to improve the safety and operation of the transportation network.		
Intelligent Transportation Systems	<p>The project incorporates technology listed in the regional ITS plan that supports the project purpose,</p> <p>No = 0 points Yes = 3 points</p>	
Signalized Intersection	Does the signalized intersection project incorporate the latest	The project incorporates bicycle and pedestrian detection.

Criterion	Complete Streets/Capacity	Bicycle/Pedestrian
Update	intersection technology standards? No = 0 points Yes = 3 points	No = 0 points Yes = 3 points
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
Level of Service	The project makes capacity improvement of a congested intersection or road segment. 2050 LOS A = -3 points 2050 LOS B = -2 points 2050 LOS C = -1 point 2050 LOS D = 1 point 2050 LOS E = 2 points 2050 LOS F = 3 points	NA

Agenda Item 3: Walkability Index

Meeting Date: July 24, 2023

Summary of Item:

As part of our annual GIS contract, ISU updated the EPA's National Walkability Index with local data. The walkability scores are based on a simple formula that ranks selected indicators from the Smart Location Database that has been demonstrated to affect the propensity of walk trips. The EPA dataset covers every block group in the nation, providing a basis for comparing walkability from community to community.

The variables for the analysis are:

- Intersection density - Higher intersection density is correlated with more walk trips.
- Proximity to transit stops - Distance from the population center to the nearest transit stop in meters. Shorter distances correlate with more walking trips.
- Diversity of land uses
 - Employment mix: The mix of employment types in a block group (such as retail, office, or industrial). Higher values correlate with more walk trips.
 - Employment and household mix -The mix of employment types and occupied housing.

The analysis determines a score for each variable, but the score is ranked against the other census block groups in the region. The national index ranks the block groups against all others in the nation.

Final National Walkability Index score =

$$\text{Walkability Index} = \left(\frac{w}{3}\right) + \left(\frac{x}{3}\right) + \left(\frac{y}{6}\right) + \left(\frac{z}{6}\right)$$

Where

w = block group's ranked score for intersection density

x = block group's ranked score for proximity to transit stops

y = block group's ranked score for employment mix

z = block group's ranked score for employment and household mix

The block groups are assigned their final National Walkability Index scores on a scale of 1 to 20

The scores are categorized as follows:

1 – 5.75 Least walkable

5.76 – 10.5 Below average walkable

10.51 – 15.25 Above average walkable

15.26 – 20 Most walkable

ISU discovered that our area's EPA index did not include transit stops. The ISU model included transit stops. The maps are similar except for the two most walkable areas near Winco and the center of Chuibuck.

Figure 1 EPA National Walkability Index (Local Area)

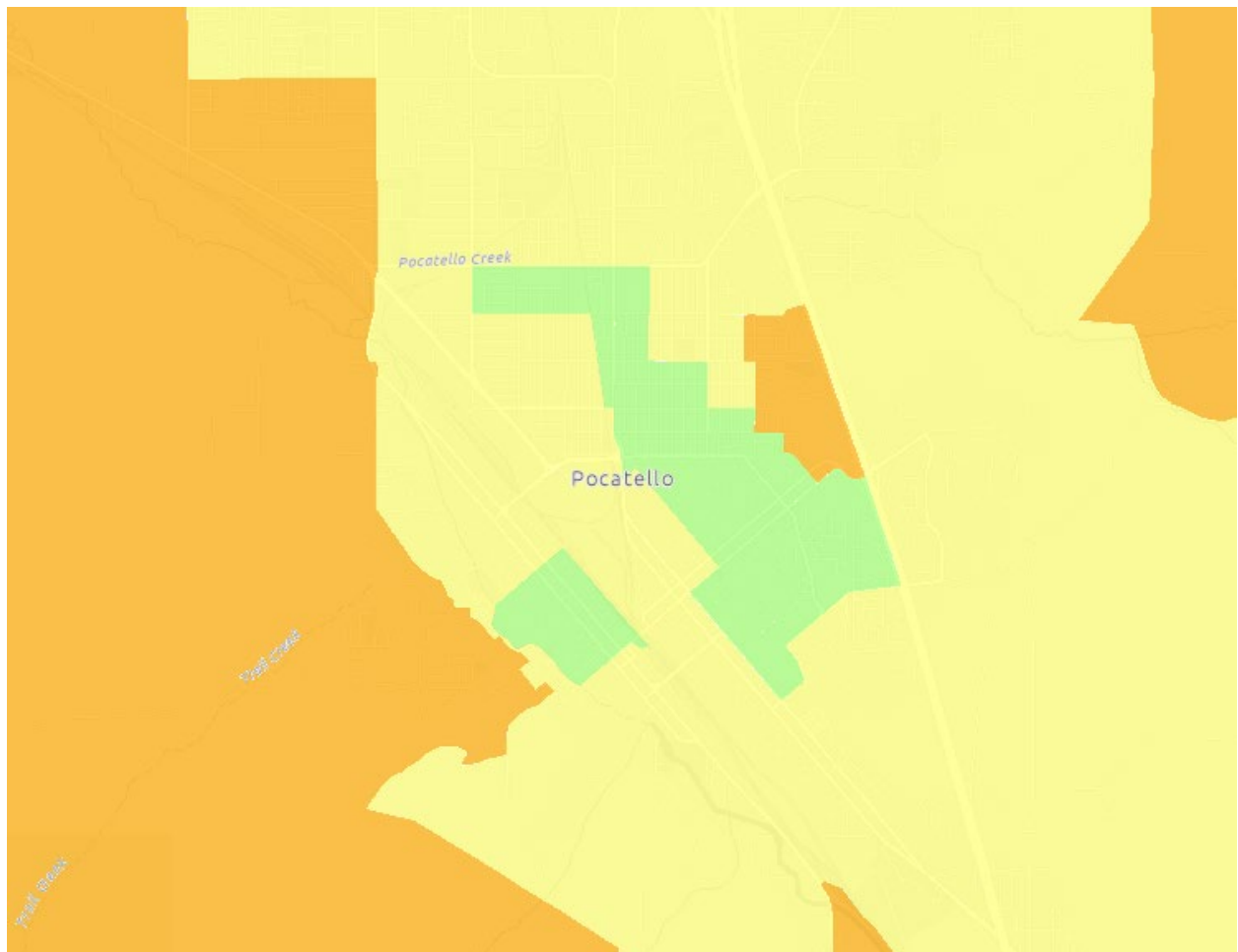
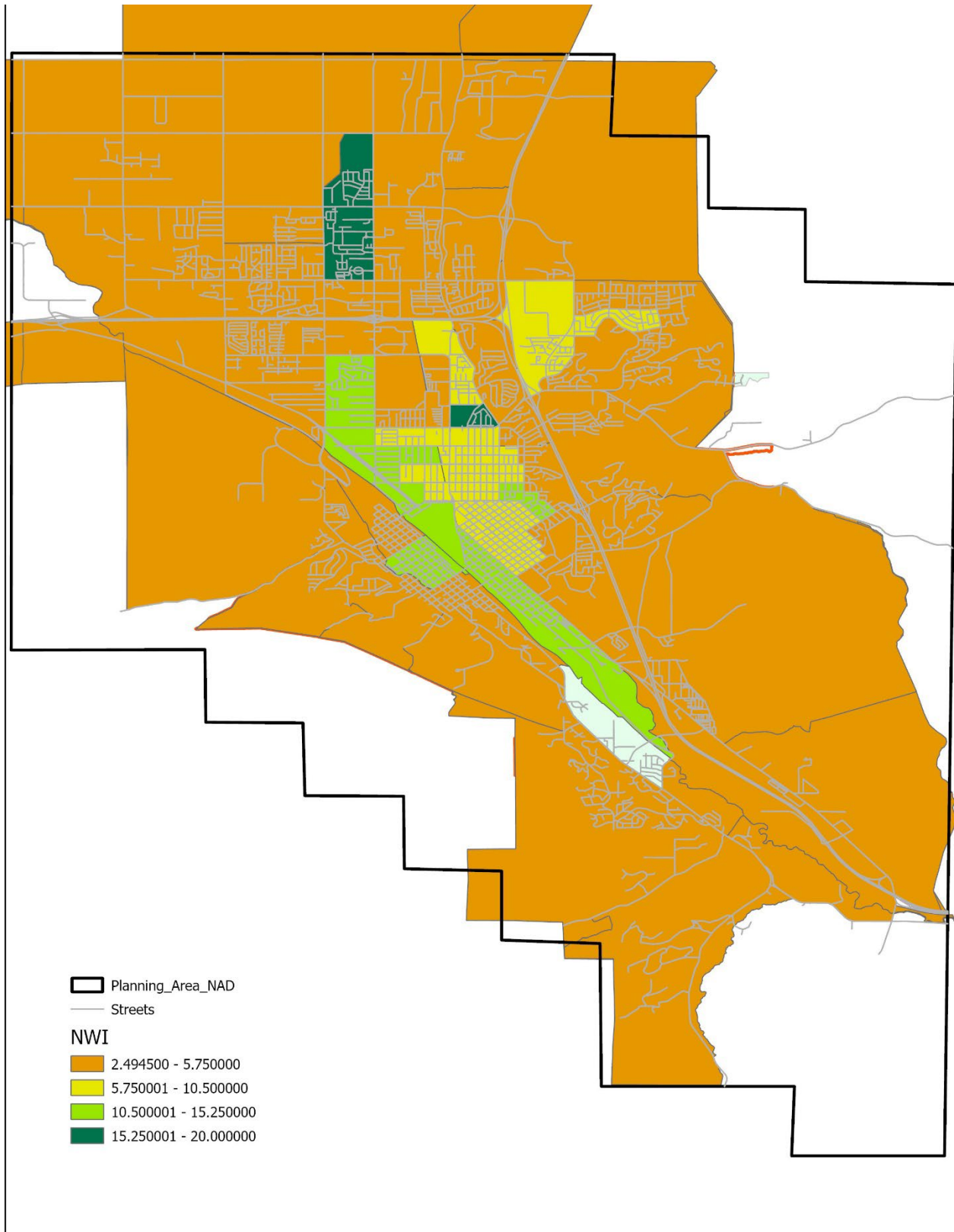


Figure 2 Walkability Index with Local Values



Request/Recommendation:

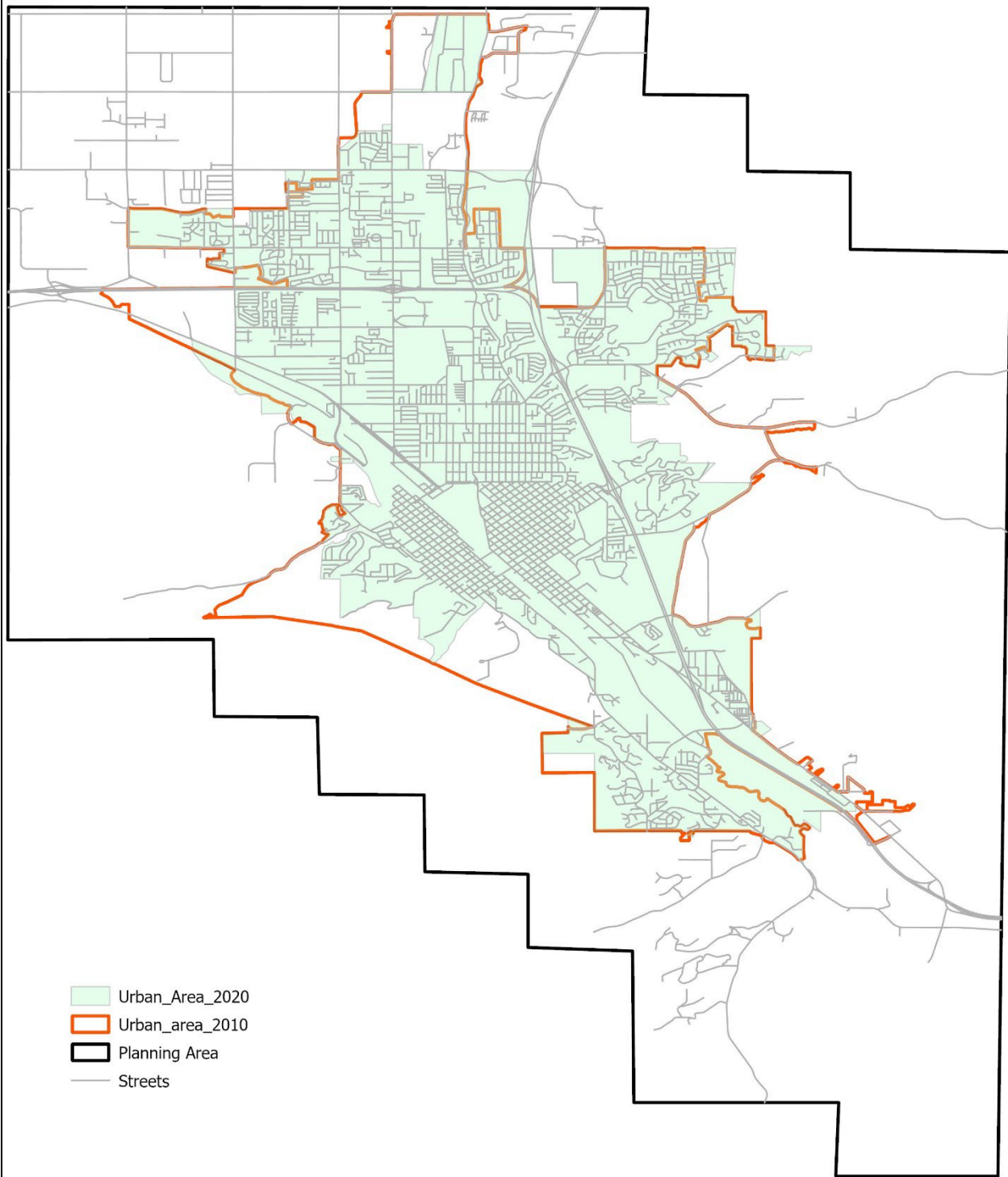
Agenda Item 4: 2020 Urban Area

Meeting Date: July 24, 2023

Summary of Item:

The attached map shows the 2010 and 2020 Urbanized Areas defined by the Census. In 2020, the U.S. Census Bureau changed the definition from population to house unit density per square mile. All census blocks with a housing unit density of 425 were included in the urban area.

The area item aims to smooth out the 2020 Urban Area Boundary. The smoothing will not affect the population of the urban area, it will make it easier to identify when a project is rural or urban. At the meeting, I will have a larger printer map that we can draw the proposed urban area.



- Urban_Area_2020
- Urban_area_2010
- Planning Area
- Streets