

RESOLUTION NO. 2024-34

A RESOLUTION OF THE CITY OF POCA TELLO, A MUNICIPAL CORPORATION OF IDAHO, APPROVING THE 2024 SAFE STREETS AND ROADS FOR ALL ACTION PLAN FOR THE CITY OF POCA TELLO AND GRANTING EFFECTIVITY OF THE ADOPTED PLAN.

WHEREAS, the Federal Highway Administration has provided the City of Pocatello with funding to develop a Safe Streets and Roads for All Action Plan; and

WHEREAS, the City desires to adopt the United States Department of Transportation's Safe System Approach that prioritizes the elimination of crashes that result in death and serious injuries; and

WHEREAS, the City, through its Safe Streets and Roads for All Action Plan, desires to eliminate roadway fatalities and serious injuries through Vision Zero strategies; and

WHEREAS, the City has set a goal of zero pedestrian deaths from traffic accidents within the next twelve (12) months; and

WHEREAS, the City has developed the Safe Streets and Roads for All Plan, providing guidance for the City's overall maintenance, development and operation of its roadways; and

WHEREAS, the Safe Streets and Roads for All Plan was presented and discussed at the Work Session before the City Council on August 8, 2024; and

WHEREAS, the Safe Streets and Roads for All Plan incorporates public feedback and input provided to the City through numerous engagement opportunities and forums.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF POCA TELLO that the Safe Streets and Roads for All Plan shall be effective upon approval of this Resolution.

RESOLVED this 3rd day of October, 2024.

CITY OF POCA TELLO, a municipal
corporation of Idaho

Brian C. Blad
BRIAN C. BLAD, Mayor

ATTEST:

Konni Kendell
KONNI KENDELL, City Clerk

RESOLUTION

SAFE STREETS AND ROADS FOR ALL ACTION PLAN

City of Pocatello

October 2024



City of Pocatello

SAFE STREETS AND ROADS FOR ALL ACTION PLAN

EXECUTIVE SUMMARY

The City of Pocatello Safe Streets and Roads for All Action Plan (SS4A Plan) recognizes that one life lost within the region's transportation network is one too many and something must change. The City of Pocatello (City) has developed this SS4A Plan to work toward eliminating all killed and serious injury (KSI) crashes that occur on the city's roadway network through a series of goals and strategies. Although the horizon is 10 years from the development of this Plan, action starts now. Traditional safety strategies have not proven to decrease the number of life-altering crashes, highlighted by the increase of fatal crashes in recent years. This SS4A Plan emphasizes a shift towards the prioritization of safe, accessible, and equitable mobility for all roadway users and away from the disproportionate focus on moving vehicles efficiently—less delay that often results in higher speeds. The purpose of this SS4A Plan is to establish achievable goals that will result in zero roadway fatalities through infrastructure, outreach, and education for all roadway users, including vehicles and pedestrians. The Pocatello City Council and Mayor Brian Blad adopted this plan by resolution in October 2024, and that resolution is incorporated herein by reference.

INTRODUCTION

The City of Pocatello, located in Bannock County, Idaho, is dedicated to enhancing transportation safety with the aim of eradicating fatalities and serious injuries caused by crashes on its roadways through goals that will be implemented by the year 2035. This plan serves as a comprehensive roadmap detailing the current landscape of transportation risks, safety statistics, and strategies aimed at enhancing safety throughout our community. By implementing this plan, the City aspires to significantly elevate transportation safety for residents and visitors alike. Developed in collaboration with various safety partners and stakeholders, this SS4A Plan underscores the City's ongoing commitment to continuous safety enhancements. Pocatello's ultimate objective is to achieve zero fatalities and serious injuries on the roads, ensuring a safer and more secure environment for all who travel within the city limits.

The purpose of the SS4A Plan is to emphasize change related to traffic safety because fatal and serious injury crashes cannot be tolerated. The Plan outlines strategies and actions that should be taken within the next ten years, yet it must not be considered unchangeable. As a living document, this Plan must be dynamic to address safety in a region that is experiencing rapid growth. The recommended actions included are meant to be a starting point, not an all-encompassing list. Over time as the proposed improvements are implemented, the City, member agencies, and partner organizations will measure and report actions that are proving to reduce fatal and serious injuries while also continuing to incorporate safety innovations and opportunities to eliminate traffic fatalities and injuries. The City of Pocatello is proud to introduce the City of Pocatello Safe Streets and Roads for All Action Plan, a comprehensive strategy aimed at fostering safer and more inclusive roadways while steadfastly pursuing the ambitious goal of zero deaths. Rooted in a commitment to protecting the lives and well-being of all residents, this initiative represents a bold step towards creating streets where every individual can travel safely with confidence and dignity.

Key elements of the action plan include:

1. Equity and Accessibility: By prioritizing equity and accessibility, the action plan seeks to ensure that all members of the community, regardless of age, ability, or socioeconomic status, can safely navigate our streets. Investments will be made to improve pedestrian infrastructure, enhance accessibility features, and address disparities in safety outcomes across neighborhoods.

2. Vision Zero Approach: Embracing the Vision Zero philosophy, Pocatello is dedicated to eliminating traffic-related fatalities and serious injuries. Through a holistic approach that combines planning, engineering, enforcement, outreach and education, as well as evaluation, the City will proactively identify and mitigate risks, prioritize safety interventions, and create a culture of accountability on our roads.

3. Complete Streets Design: Recognizing the importance of design in promoting safety and usability, the SS4A plan advocates for the implementation of Complete Streets principles. By designing streets that accommodate the needs of all users, including pedestrians, cyclists, and motorists, Pocatello will enhance safety, promote active transportation, provide accessible transportation infrastructure, and improve the overall quality of life in the city.

4. Data-Driven Decision Making: Leveraging data analytics and evidence-based practices, Pocatello will harness the power of information to make decisions and prioritize investments. By analyzing crash data, identifying trends, and conducting regular safety audits, the City will target interventions where they are most needed, maximize the impact of infrastructure or outreach efforts, and track progress towards the vision zero goal.

5. Community Engagement and Empowerment: Recognizing that community participation is essential to success, the SS4A plan emphasizes active engagement and empowerment. The City will collaborate with residents, community organizations, and advocacy groups to solicit input, co-create solutions, and build consensus around road safety priorities.

6. Partnerships and Collaboration: Building on the strengths of existing partnerships and forging new alliances, the City will work collaboratively with stakeholders across sectors, both public and private, to advance shared road safety objectives. By aligning resources, sharing expertise, and coordinating efforts, the initiatives will achieve greater collective impact.

The Safe Streets and Roads for All Action Plan represents a significant milestone in Pocatello's ongoing efforts to create a safer, more equitable, and more sustainable transportation system. By embracing a zero deaths initiative and prioritizing the needs of all road users, the building City infrastructure where regardless of mode of

City reaffirms its commitment to everyone can move freely and safely, transportation or background.



VISION, MISSION, & GOALS

Vision Statement: "To ensure safe journeys for every community member using our transportation network, empowering all users to reach their destinations without incident."

Mission Statement: Our mission is to foster a culture of road safety within our community, recognizing that every life lost or injured in a crash is one too many. Our City of Pocatello Vision Zero Safe Streets and Roads for All Action Plan is a dynamic framework designed to evolve alongside our growing City. It outlines strategic actions for the next decade, with the flexibility to adapt as needed. In coordination with the City of Pocatello's Comprehensive Plan 2024: Our Valley | Our Vision, the planning process has focused on equity, education, empowerment, and engagement. We strive to implement effective measures, track progress, and ultimately eliminate traffic fatalities and serious injuries, making our community a safer place to live, work, and thrive.

Plan Goals:

1. Goal of zero pedestrian deaths in the next 12 months.
2. Reduce the number of severe roadway departure crashes 50% by 2035.
3. Improve 25% of eligible roadways to a complete streets model by 2035.
4. Reduce aggressive driving incidents 25% by 2035 in accordance with the Idaho State Highway Safety Plan.
5. Improve eligible pedestrian and bicycle infrastructure 30% by 2035.
6. Reduce the 5-year average number of distracted driving serious injury crashes.

SAFETY PARTNERS AND STAKEHOLDERS

Partners and stakeholders were engaged to provide input and assistance with the development of this plan and included:

- Bannock Transportation Planning Office (BTPO)
- Idaho Transportation Department, Region 5 (ITD)
- City of Pocatello Police Department (PPD)
- City of Pocatello Fire Department (PFD)
- Bannock County Sheriff's Office (BCSO)
- Southeast Idaho Council of Governments (SICOG)
- Pocatello Chubbuck School District 25 (SD25)
- Bannock County Office of Emergency Management (BCOEM)

PLAN DEVELOPMENT PROCESS

Developing the City of Pocatello's SS4A Plan involved a structured and inclusive process aimed at addressing key elements crucial to enhancing transportation safety within our community.

Team Members and Collaboration

A multidisciplinary team comprising representatives from city departments, transportation experts, law enforcement agencies, and community stakeholders worked to create the SS4A Plan. The primary team consisted of:

Tom Kirkman – Public Services Director

Jeff Mansfield, PE – Public Works Director

Mike Neville – Streets Manager

Merril Quaye, PE – Public Works Development Engineer

Christine Howe – Grants Manager

Becky Babb – Public Works Project Manager

Brent McLane – Planning and Development Services Director

Jim Anglesey – Senior Planner

This diverse team brought together a wealth of expertise and perspectives essential for comprehensive problem-solving and strategy development.

External Expertise

The City conducted a competitive procurement process to engage an outside consultant to assist with and provide additional expertise for plan development. This included Hales Engineering Group and Civil Science, Inc.

Public Engagement and Stakeholder Involvement

Public engagement was a cornerstone of the plan development process. The City conducted open house meetings, attended farmer's markets and other community events, presented at public meetings, and conducted surveys to gather input from residents, businesses, advocacy groups, and other stakeholders. The plan was presented to the Pocatello City Council. The plan development and engagement opportunities were shared on the city's social media outlets and website,

inviting community members to engage with the process. This inclusive approach ensured that the plan reflected community needs, concerns, and aspirations. Specific project areas were identified through crash data, social justice factors, and by engaging with local agencies such as the SICOG, United Way, law enforcement and fire personnel, and other transportation professionals.

The proposed projects will provide safety benefits to the community at large, however, they will be designed with a complete streets model in mind. The projects will be prioritized to provide benefit to historically disadvantaged communities. The project list is attached.

Partner Involvement

The City engaged closely with various partners including state transportation agencies, non-profit organizations, and adjacent public agencies, such as Bannock Transportation Planning and the Idaho Transportation Department. Their collaboration was invaluable in leveraging resources, sharing data, and aligning efforts towards the shared goal of improving road safety.

Problem Identification and Equity Considerations

Identifying and understanding the root causes of transportation risks were central to the City's approach. In conjunction with Hales Engineering Group, the City conducted a thorough analyses of crash data, traffic patterns, and infrastructure deficiencies to pinpoint high-risk areas and populations. All of the high-risk areas that were identified for deeper study are considered historically disadvantaged in multiple ways according to the Council on Environmental Quality's Climate and Economic Justice Screening Tool (CEJST). Equity considerations were woven throughout the process to ensure that the strategies addressed disparities for all user groups and prioritized safety for all residents, regardless of socioeconomic status or background. The public engagement targeted these user groups by locating feedback opportunities in the Farmer's Market, located in Lookout Point Park, which is part of Historic Downtown Pocatello. The open house was located on Garret Way, which is part of the North Hawthorne area determined to be an area of focus. The engagement also encouraged participation via survey and social media to provide comprehensive opportunities for comment. Both city staff and the consultant had contact information provided to increase the contact points for the community. City staff presented the Plan at both a City Council work session, scheduled during daytime hours and during City Council regular sessions, held on Thursday evenings to allow various times for engagement. This includes the future prioritization of projects based on historically disadvantaged status of the neighborhood and focusing on equity using inclusive and representative processes in the areas of opportunity identified by the Plan.

Timeline and Implementation Strategy

The development of the plan adhered to a structured timeline, balancing urgency with thoroughness. The City set clear milestones and objectives, aligning them with a realistic timeline for implementation and evaluation. Continuous feedback and periodic reviews were built into the process to monitor progress and adapt strategies as needed.

EXISTING EFFORTS

Existing plans are currently in place. This includes numerous plans by the State of Idaho and BTPO that include safety elements and complete streets elements.

The existing efforts on behalf of the City are as follows:

Plan/Program/Policy	Date	Opportunities to Improve Safety	Timeframe to Update
Pocatello Downtown Development Plan	2018-2021	The Downtown Development Plan includes opportunities and goals to identify specific, measurable, attainable, relevant, and time-based action items that will be used to implement the vision. This includes recognition of areas of safety concerns such as parking, lighting, sidewalks and infrastructure, and implementation of economic development and historic preservation elements. The plan highlighted the background of the Historic Downtown through development episodes and identified areas of improvement. The plan is intended to be an active plan, and further input and collaboration from the community is critical.	10 years
City of Pocatello Comprehensive Plan	2020 - 2023	<p>The Comprehensive Plan 2040: <i>Our Valley / Our Vision</i> adopts seven vision elements to guide the future of Pocatello. Included is the “Connected, Safe, and Accessible” vision element which strives to ensure Pocatello is: bikeable, community resources are accessible to all; improved infrastructure and utilities; mobility choices; safe and inviting; transit accessibility; and walkable. To accomplish this, the Comp Plan outlines four goals, all of which have enhanced the SS4A Action Plan:</p> <ol style="list-style-type: none"> 1) Develop a mobility network that interconnects and distributes pedestrian, bicycle, and vehicle traffic to multiple streets and nodes of activity. 2) Provide a safe transportation system that serves all users. 3) Evaluate roadways, sidewalks, and paths by utilizing multiple variables such as safety, mobility, access for people and goods, system operation, and quality of life. 4) Maximize the public right-of-way to create great places. 	20 years
BTPO Complete Street Policy	Ongoing	Utilized by the City, this policy will allow for the continual adopted of complete streets	None

		models for the entire community. Engagement included surveys and community open houses, including in disadvantaged neighborhoods and at local parks. The opportunities identified will be applied to the S. 5 th Corridor, one of the most disadvantaged communities according to the CJEST data, in an upcoming project. Following that initial complete streets implementation, the city has identified PoleLine Road as the next opportunity for a complete streets implementation project. This was done via a road diet and has been identified for funding opportunities through the state.	
Pocatello Police Department Alive at 25 Defensive Driving class	Ongoing	Through grant funding available through the State, the PPD has developed a defensive driving class. This is an opportunity to expand awareness and program funding to an at-risk population, the below 25 population in Pocatello. Opportunities include: training for police departments, community engagement on police procedures, and implementation of the prioritization of safety risks by officers.	None
Pocatello Police Department Safety Presentations	Ongoing	PPD provides safety presentations as needed to the community. This is an opportunity to identify at risk populations, such as high-school students or under-served communities. This is a significant opportunity to engage with the community using inclusive processes and will be evaluated for funding opportunities. Opportunities for funding include FEMA for training facilities, US DOJ Project Safe Neighborhood grants, and Edward Byrne Memorial Justice Assistance Grants.	3-5 years
Pocatello Police Department Seat Belt patrolling program	Ongoing	Through grant funding available through the State, the PPD has developed a program to patrol for seat belt use. This is an opportunity to reduce crash severity to the entire community. Additionally, patrols must comply with state policing regulations, and offer opportunities for addressing how police processes prioritize safety. Opportunities include: training for police departments, community engagement on	None

		police procedures, and implementation of the prioritization of safety risks by officers.	
Pocatello Police Department DUI patrolling program	Ongoing	Through grant funding available through the State, the PPD has developed a program to patrol for DUIs. This is an opportunity to reduce crash severity and increase safety to the entire community. Opportunities include: training for police departments, community engagement on police procedures, and implementation of the prioritization of safety risks by officers.	3-5 years
Pocatello Police Department Aggressive Driving patrolling program	Ongoing	Through grant funding available through the State, the PPD has developed a program to patrol for aggressive driving. This is an opportunity to reduce crash severity to the entire community, and is in accordance with the State of Idaho's safety plan. Opportunities include: training for police departments, community engagement on police procedures, and implementation of the prioritization of safety risks by officers.	3-5 years

Connected, Safe & Accessible



DATA ANALYSIS and SUMMARY

The State of Idaho has focused on aggressive driving and distracted driving to improve safety statewide. The trends in Pocatello align with this statewide analysis, with inattention and drug or alcohol impairment near the top of identified contributing circumstances for crashes. Other trends include failure to yield, failure to maintain lane, and failing to observe intersection signals or stop signs.

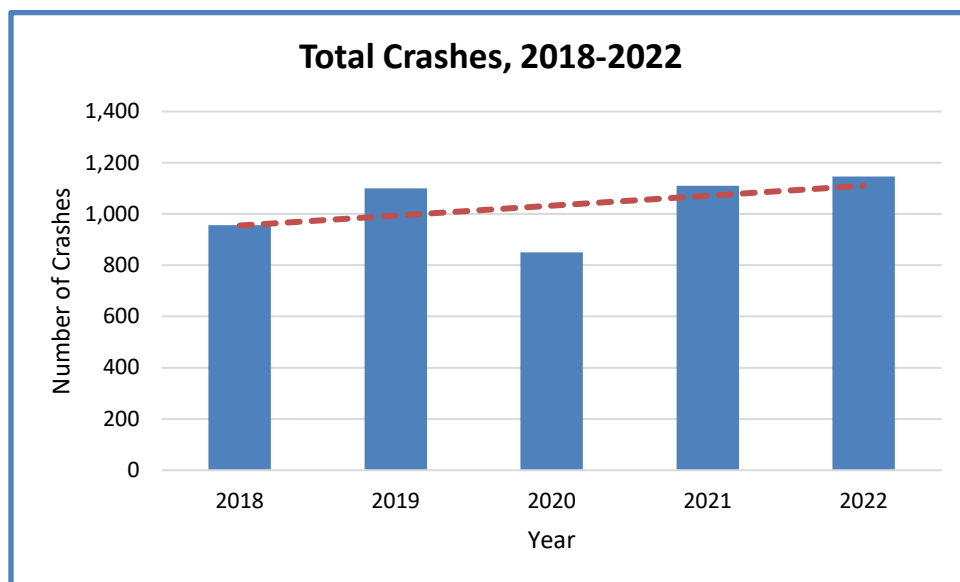
The Idaho Transportation Department (ITD) collects crash data and compiles it in the ITD Highway Safety Dashboard. Crash data is available from 2008 to the most recent completed calendar year and provides summary as well as more detailed data. The data can be broken down into geographic area such as district, county, and city as well as by crash severity. The crash severity ratings are as follows:

Injury Severity
Fatal Injury (K)
Suspected Serious Injury (A)
Suspected Minor/Visible Injury (B)
Possible Injury/Complaint (C)
Property Damage/No Apparent Injury (O)

A summary of Pocatello crashes by Injury Severity between the years 2018-2022 is as follows. This data was the baseline data for which the SS4A Action Plan was developed:

Crashes by Injury Severity, 2018-2022		
Injury Severity	# of Crashes	% of Crashes
Fatal Injury (K)	20	0.39%
Suspected Serious Injury (A)	115	2.23%
Suspected Minor Injury (B)	507	9.82%
Possible Injury (I)	873	16.91%
No Apparent Injury (O)	3,648	70.66%
Total	5,163	100.00%

A summary of total crashes during this analysis period demonstrates an upward trend:



Data can be further distilled by causes of crashes such as aggressive driving, bicycle involved, distracted driving, impaired driving, mature driver (age 65+), motorcycle involved, pedestrian involved, wild animal involved, youth driver (ages 15-19).

Crash Type	Percent of Crashes (2018-2022)
Aggressive Driving	5%
Bicycle Involved	5%
Distracted Driving	0%
Impaired Driving	45%
Mature Driver (65+) Involved	30%
Motorcycle Involved	25%
Pedestrian Involved	20%
Wild Animal Involved	0%
Youth Driver (Ages 15-19) Involved	25%

A review of the contributing circumstances for crash types revealed some of the most frequent reported circumstances for crash type for Pocatello crashes between 2018-2022 as follows:

Contributing Circumstance	Crash Type
Failed to Maintain Lane	Youth Driver Impaired Driver Mature Driver Motorcycle Involved
Speed too Fast for Conditions	Youth Driver Impaired Driving
Alcohol Impaired	Impaired Driving Mature Driver
Drug Impaired	Impaired Driving
Inattention	Impaired Driving Bicycle Involved Motorcycle Involved Pedestrian Involved
Failed to Yield	Bicycle Involved Motorcycle Involved Pedestrian Involved
Exceeded Posted Speed	Motorcycle Involved
Following too Close	Motorcycle Involved

Working with Hales Engineering Group, the City completed a roadway safety analysis of three priority areas that were identified using the existing crash data available through the Local Highway Technical Assistance Council (LHTAC) as well as input from the City's Streets Department, Engineering Division, and Police Department. These three areas became the priority high risk locations for the data analysis and summary recommendations for this plan and include the North Hawthorne area, Alameda area, and Historic Downtown area. These neighborhoods are also closely aligned with the

City's historically disadvantaged areas, as defined by the Climate and Economic Justice Screening Tool (CEJST).

MAP OF HIGHER RISK LOCATIONS

The higher risk locations include the North Hawthorne area, Alameda area, and Historic Downtown area. The map is attached as Exhibit A.

DATA SUMMARY

The data summary for the key project areas is attached as Exhibit B. In addition, the total crashes for Fatal Injury (K) and Suspected Injury (A) are included as follows:

Year	Total # Crashes	% Crashes by Year	# KA Crashes	% KA Crashes by Year
2018	957	18.54%	22	2.30%
2019	1,100	21.31%	21	1.91%
2020	850	16.46%	23	2.71%
2021	1,110	21.50%	35	3.15%
2022	1,146	22.20%	34	2.97%
TOTAL	5,163	100%	135	2.61%

These K and A type crashes were the impetus for project area identification and prioritization of operation and safety improvements.

EMPHASIS AREAS and COUNTERMEASURES

Emphasis Area 1:

Emphasis area title: Vision Zero Roadway Fatalities

Description: End traffic-related fatalities and serious injuries by taking a systemic approach to road safety focusing on safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

Goal: Goal of zero pedestrian or bicyclist deaths in the next 12 months

Strategies for Emphasis Area 1:

Safe Road Users (**Strategy Champion: Public Works, Public Services, Public Information Officer, SICOG**)

Safe Speeds (**Strategy Champion: City Police Department**)

Safe Roads (**Strategy Champion: Public Works, Public Services, Planning & Development Services**)

Post-Crash Care (**Strategy Champion: City Fire Department**)

Potential Funding Sources: ITD, LHTAC, City General Funds, US DOT Discretionary Funds

Emphasis Area 2:

Emphasis area title: Reduce Severe Roadway Departure Crashes

Description: A lane departure crash is defined as a non-intersection related crash, which occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the anticipated travel lane. Lane departure crash incidents primarily include single-vehicle run-off-road, head-on, and sideswipe crashes.

Goal: Reduce the number of severe roadway departure crashes 50% by 2035

Strategies for Emphasis Area 2:

Support the continued use of engineering and roadway visibility features to minimize fatalities and serious injuries from lane departure crashes. (**Strategy Champions: Public Works, Public Services**)

Locate and make available existing resources related to engineering practices, countermeasures and research that have proven effective in reducing fatalities and serious injuries associated with lane departure. (**Strategy Champion: Public Works**)

When planning lane departure projects/programs, use accurate, standardized and timely data, consistent data systems, and robust statistical analysis. (**Strategy Champion: Planning and Development**)

Potential Funding Sources: US DOT, ITD, BTPO, General Fund

Emphasis Area 3:

Emphasis area title: Roadway Design Standards - Complete Streets

Description: Complete Streets are streets designed and operated to enable safe use and support mobility for all users, including people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. These roadway design standards will consider and/or include sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments.

Goal: Improve 25% of eligible roadways to a complete street design standards by 2035.

Strategies for Emphasis Area 3:

Evaluate roadways and implement innovative engineering designs to upgrade eligible roadways to a complete streets model in order to reduce the severity of crashes. **(Strategy Champion: Public Services)**

Evaluate roadways and implement traffic control measures to increase driver awareness. **(Strategy Champion: Public Services, Engineering Division, Planning & Development Services)**

Potential Funding Sources: ITD, LHTAC, City General Funds, US DOT Discretionary Funds

Emphasis Area 4:

Emphasis area title: Aggressive Driving

Description: Aggressive driving is when an individual commits a combination of moving traffic offenses so as to endanger other persons or property.

Goal: Reduce aggressive driving incidents 25% by 2035 in accordance with the Idaho State Highway Safety Plan.

Strategies for Emphasis Area 4:

Support state- and citywide high visibility enforcement campaigns and mini grants for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement. **(Strategy Champion: Pocatello Police)**

Continue classes regarding aggressive driving. **(Strategy Champion: Pocatello Police Department)**

Include enforcement and emergency response considerations when planning and implementing infrastructure construction projects. **(Strategy Champion: Public Works)**

Potential Funding Sources: ITD, LHTAC, City General Funds, US DOT Discretionary Funds

Emphasis Area 5:

Emphasis area title: Pedestrian and Bicycle Safety

Description: Bicyclists and other cyclists include riders of two-wheel non-motorized vehicles, tricycles, and unicycles powered solely by pedals, also known as pedal cyclists. A pedestrian is a person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash where at least one vehicle was in transport and the crash originated on a public traffic way. Improved infrastructure reduces fatalities and serious injuries from collisions between a pedestrian or bicyclist and a vehicle.

Goal: Improve eligible alternative transportation infrastructure 30% by 2035.

Strategies for Emphasis Area 5:

Include construction and maintenance of appropriate facilities for all users (including bicycle, pedestrian, multimodal, transit, etc.) on all projects as appropriate. **(Strategy Champion: Public Works)**

Work with law enforcement to help enforce bicycle and pedestrian laws for the drivers, pedalcyclists, and pedestrians. **(Strategy Champion: Pocatello Police Department)**

Conduct outreach and education regarding bike/pedestrian infrastructure. **(Strategy Champion: Pocatello Police Department)**

Potential Funding Sources: ITD, LHTAC, City General Funds, US DOT Discretionary Funds

Emphasis Area 6:

Emphasis area title: Distracted Driving

Description: Inattention that occurs when drivers divert their attention away from the driving task to focus on another activity instead. The distracting tasks can affect drivers in different ways, and can be categorized into the following types:

- Visual distraction: Tasks that require the driver to look away from the roadway to visually obtain information
- Manual distraction: Tasks that require the driver to take a hand off the steering wheel
- Cognitive distraction: Tasks that are defined as the mental workload associated with a task that involves thinking about something other than the driving task.

Goal: Reduce the 5-year average number of distracted driving fatalities by 2040.

Strategies for Emphasis Area 6:

Work with local stakeholders to conduct public awareness campaigns regarding distracted driving, particularly focusing on new and younger drivers. **(Strategy Champion: Planning, Public Works, Pocatello Police Department, SICOG, BTPO)**

Work with law enforcement to help enforce bicycle and pedestrian laws for the drivers, pedalcyclists, and pedestrians.
(Strategy Champion: Pocatello Police Department)

Potential Funding Sources: ITD, LHTAC, City General Funds, US DOT Discretionary Funds

Emphasis Area 7:

Emphasis area title: Community Engagement & Education

Description: Robust community engagement and education is critical to understanding and implementing a Vision Zero and Safe Systems Approach to transportation for all users.

Goal: Continue outreach education, and engagement to ensure the principles of a Vision Zero community are understood as well as the elements of a Safe Systems Approach to transportation.

Strategies for Emphasis Area 7:

Engage in communication campaigns using all media sources to educate the public and promote the shift to engaged driving. **(Strategy Champion: Public Information Officer, Public Works, Public Services)**

Continue to work with safety partners, and look for new partnerships with the goal in mind of changing behavior toward engaged driving. **(Strategy Champion: Public Works, Public Services, Planning & Development Services)**

Continue to work with law enforcement agencies on educating drivers of the hands-free law, and how to drive engaged. **(Strategy Champion: Pocatello Police Department)**

Potential Funding Sources: ITD, LHTAC, City General Funds, US DOT Discretionary Funds, Non-Profit Organizations

LIST OF PROJECTS AND STRATEGIES

See Attached Project List.

IMPLEMENTATION & EVALUATION

The City will monitor the SS4A Action Plan in alignment with other City planning processes. The City currently monitors progress on its Comprehensive Plan quarterly and will conduct a similar process and review as the SS4A Plan projects are incorporated into the Comprehensive Plan vision elements. In addition, the SS4A Plan will inform capital projects reviewed annually as City budgets are developed. The City's capital plan will be informed and guided by these goals. Finally, as the City conducts ongoing projects, such as grant or state-funded infrastructure work, the SS4A Plan will be referenced to ensure alignment with the goals. Oversight of goal implementation and progress will be conducted by the SS4A Plan internal City-staff team that developed the Plan.

In addition to incorporation of the Plan in regular City operations, the Public Works department will review the plan on an annual basis to ensure the goals are on track. This will include a review of any updated crash data, pavement plans, infrastructure investments, relevant police data, and other available road data. The annual review will include consultation with stakeholders to identify any progress, impediments, or updates that may be needed.

Reporting Requirements:

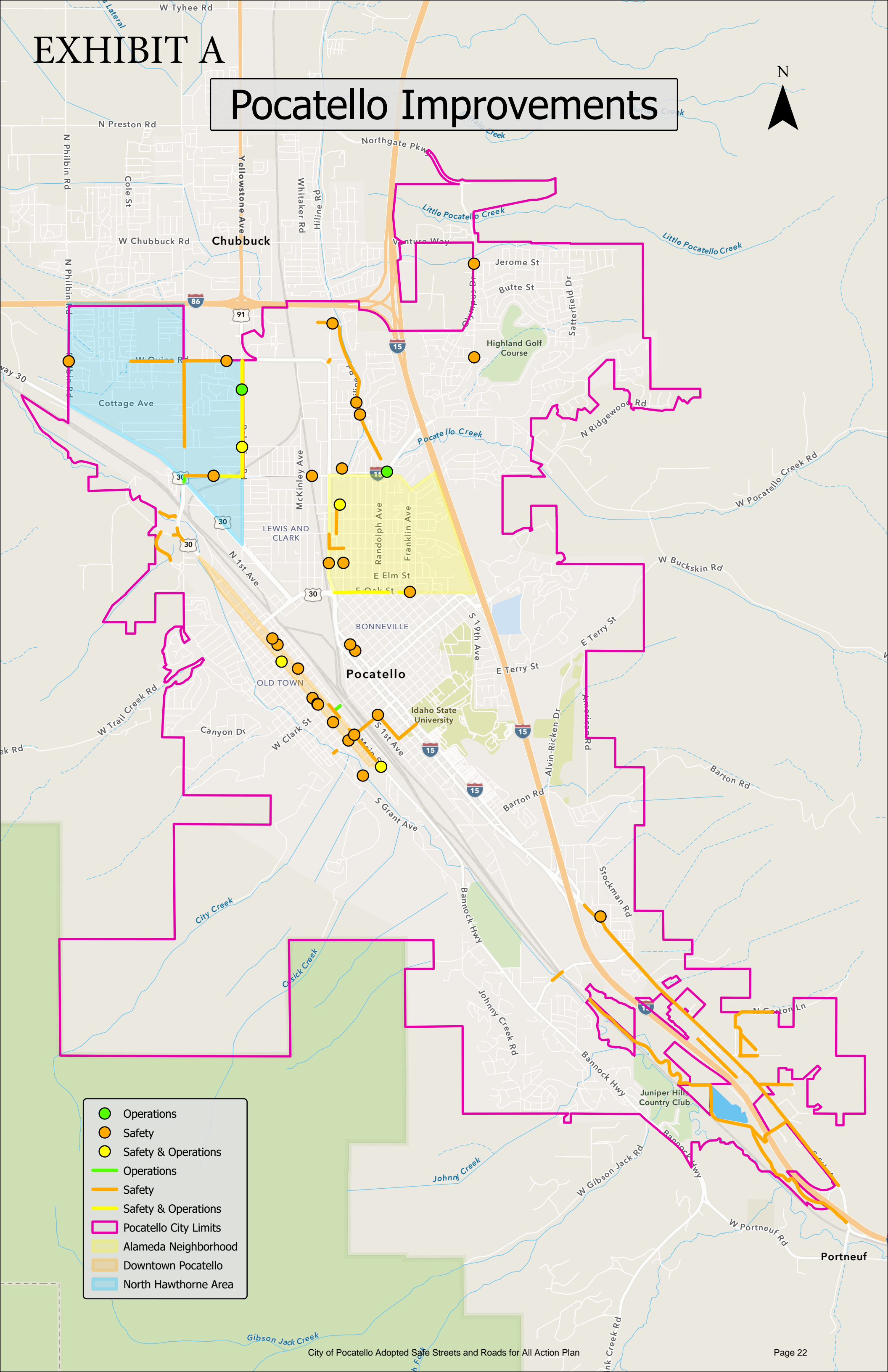
This Plan will be publicly available via the city's website at www.pocatello.gov or by requesting a copy at Pocatello City Hall, 911 N. 7th Ave., Pocatello, ID 83201.

The City shall submit to the USDOT, not later than 120 days after the end of the period of performance, a report that describes, consistent with section 24112(g) of BIL:

1. the costs of carrying out the project;
2. the outcomes and benefits that each eligible project generated as identified in the grant application and measured by data to the maximum extent practicable (i.e. number of fatalities and serious injuries that occurred within the limits of the project location); and
3. the lessons learned, and any recommendations related to future projects or strategies to prevent death and serious injuries on roads and streets.

EXHIBIT A

Pocatello Improvements



- Operations
- Safety
- Safety & Operations
- Operations
- Safety
- Safety & Operations
- Pocatello City Limits
- Alameda Neighborhood
- Downtown Pocatello
- North Hawthorne Area

EXHIBIT B

City of Pocatello Intersection Analysis for Safe Streets Plan

Operations Study



September 2024

HALES  **ENGINEERING**
innovative transportation solutions

 **CivilScience**
Engineers | Surveyors | Solutions



EXECUTIVE SUMMARY

The purpose of this study is to analyze the traffic operations at major intersections within three identified regions as part of the Intersection Analysis for Safe Streets Plan in Pocatello, Idaho for existing and future conditions and recommend improvements, as needed. The peak hour level of service (LOS) results are shown in Table ES-1. An exhibit of the recommended safety and operations improvements is shown in Figure ES-1.

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

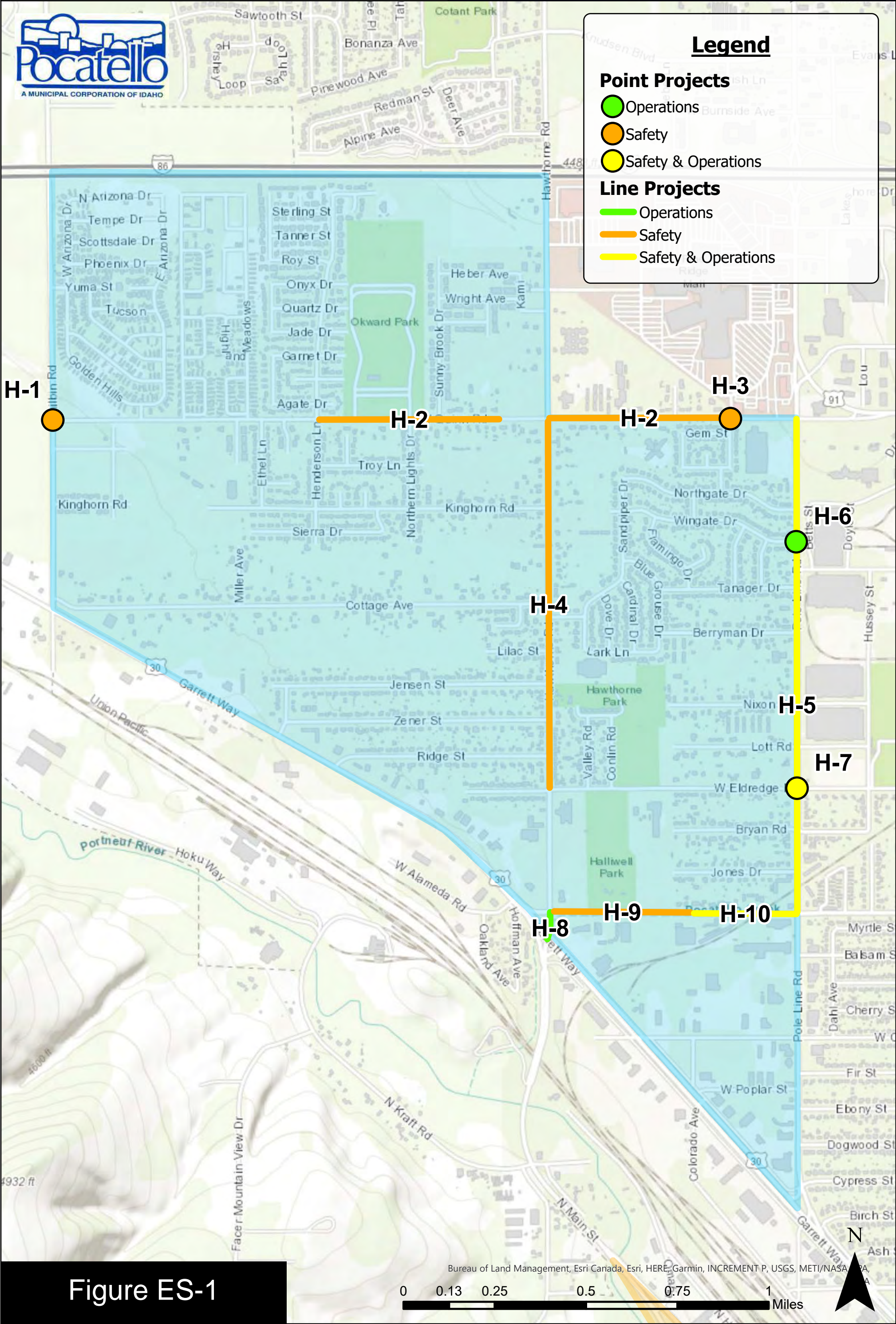
2024 Analysis	
Findings	<ul style="list-style-type: none"> Acceptable LOS and no significant queueing
2050 Analysis	
Assumptions	<ul style="list-style-type: none"> Future annual growth rate of 1% used on all intersections per BTPO travel demand model
Findings	<ul style="list-style-type: none"> Poor LOS at the Alameda Road / Jefferson Avenue intersection Significant queuing on the following intersection approaches: <ul style="list-style-type: none"> Jefferson Avenue / Pocatello Creek Road – Westbound, Southbound, Northbound Alameda Road / Jefferson Avenue – Westbound Custer Street / Main Street – Eastbound Fremont Street / Arthur Avenue - Eastbound
Improvements	<ul style="list-style-type: none"> Wingate Drive / Pole Line Road (H-6): <ul style="list-style-type: none"> Install signal when warranted Pole Line Road (H-5): <ul style="list-style-type: none"> Widen Pole Line Road to a consistent five-lane cross section Eldredge Road / Pole Line Road (H-7): <ul style="list-style-type: none"> Rebuild signal with mast arms Widen travel lanes to standard widths, and install LT lanes where missing Alameda Road (H-10): <ul style="list-style-type: none"> Narrow roadway to a three-lane cross section Install bike lanes with the remaining roadway width Hawthorne Road / Garrett Way (US-30) (H-8): <ul style="list-style-type: none"> Short term - Coordinate signals Long term - Realign Alameda Road to intersect Hawthorne Road further to the north Jefferson Avenue / Pocatello Creek Road (A-1): <ul style="list-style-type: none"> Realign the south leg of Jefferson Avenue to square up with the north leg Remove the Alameda Road / Jefferson Avenue intersection Tie Alameda Road into Deon Drive and Patsy Drive and intersect Pocatello Creek Road at the Ridley's Family Market Access Cedar Street Transit Stop (A-2): <ul style="list-style-type: none"> Build dedicated transit hub with amenities such as sidewalks, benches, and bus pull-out area Custer Street / Arthur Avenue (D-1): <ul style="list-style-type: none"> Upgrade signal with mast arms Union Pacific Avenue / Center Street (D-6): <ul style="list-style-type: none"> Add wayfinding signage Arthur Avenue / Main Street (D-9): <ul style="list-style-type: none"> Realign Arthur Avenue to square up with Main Street and align with Putnam Street Channelize the LT lane from Arthur Avenue onto Main Street to allow for free flow traffic

Table ES-1: Peak Hour Level of Service Results

Intersection		Level of Service			
		Existing (2024)		Future (2050)	
		AM	PM	AM	PM
1	Quinn Road / Hawthorne Road	A	B	B	B
2	Quinn Road / Pole Line Road	B	B	B	C
3	Bullard Street / Pole Line Road	a	b	a	c
4	Eldredge Road / Pole Line Road	A	A	A	A
5	Alameda Road / Hawthorne Road	A	A	B	B
6	Hawthorne Road / Garrett Way (US-30)	B	C	C	C
7	Jefferson Avenue / Pocatello Creek Road	C	C	C	D
8	Alameda Road / Jefferson Avenue	a	d	a	e
9	Redwood Street / Jefferson Avenue	a	b	a	c
10	Cedar Street / Jefferson Avenue	a	c	c	d
11	Pine Street / Jefferson Avenue	A	B	A	B
12	Jefferson Avenue / Oak Street	B	B	C	B
13	13th Avenue / Oak Street	a	c	b	c
14	Gould Street / Main Street	B	B	B	B
15	Gould Street / Arthur Avenue	C	C	D	C
16	Custer Street / Main Street	a	b	b	b
17	Custer Street / Arthur Avenue	B	B	B	B
18	Fremont Street / Arthur Avenue	c	a	d	a
19	Lander Street / Arthur Avenue	a	a	b	a
20	Clark Street / Main Street	A	A	A	A
21	Clark Street / Arthur Avenue	B	A	B	B
22	Union Pacific Avenue / Center Street	a	a	a	a
23	Center Street / Main Street	A	A	A	A
24	Center Street / Arthur Avenue	A	A	A	A
25	Lewis Street / Main Street	B	B	B	B
26	Lewis Street / Arthur Avenue	A	A	A	A
27	Benton Street / Main Street	A	A	B	A
28	Benton Street / Arthur Avenue	B	B	B	B
29	Arthur Avenue / Main Street	a	a	a	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, September 2024





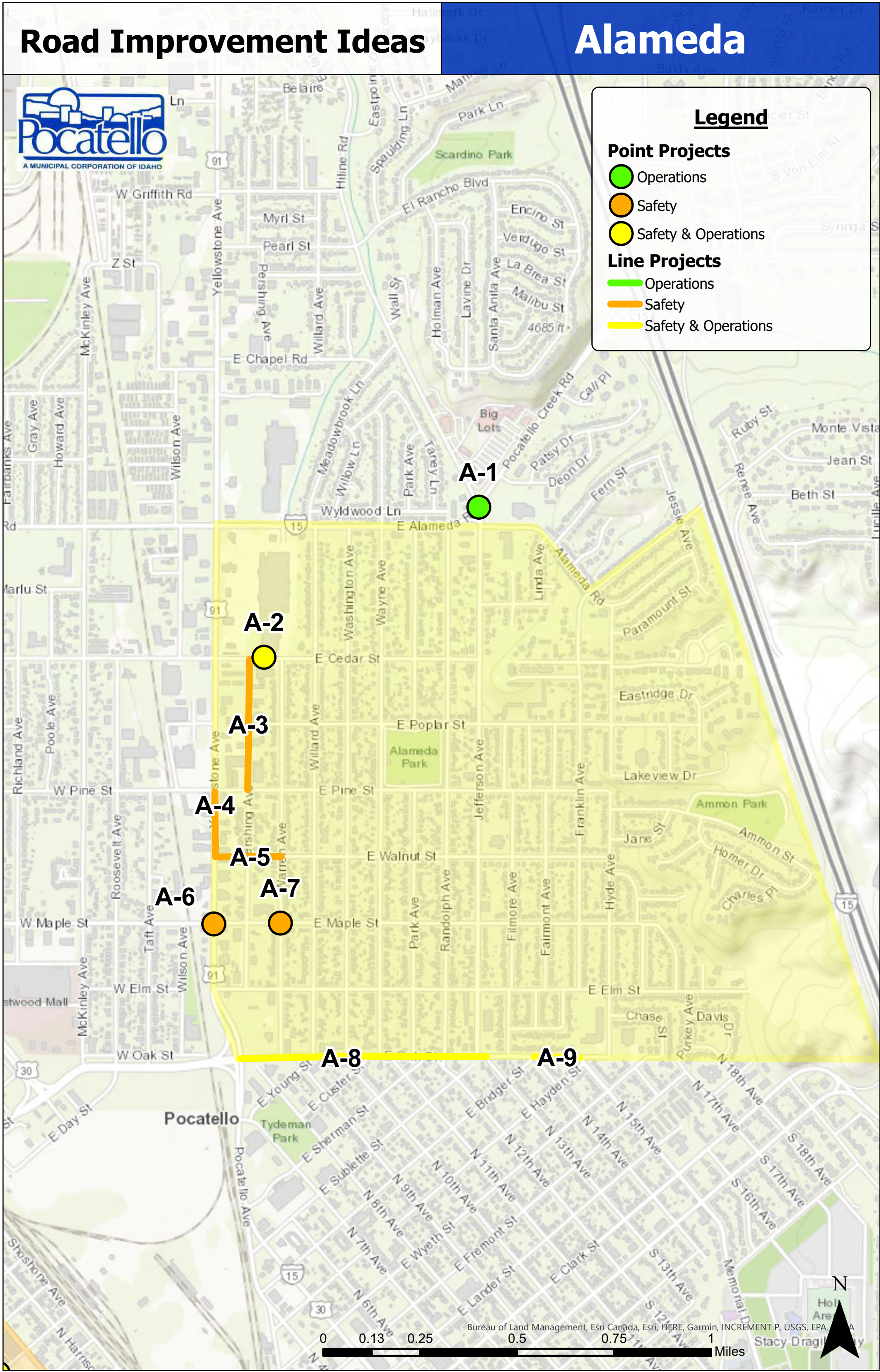
Legend

Point Projects

- Operations
- Safety
- Safety & Operations

Line Projects

- Operations
- Safety
- Safety & Operations



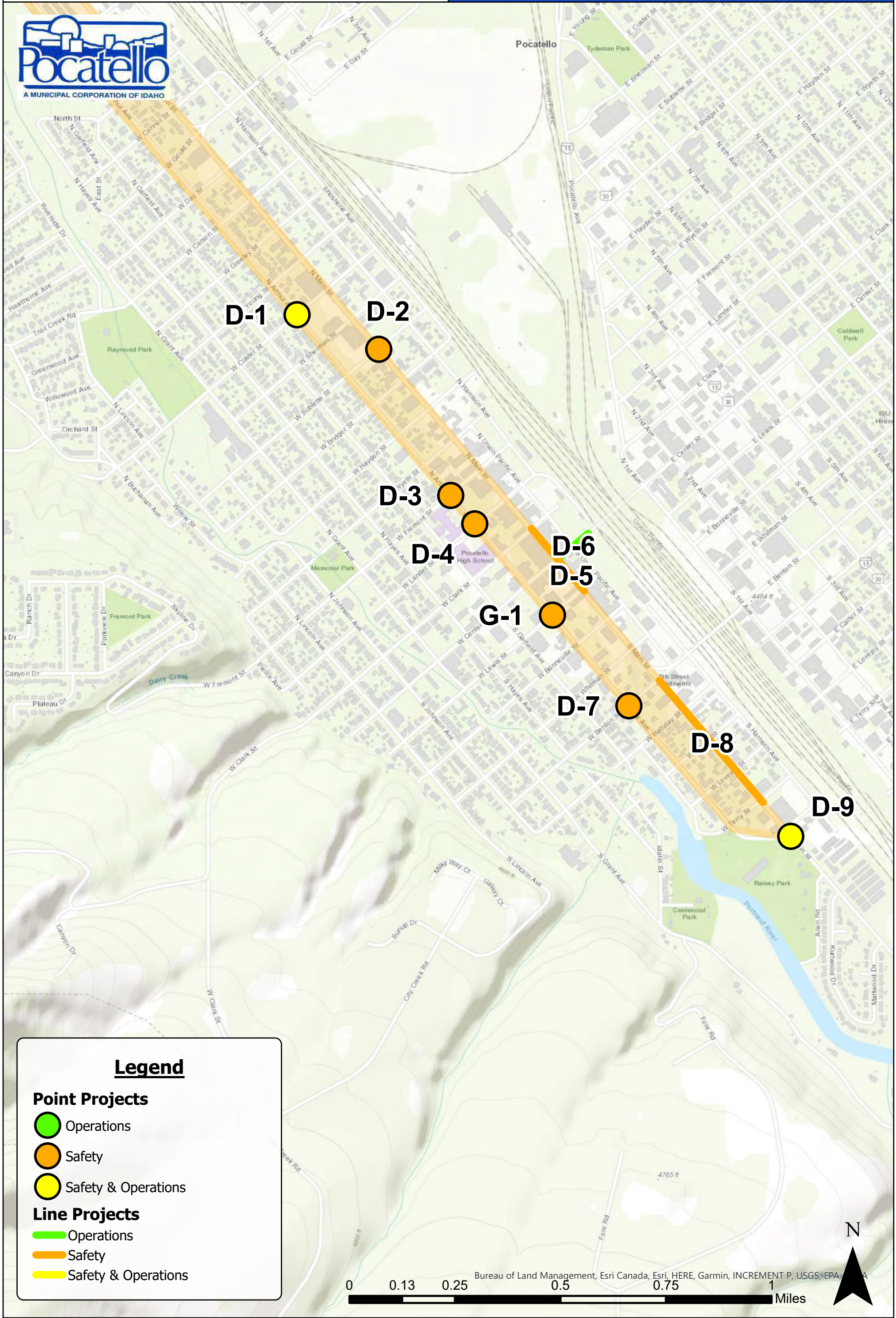


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I. INTRODUCTION

A. Purpose

This study analyzes the traffic operations at major intersections within three identified regions as part of the Intersection Analysis for Safe Streets Plan in Pocatello, Idaho. Figure 1 shows a vicinity map of the study areas analyzed.

The purpose of this traffic operations study is to analyze traffic operations at key intersections for existing (2024) and future (2050) conditions and recommend improvements, as needed.



Figure 1: Vicinity map showing the project location in Pocatello, Idaho

B. Scope

The study area was defined based on conversations with Pocatello City staff. This study was scoped to evaluate the traffic operational performance of intersections within the following areas:

- Hawthorne Neighborhood
- Alameda Neighborhood
- Downtown Corridor

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.







The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix C.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2024) ANALYSIS

A. Purpose

The purpose of the existing (2024) analysis is to study the intersections and roadways during the peak travel periods of the day with existing traffic and geometric conditions. Through this analysis, traffic operational deficiencies can be identified in a base condition.

B. Traffic Volumes

Turning movement traffic volumes were collected using Streetlight Data. To avoid traffic impacts from the COVID-19 pandemic, the average daily traffic volumes from 2019 were used in the study. These were then grown to projected 2024 traffic volumes based on historical growth patterns in the Pocatello area, which identified a 1% annual growth rate. The counted intersections within the study areas include:

Hawthorne:

- Quinn Road / Hawthorne Road
- Quinn Road / Pole Line Road
- Bullard Street / Pole Line Road
- Eldredge Road / Pole Line Road
- Alameda Road / Hawthorne Road
- Garrett Way (US-30) / Hawthorne Road

Alameda:

- Jefferson Avenue / Pocatello Creek Road
- Alameda Road / Jefferson Avenue
- Redwood Street / Jefferson Avenue
- Cedar Street / Jefferson Avenue
- Pine Street / Jefferson Avenue
- Jefferson Avenue / Oak Street
- 13th Avenue / Oak Street

Downtown:

- Gould Street / Main Street
- Gould Street / Arthur Avenue
- Custer Street / Main Street
- Custer Street / Arthur Avenue
- Fremont Street / Arthur Avenue
- Lander Street / Arthur Avenue
- Clark Street / Main Street
- Clark Street / Arthur Avenue
- Union Pacific Avenue / Center Street

- Center Street / Main Street
- Center Street / Arthur Avenue
- Lewis Street / Main Street
- Lewis Street / Arthur Avenue
- Benton Street / Main Street
- Benton Street / Arthur Avenue
- Arthur Avenue / Main Street

The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. Evening peak hour volumes were generally higher than morning peak hour volumes, but both the morning and evening peak hour volumes were used in the study. Detailed count data are included in Appendix A.

Additionally, weekday morning (7:00 to 9:00 a.m.) and afternoon (2:30 to 4:30 p.m.) peak period traffic counts were performed on Tuesday, April 2, 2024, at the following intersections (near Pocatello High School):

- Clark Street / Arthur Avenue
- Lander Street / Arthur Avenue
- Freemont Street / Arthur Avenue

These manual counts were used to verify the Streetlight Data counts and to identify the number of pedestrians crossing Arthur Avenue during school peak periods.

Figure 2 shows the existing peak hour volumes as well as intersection geometry at the study intersections.

C. Level of Service Analysis

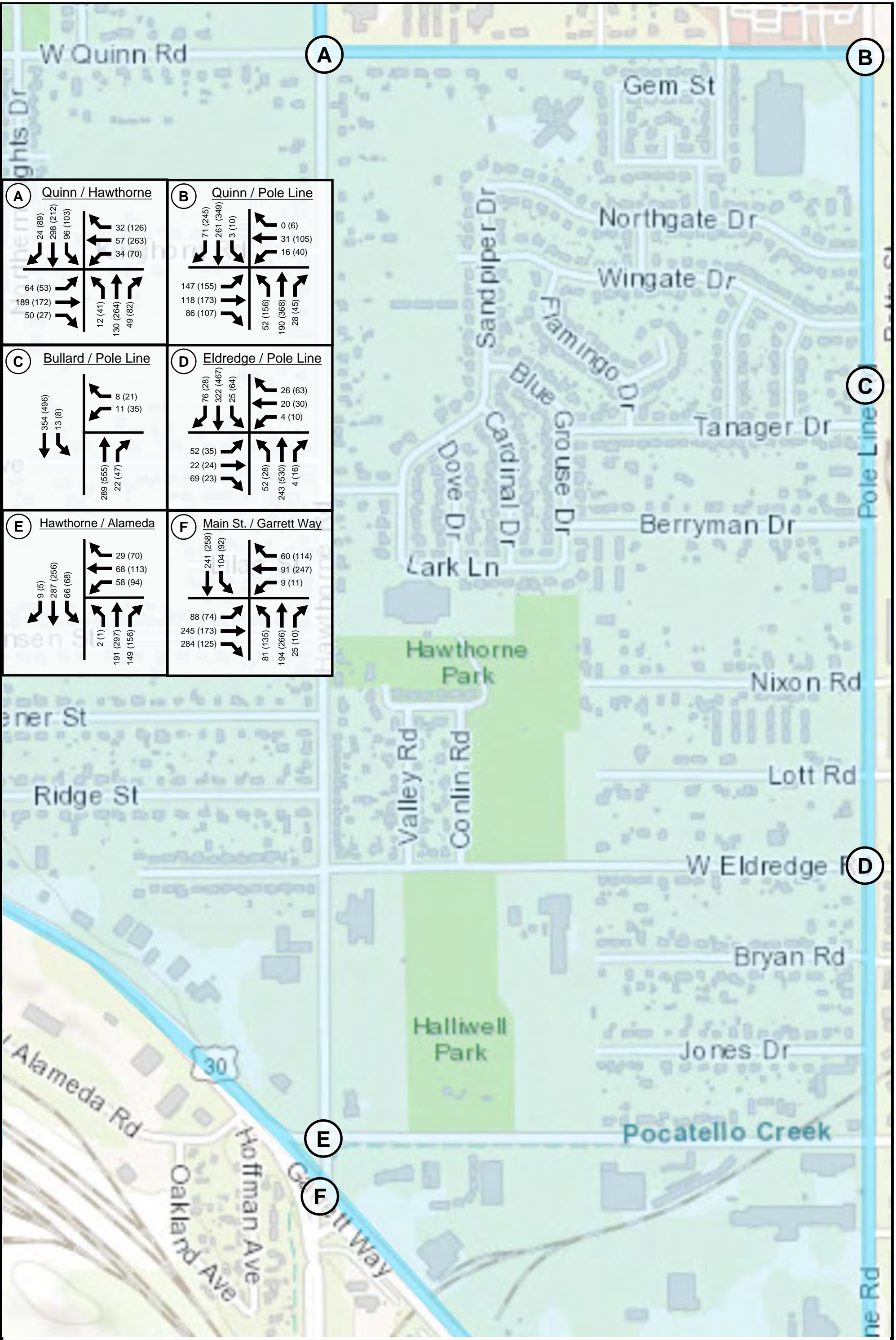
Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the peak hours, as shown in Table 2.

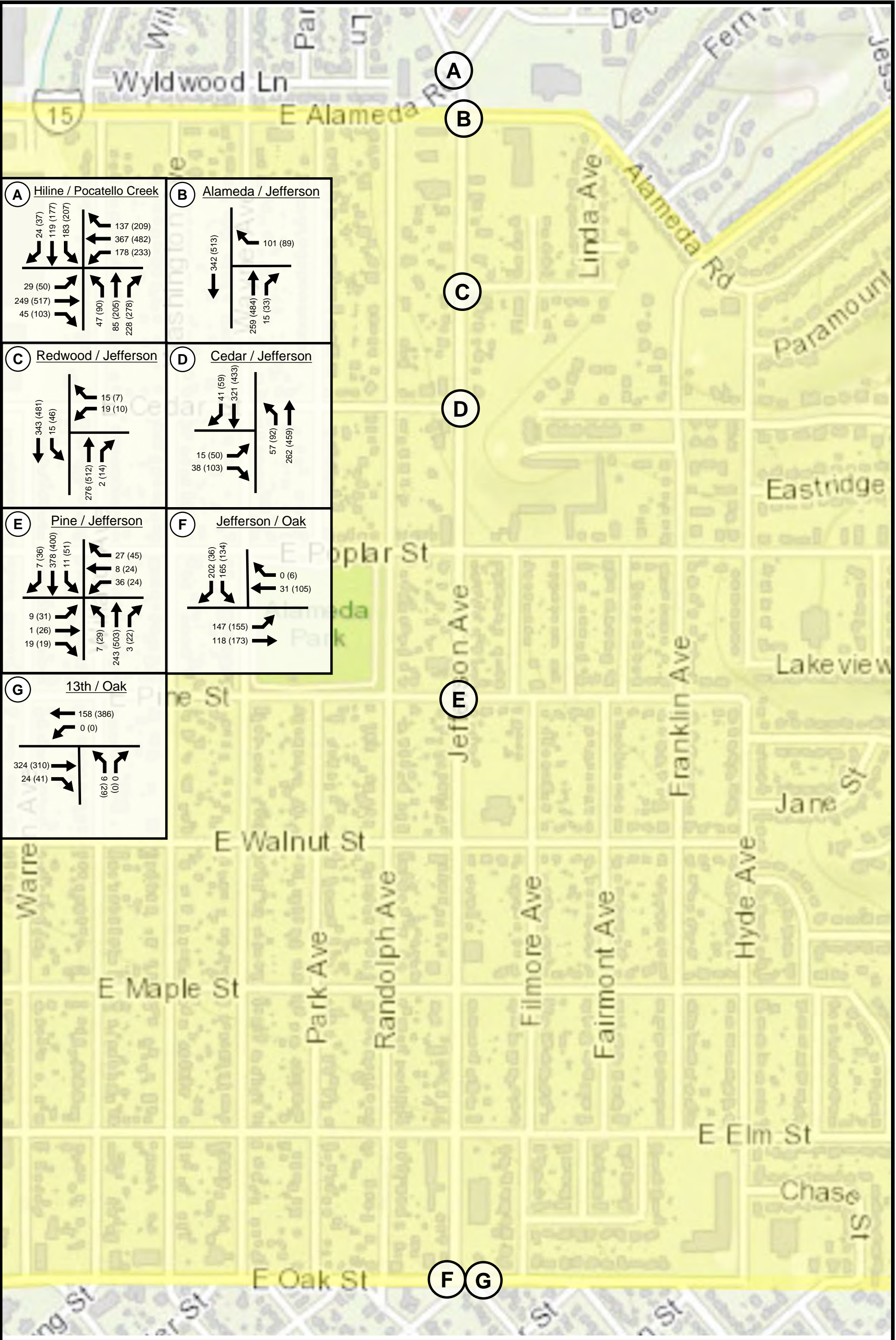
D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the peak hours at any of the study intersections. However, some queueing was observed impacting the safety and operations of nearby intersections.

Northbound and southbound queuing at the Jefferson Avenue / Pocatello Creek Road intersection was observed blocking the upstream business accesses and the Alameda Road / Jefferson Avenue intersection.

Due to the close proximity of the Alameda Road / Hawthorne Avenue and Hawthorne Avenue / Garrett Way (US-30) signals, queuing was observed occasionally backing into either signal.





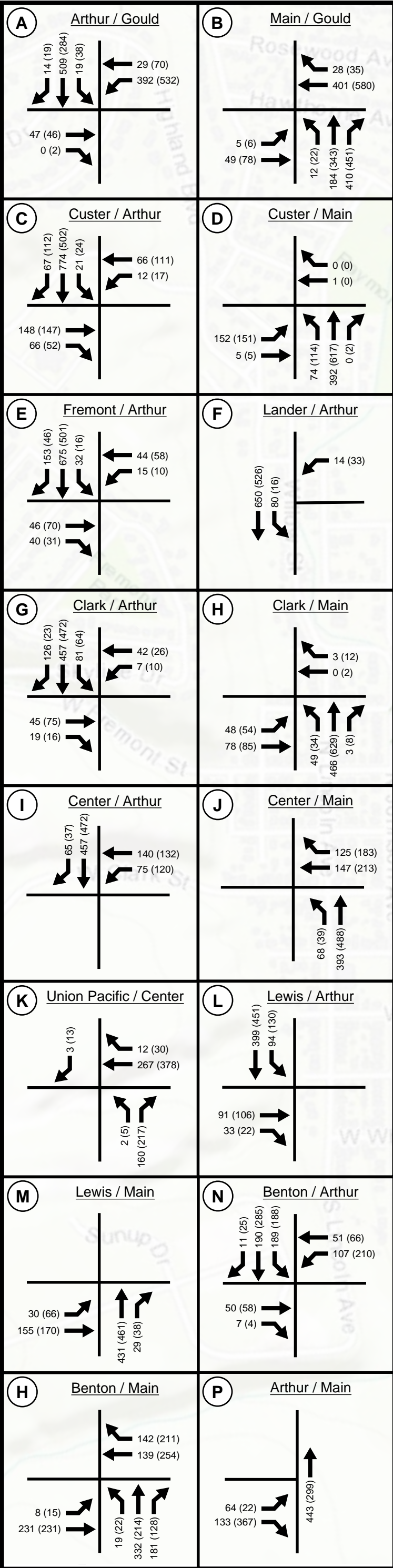


Table 2: Existing (2024) Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Quinn Road / Hawthorne Road	Signal	A (9.3)	B (11.1)
Quinn Road / Pole Line Road	Signal	B (13.6)	B (18.6)
Bullard Street / Pole Line Road	WB Stop	a (6.6) / WBL	b (11.3) / WBL
Eldredge Road / Pole Line Road	Signal	A (7.5)	A (7.4)
Alameda Road / Hawthorne Road	Signal	A (6.1)	A (9.0)
Hawthorne Road / Garrett Way (US-30)	Signal	B (18.9)	C (23.2)
Jefferson Avenue / Pocatello Creek Road	Signal	C (25.7)	C (35.0)
Alameda Road / Jefferson Avenue	WB Stop	a (4.3) / WBR	d (30.1) / WBR
Redwood Street / Jefferson Avenue	WB Stop	a (7.7) / WBL	b (10.9) / WBL
Cedar Street / Jefferson Avenue	EB Stop	a (9.9) / EBL	c (23.2) / EBL
Pine Street / Jefferson Avenue	Signal	A (7.1)	B (10.5)
Jefferson Avenue / Oak Street	Signal	B (11.2)	B (13.6)
13 th Avenue / Oak Street	NW Stop	a (8.5) / NWL	c (23.6) / NWL
Gould Street / Main Street	Signal	B (10.1)	B (11.2)
Gould Street / Arthur Avenue	Signal	C (26.6)	C (24.5)
Custer Street / Main Street	NE/SW Stop	a (9.8) / NEL	b (10.5) / NEL
Custer Street / Arthur Avenue	Signal	B (13.3)	B (10.4)
Fremont Street / Arthur Avenue	NE/SW Stop	c (17.3) / SWT	a (8.4) / NET
Lander Street / Arthur Avenue	SW Stop	a (8.9) / SWL	a (6.3) / SWL
Clark Street / Main Street	Signal	A (7.4)	A (6.8)
Clark Street / Arthur Avenue	Signal	B (12.9)	A (9.7)
Union Pacific Avenue / Center Street	SE Stop	a (3.6) / SER	a (3.8) / SER
Center Street / Main Street	Signal	A (8.5)	A (8.0)
Center Street / Arthur Avenue	Signal	A (5.0)	A (3.9)
Lewis Street / Main Street	Signal	B (14.0)	B (12.5)
Lewis Street / Arthur Avenue	Signal	A (5.4)	A (6.0)
Benton Street / Main Street	Signal	A (9.7)	A (7.9)
Benton Street / Arthur Avenue	Signal	B (10.8)	B (11.6)
Arthur Avenue / Main Street	NE Stop	a (3.1) / NEL	a (2.4) / NEL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2024

III. FUTURE (2050) CONDITIONS

A. Purpose

The purpose of the future (2050) analysis is to study the intersections and roadways during the peak travel periods of the day for future traffic and geometric conditions. Through this analysis, future traffic operational deficiencies can be identified, and potential improvements recommended.

B. Traffic Volumes

Hales Engineering obtained future (2050) forecasted volumes from the Bannock Transportation Planning Organization (BTPO) travel demand model. According to 2050 traffic volume projections, the study areas within Pocatello are anticipated to grow at an annual growth rate of 1%. This growth rate was applied to all study intersections.

C. Level of Service Analysis

Hales Engineering determined that the Alameda Road / Jefferson Avenue intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2050) conditions, as shown in Table 3.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the peak hours are summarized as follows:

- Jefferson Avenue / Pocatello Creek Road:
 - Westbound: 500 feet (PM)
 - Southbound: 375 feet (PM)
 - Northbound: 400 feet (PM)
- Alameda Road / Jefferson Avenue:
 - Westbound: 175 feet (PM)
- Fremont Street / Arthur Avenue:
 - Eastbound: 150 feet (AM)
- Custer Street / Main Street:
 - Eastbound: 150 feet (AM & PM)

Table 3: Future (2050) Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Quinn Road / Hawthorne Road	Signal	B (11.2)	B (14.7)
Quinn Road / Pole Line Road	Signal	B (15.2)	C (22.9)
Bullard Street / Pole Line Road	WB Stop	a (7.8) / WBL	c (15.2) / WBL
Eldredge Road / Pole Line Road	Signal	A (8.0)	A (8.3)
Alameda Road / Hawthorne Road	Signal	B (10.9)	B (17.4)
Hawthorne Road / Garrett Way (US-30)	Signal	C (22.4)	C (27.9)
Jefferson Avenue / Pocatello Creek Road	Signal	C (27.6)	D (44.7)
Alameda Road / Jefferson Avenue	WB Stop	a (6.4) / WBR	e (48.6) / WBR
Redwood Street / Jefferson Avenue	WB Stop	a (10.0) / WBL	c (20.5) / WBL
Cedar Street / Jefferson Avenue	EB Stop	c (16.5) / EBL	d (34.3) / EBL
Pine Street / Jefferson Avenue	Signal	A (8.8)	B (14.3)
Jefferson Avenue / Oak Street	Signal	C (27.2)	B (14.0)
13 th Avenue / Oak Street	NW Stop	b (14.5) / NWL	c (19.7) / NWL
Gould Street / Main Street	Signal	B (11.2)	B (12.0)
Gould Street / Arthur Avenue	Signal	D (38.7)	C (26.5)
Custer Street / Main Street	NE/SW Stop	b (11.7) / NEL	b (12.8) / NEL
Custer Street / Arthur Avenue	Signal	B (17.4)	B (11.9)
Fremont Street / Arthur Avenue	NE/SW Stop	d (31.2) / SWT	a (9.8) / NET
Lander Street / Arthur Avenue	SW Stop	b (14.0) / SWL	a (6.9) / SWL
Clark Street / Main Street	Signal	A (7.9)	A (7.6)
Clark Street / Arthur Avenue	Signal	B (16.3)	B (11.2)
Union Pacific Avenue / Center Street	SE Stop	a (4.4) / SER	a (4.0) / SER
Center Street / Main Street	Signal	A (8.4)	A (8.0)
Center Street / Arthur Avenue	Signal	A (6.0)	A (4.6)
Lewis Street / Main Street	Signal	B (14.8)	B (14.0)
Lewis Street / Arthur Avenue	Signal	A (6.5)	A (6.6)
Benton Street / Main Street	Signal	B (12.5)	A (8.7)
Benton Street / Arthur Avenue	Signal	B (11.4)	B (12.3)
Arthur Avenue / Main Street	NE Stop	a (3.7) / NEL	a (2.7) / NEL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2024

E. Operational Observations

Based on the level of service and queuing results, comments from the public, Pocatello City staff, and field visits, the following operational observations were made:

- **Wingate Drive / Pole Line Road:** Forecasted development in the area, as well as a new connection of Wingate Drive to Hawthorne Road, may necessitate the need for a traffic signal at this location.
- **Pole Line Road:** Currently, Pole Line Road transitions between a four- and five-lane cross section. In areas where there is only a four-lane cross section, vehicles must stop in the travel lane to make a left turn.
- **Eldredge Road / Pole Line Road:** The existing signal is a span wire signal with signal heads that are too low off the ground.
- **Alameda Road:** There is a five-lane cross section west of Pole Line Road that transitions directly into a two-lane cross section. Based on anticipated traffic volumes, a five-lane cross section may not be needed on this stretch of road.
- **Hawthorne Road / Garrett Way (US-30):** Queues on the southbound approach are anticipated to regularly back into the Alameda Road / Hawthorne Road intersection. The two signals are not currently coordinated.
- **Jefferson Avenue / Pocatello Creek Road:** Significant queues are anticipated on the north-, south-, and westbound approaches. The northbound queues block the Alameda Road / Jefferson Avenue intersection, causing poor LOS at that intersection.
- **Cedar Street Transit Stop:** Currently, the Cedar Street transit stop near Fred Meyer acts as a transfer station between routes. Buses are stopping in the travel lane for a few minutes each hour as transfers are made. Vehicles are forced into the center two-way left-turn lane to go around the buses while they are parked.
- **Custer Street / Arthur Avenue:** The existing signal is a span wire signal with signal heads that are too low off the ground.
- **Arthur Avenue / Main Street:** The existing northeast-bound left turn from Arthur Avenue onto Main Street at the southeast end of the downtown couplet has inadequate pavement markings and aligns with Main Street at an offset with Putnam Street.

F. Improvement Recommendations

To address the previously listed operational deficiencies, the following improvements are recommended:

- **Wingate Drive / Pole Line Road (H-6):** Install signal when warranted.
- **Pole Line Road (H-5):** Widen Pole Line Road to a consistent five-lane cross section, as planned by Pocatello City to allow for a center two-way left turn lane.
- **Eldredge Road / Pole Line Road (H-7):** Rebuild signal with mast arms, widen travel lanes to standard widths, and install left-turn lanes where missing.
- **Alameda Road (H-10):** Narrow roadway to a three-lane cross section and install bike lanes with the remaining roadway width.

- **Hawthorne Road / Garrett Way (US-30) (H-8):** Coordinate signals in the short term. As traffic volumes grow, realigning Alameda Road to intersect Hawthorne Road further to the north may be necessary to increase distance between intersections.
- **Jefferson Avenue / Pocatello Creek Road (A-1):** Realign Jefferson Avenue and Alameda Road as previously studied with Alternative 9. Realign the south leg of Jefferson Avenue to square with the north leg. Remove the Alameda Road / Jefferson Avenue connection and realign Alameda Road into Deon Drive and Patsy Drive with a signalized intersection at the Ridley's Family Market Access
- **Cedar Street Transit Stop (A-2):** Build a dedicated transit hub with amenities, including sidewalks, benches, coverings, and an area for buses to pull out of the travel lane.
- **Custer Street / Arthur Avenue (D-1):** Upgrade signal with mast arms.
- **Union Pacific Avenue / Center Street (D-6):** Add and improve wayfinding signage toward downtown parking areas.
- **Arthur Avenue / Main Street (D-9):** Realign Arthur Avenue to square up with Main Street and align with Putnam Street. Channelize the left-turn lane from Arthur Avenue onto Main Street to allow for free flow traffic.

Additionally, some of the downtown couplet corridors were analyzed without a couplet. These include the Arthur Avenue and Main Street couplet analyzed with the majority of two-way flow on Main Street, and the Center Street / Lewis Street couple analyzed with the majority of two-way flow on Center Street.

For the Arthur Avenue & Main Street couplet, it was determined that with the traffic volumes on Main Street, left-turn lanes would be required to maintain operational efficiency of the roadway network, especially around Center Street and Clark Street. This would not be feasible without removing on-street parking. It would also reduce the safety of pedestrians at intersections by increasing crosswalk distances. Therefore, the potential change from one-way traffic flow to two-way traffic flow on Main Street and Arthur Avenue is not recommended.

For the Center Street & Lewis Street couplet, traffic volumes are much less than on Main Street and Arthur Avenue. It was determined that left-turn lanes would not be required and the existing cross-section of the street can be maintained. On-street parking would need to be removed southwest of Arthur Avenue to allow for two-way flow, but no other major impacts are anticipated with that change. Therefore, converting the Center Street & Lewis Street couplet in the downtown area to two-way roads could be considered.

G. Estimated Improvement Costs

The estimated costs to implement the recommended operational improvements is provided in Table 4. The conceptual improvements are provided in Appendix D.

Table 4: Estimated Improvement Costs

Project Number	Estimated Costs
H-5	\$950,000*
H-6	\$700,000
H-7	\$1,250,000*
H-8	\$1,000
H-10	\$1,000*
A-2	\$75,000
D-1	\$700,000*
D-6	\$600,000
D-9	\$650,000*

* Project may contain elements of both operational and safety improvements. See the Safety Study for more details

Source: Civil Science, September 2024

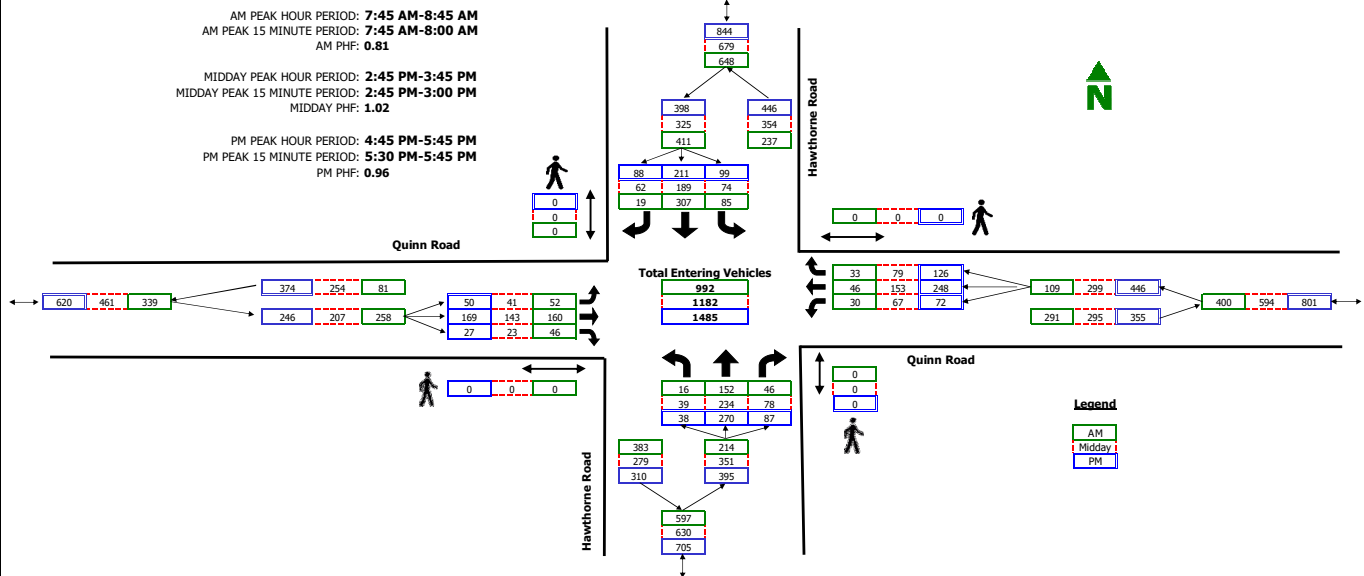
APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Hawthorne Road / Quinn Road
North/South: Hawthorne Road
East/West: Quinn Road
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

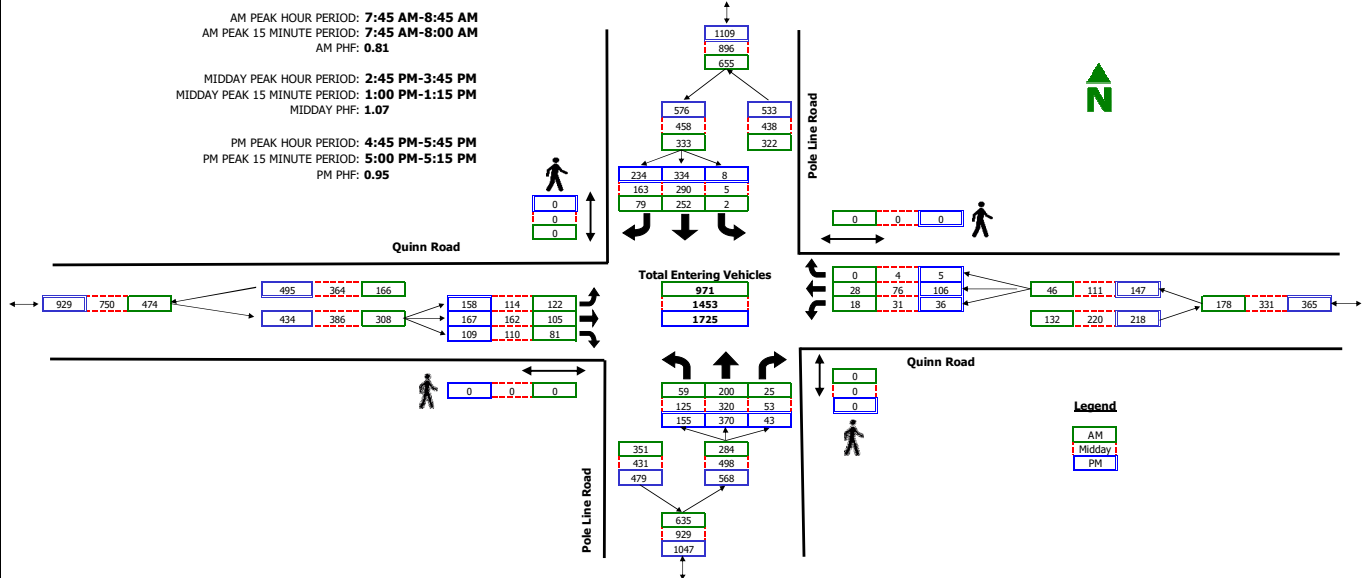


RAW COUNT SUMMARIES	Hawthorne Road Northbound				Hawthorne Road Southbound				Quinn Road Eastbound				Quinn Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	6	14	2	0	0	15	5	0	0	8	1	0	9	23	1	0	84
1:00 - 2:00	0	6	2	0	0	0	2	0	0	5	0	0	1	7	0	0	23
2:00 - 3:00	0	6	2	0	0	0	2	0	0	5	0	0	1	7	0	0	23
3:00 - 4:00	0	4	13	0	1	2	0	0	0	13	0	0	0	4	2	0	39
4:00 - 5:00	0	15	4	0	8	4	4	0	2	17	0	0	0	4	4	0	62
5:00 - 6:00	0	39	9	0	11	20	1	0	11	53	3	0	0	6	19	0	172
6:00 - 7:00	0	43	24	0	26	69	6	0	35	60	5	0	4	15	14	0	301
7:00 - 8:00	9	96	43	0	85	201	27	0	65	184	32	0	26	55	26	0	849
8:00 - 9:00	19	161	51	0	77	281	20	0	30	136	40	0	34	46	34	0	929
9:00 - 10:00	9	132	43	0	63	112	19	0	25	94	13	0	30	57	42	0	639
10:00 - 11:00	11	136	58	0	62	110	34	0	36	89	18	0	39	83	51	0	727
MID-DAY COUNTS																	
11:00 - 12:00	20	189	70	0	84	137	48	0	40	125	17	0	43	107	69	0	949
12:00 - 13:00	22	186	78	0	85	163	53	0	50	139	16	0	66	126	88	0	1072
13:00 - 14:00	27	195	77	0	90	169	49	0	47	129	18	0	57	131	90	0	1079
14:00 - 15:00	29	227	75	0	80	179	55	0	41	135	19	0	60	143	84	0	1127
15:00 - 16:00	53	296	87	0	79	197	62	0	44	149	25	0	71	167	88	0	1318
PM PERIOD COUNTS																	
16:00 - 17:00	53	272	86	0	97	190	74	0	48	145	23	0	69	201	111	0	1369
17:00 - 18:00	43	277	86	0	108	223	94	0	56	181	28	0	74	276	132	0	1578
18:00 - 19:00	35	192	73	0	95	197	79	0	50	166	32	0	71	222	94	0	1306
19:00 - 20:00	34	173	56	0	63	128	62	0	40	129	16	0	49	164	76	0	990
20:00 - 21:00	23	122	40	0	42	99	47	0	32	90	12	0	42	141	58	0	748
21:00 - 22:00	19	85	23	0	24	87	33	0	17	49	7	0	37	100	26	0	507
22:00 - 23:00	9	51	14	0	12	38	20	0	9	23	3	0	19	61	13	0	272
23:00 - 0:00	7	27	6	0	4	20	11	0	5	13	3	0	9	42	5	0	152

Intersection Turning Movement Summary

Intersection: Pole Line Road / Quinn Road
North/South: Pole Line Road
East/West: Quinn Road
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

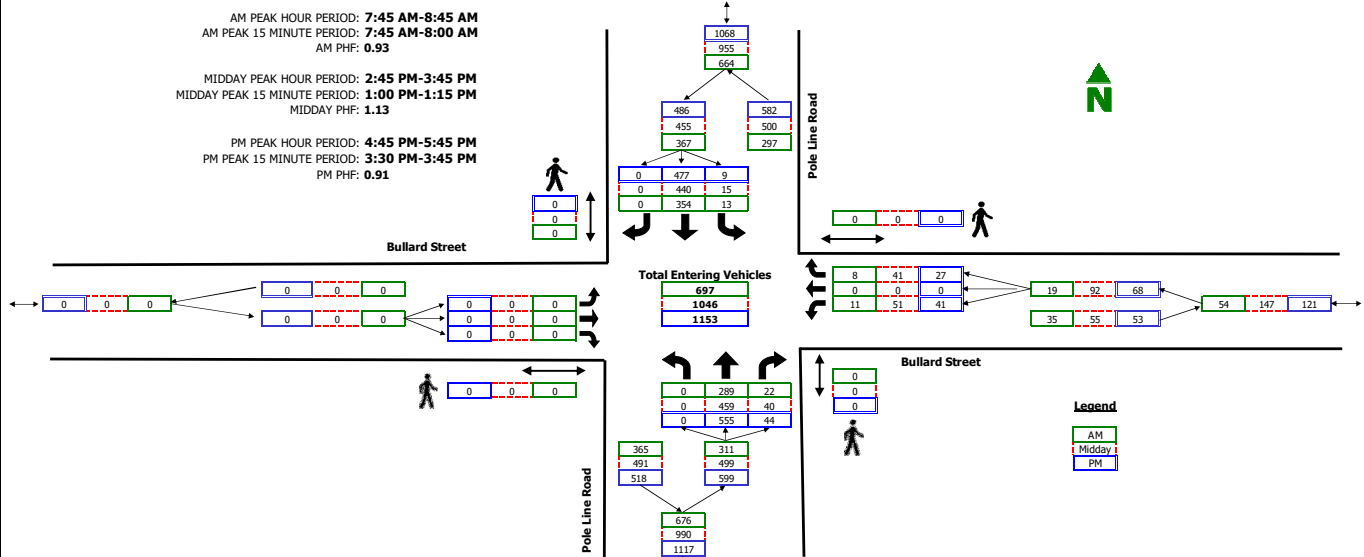


RAW COUNT SUMMARIES	Pole Line Road Northbound				Pole Line Road Southbound				Quinn Road Eastbound				Quinn Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	5	17	0	0	0	28	20	0	4	14	4	0	0	5	0	0	97
1:00 - 2:00	2	21	0	0	0	12	4	0	3	2	0	0	0	0	0	0	44
2:00 - 3:00	2	21	0	0	0	12	4	0	3	2	0	0	0	0	0	0	44
3:00 - 4:00	4	14	0	0	0	15	4	0	5	18	3	0	0	0	0	0	63
4:00 - 5:00	1	20	0	0	0	54	17	0	13	12	12	0	0	3	0	0	132
5:00 - 6:00	7	60	1	0	0	59	24	0	54	33	7	0	2	19	0	0	266
6:00 - 7:00	27	95	4	0	0	128	20	0	54	37	36	0	13	13	0	0	427
7:00 - 8:00	44	153	26	0	2	226	57	0	133	123	69	0	25	34	0	0	892
8:00 - 9:00	71	229	19	0	2	236	92	0	119	89	69	0	19	26	0	0	971
9:00 - 10:00	71	207	23	0	2	183	98	0	88	88	55	0	15	36	0	0	866
10:00 - 11:00	71	207	22	0	4	185	117	0	87	108	62	0	18	46	1	0	928
MID-DAY COUNTS																	
11:00 - 12:00	109	266	32	0	7	217	131	0	112	142	78	0	24	62	5	0	1185
12:00 - 13:00	105	285	43	0	9	263	161	0	122	179	88	0	33	78	8	0	1374
13:00 - 14:00	107	264	35	0	11	287	163	0	123	183	87	0	32	77	8	0	1377
14:00 - 15:00	106	282	39	0	7	276	173	0	112	160	94	0	29	73	4	0	1355
15:00 - 16:00	141	368	59	0	5	321	179	0	127	170	114	0	34	81	4	0	1603
PM PERIOD COUNTS																	
16:00 - 17:00	149	359	38	0	6	311	199	0	131	159	103	0	35	96	4	0	1590
17:00 - 18:00	164	387	47	0	11	367	257	0	163	182	112	0	42	110	6	0	1848
18:00 - 19:00	102	267	30	0	8	305	231	0	149	197	100	0	27	84	7	0	1507
19:00 - 20:00	75	215	20	0	6	242	167	0	109	144	83	0	21	64	7	0	1153
20:00 - 21:00	60	160	11	0	5	174	139	0	81	88	68	0	13	49	2	0	850
21:00 - 22:00	30	96	4	0	0	132	104	0	41	49	39	0	8	27	0	0	530
22:00 - 23:00	16	58	2	0	0	74	64	0	27	24	12	0	3	22	0	0	302
23:00 - 0:00	5	27	0	0	0	53	35	0	14	16	4	0	0	14	0	0	168

Intersection Turning Movement Summary

Intersection: Pole Line Road / Bullard Street
North/South: Pole Line Road
East/West: Bullard Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

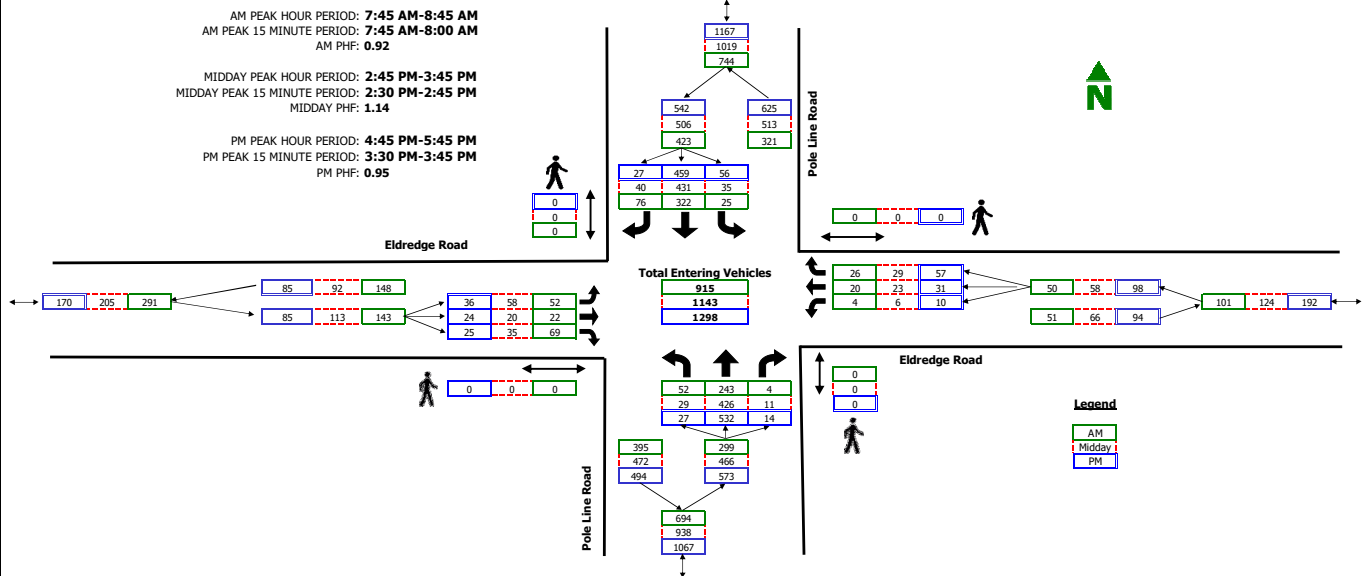


RAW COUNT SUMMARIES	Pole Line Road Northbound				Pole Line Road Southbound				Bullard Street Eastbound				Bullard Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	20	0	0	0	37	0	0	0	0	0	0	0	0	1	0	58
1:00 - 2:00	0	25	0	0	0	15	0	0	0	0	0	0	3	3	0	0	46
2:00 - 3:00	0	25	0	0	0	15	0	0	0	0	0	0	3	3	0	0	46
3:00 - 4:00	0	24	14	0	3	22	0	0	0	0	0	0	1	0	0	0	64
4:00 - 5:00	0	26	54	0	64	23	0	0	0	0	0	0	1	0	0	0	168
5:00 - 6:00	0	89	54	0	28	37	0	0	0	0	0	0	5	0	0	0	213
6:00 - 7:00	0	144	56	0	39	125	0	0	0	0	0	0	15	0	0	0	379
7:00 - 8:00	0	212	48	0	15	304	0	0	0	0	0	0	12	0	3	0	594
8:00 - 9:00	0	329	23	0	14	332	0	0	0	0	0	0	13	0	9	0	720
9:00 - 10:00	0	307	23	0	9	254	0	0	0	0	0	0	19	0	9	0	621
10:00 - 11:00	0	295	23	0	8	265	0	0	0	0	0	0	18	0	12	0	621
MID-DAY COUNTS																	
11:00 - 12:00	0	385	36	0	16	314	0	0	0	0	0	0	40	0	23	0	814
12:00 - 13:00	0	431	44	0	16	366	0	0	0	0	0	0	41	0	16	0	914
13:00 - 14:00	0	408	42	0	12	398	0	0	0	0	0	0	30	0	9	0	899
14:00 - 15:00	0	421	23	0	8	400	0	0	0	0	0	0	22	0	12	0	886
15:00 - 16:00	0	522	45	0	16	476	0	0	0	0	0	0	59	0	46	0	1164
PM PERIOD COUNTS																	
16:00 - 17:00	0	521	27	0	12	452	0	0	0	0	0	0	62	0	55	0	1129
17:00 - 18:00	0	583	49	0	8	521	0	0	0	0	0	0	37	0	22	0	1220
18:00 - 19:00	0	388	30	0	8	441	0	0	0	0	0	0	37	0	12	0	916
19:00 - 20:00	0	313	18	0	6	354	0	0	0	0	0	0	19	0	5	0	715
20:00 - 21:00	0	231	12	0	4	265	0	0	0	0	0	0	15	0	9	0	536
21:00 - 22:00	0	139	4	0	3	179	0	0	0	0	0	0	12	0	5	0	342
22:00 - 23:00	0	82	0	0	0	96	0	0	0	0	0	0	5	0	1	0	184
23:00 - 0:00	0	39	0	0	0	62	0	0	0	0	0	0	2	0	0	0	103

Intersection Turning Movement Summary

Intersection: Pole Line Road / Eldredge Road
North/South: Pole Line Road
East/West: Eldredge Road
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

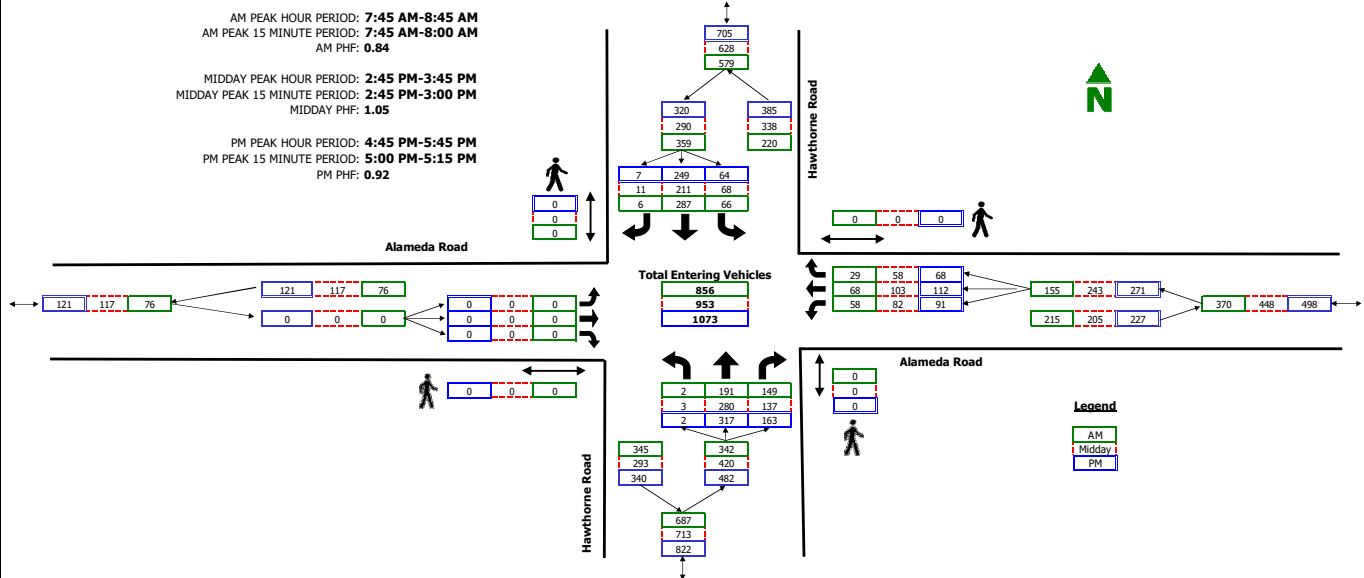


RAW COUNT SUMMARIES	Pole Line Road Northbound				Pole Line Road Southbound				Eldredge Road Eastbound				Eldredge Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	16	0	0	0	43	0	0	0	0	0	0	0	0	0	0	59
1:00 - 2:00	0	27	0	0	0	19	0	0	0	0	0	0	0	0	0	0	46
2:00 - 3:00	0	27	0	0	0	19	0	0	0	0	0	0	0	0	0	0	46
3:00 - 4:00	0	37	0	0	0	23	0	0	0	0	0	0	0	0	0	0	60
4:00 - 5:00	0	60	0	0	0	20	0	0	0	0	0	0	0	0	1	0	81
5:00 - 6:00	0	87	0	0	0	38	0	0	1	0	1	0	0	0	21	0	148
6:00 - 7:00	0	159	1	0	4	120	2	0	5	0	1	0	0	0	34	0	326
7:00 - 8:00	46	204	3	0	20	290	30	0	21	2	19	0	1	4	27	0	667
8:00 - 9:00	37	277	4	0	22	294	71	0	50	24	67	0	4	21	29	0	900
9:00 - 10:00	9	290	3	0	19	267	8	0	14	6	12	0	1	4	23	0	656
10:00 - 11:00	8	285	6	0	16	286	12	0	9	8	16	0	2	7	22	0	677
MID-DAY COUNTS																	
11:00 - 12:00	11	377	5	0	23	334	16	0	15	8	11	0	5	9	38	0	852
12:00 - 13:00	15	421	7	0	28	374	20	0	18	8	14	0	4	14	36	0	959
13:00 - 14:00	14	411	9	0	23	399	19	0	15	11	14	0	4	11	34	0	964
14:00 - 15:00	17	398	8	0	33	397	25	0	33	14	21	0	4	16	27	0	993
15:00 - 16:00	33	458	13	0	43	470	43	0	87	22	43	0	7	25	34	0	1278
PM PERIOD COUNTS																	
16:00 - 17:00	28	488	9	0	38	463	21	0	29	17	26	0	8	23	49	0	1199
17:00 - 18:00	29	557	17	0	67	491	29	0	37	25	24	0	11	32	66	0	1385
18:00 - 19:00	21	360	16	0	55	427	18	0	23	14	19	0	9	22	50	0	1034
19:00 - 20:00	14	277	9	0	41	337	13	0	17	15	22	0	11	24	46	0	826
20:00 - 21:00	8	214	4	0	41	243	9	0	7	9	7	0	7	20	28	0	597
21:00 - 22:00	9	137	2	0	23	168	2	0	3	4	4	0	1	11	12	0	376
22:00 - 23:00	4	83	0	0	8	95	0	0	2	1	4	0	0	3	6	0	206
23:00 - 0:00	2	42	0	0	2	61	0	0	0	0	0	0	0	2	0	0	109

Intersection Turning Movement Summary

Intersection: Hawthorne Road / Alameda Road
North/South: Hawthorne Road
East/West: Alameda Road
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

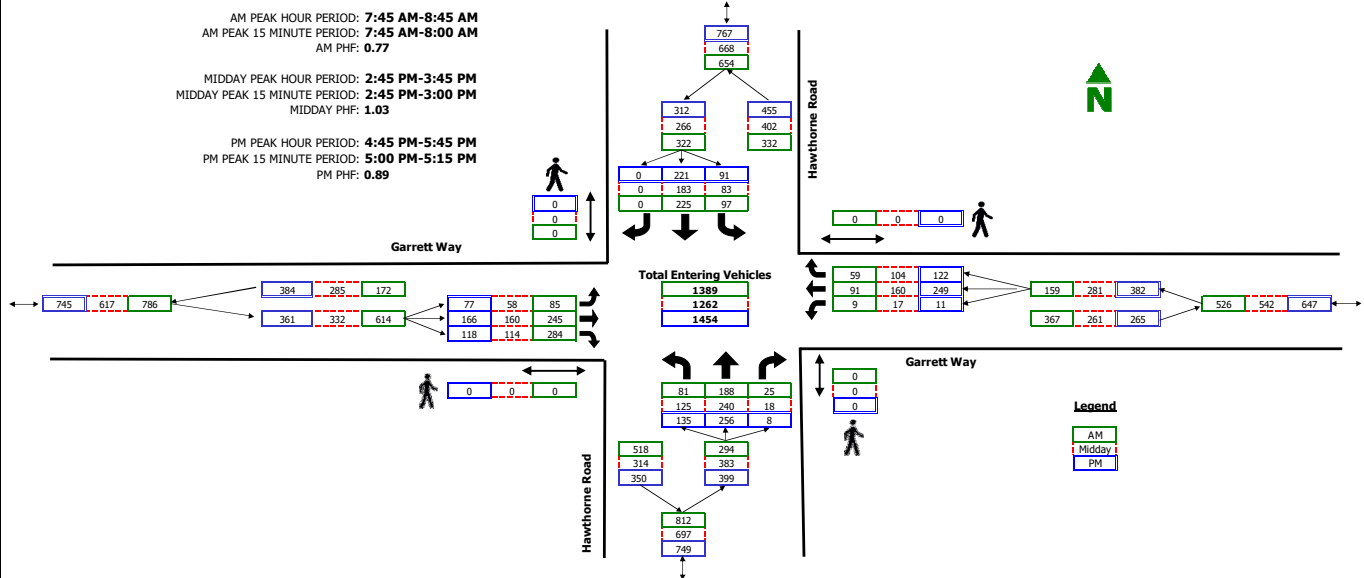


RAW COUNT SUMMARIES	Hawthorne Road Northbound				Hawthorne Road Southbound				Alameda Road Eastbound				Alameda Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	23	8	0	3	23	0	0	0	0	0	0	4	5	3	0	69
1:00 - 2:00	0	12	7	0	0	4	0	0	0	0	0	0	0	5	0	0	28
2:00 - 3:00	0	12	7	0	0	4	0	0	0	0	0	0	0	5	0	0	28
3:00 - 4:00	0	6	8	0	0	1	0	0	0	0	0	0	0	1	0	0	16
4:00 - 5:00	0	22	8	0	1	5	0	0	0	0	0	0	0	5	0	0	41
5:00 - 6:00	0	38	23	0	0	19	0	0	0	0	0	0	3	21	3	0	107
6:00 - 7:00	0	37	34	0	16	97	1	0	0	0	0	0	21	40	6	0	252
7:00 - 8:00	0	126	135	0	58	204	3	0	0	0	0	0	49	71	27	0	673
8:00 - 9:00	3	199	142	0	81	242	5	0	0	0	0	0	59	68	27	0	829
9:00 - 10:00	0	144	112	0	37	151	4	0	0	0	0	0	56	53	20	0	577
10:00 - 11:00	1	167	120	0	41	143	3	0	0	0	0	0	45	60	25	0	605
MID-DAY COUNTS																	
11:00 - 12:00	3	224	137	0	48	161	2	0	0	0	0	0	73	79	39	0	766
12:00 - 13:00	1	217	132	0	59	184	6	0	0	0	0	0	87	81	43	0	810
13:00 - 14:00	0	235	136	0	66	181	6	0	0	0	0	0	79	104	57	0	864
14:00 - 15:00	0	257	124	0	61	201	8	0	0	0	0	0	68	108	53	0	880
15:00 - 16:00	4	342	151	0	76	223	17	0	0	0	0	0	88	103	61	0	1065
PM PERIOD COUNTS																	
16:00 - 17:00	3	365	154	0	61	215	8	0	0	0	0	0	85	102	64	0	1057
17:00 - 18:00	1	312	164	0	71	269	5	0	0	0	0	0	99	119	74	0	1114
18:00 - 19:00	0	233	109	0	57	226	4	0	0	0	0	0	69	91	63	0	852
19:00 - 20:00	0	188	66	0	47	158	1	0	0	0	0	0	57	67	59	0	643
20:00 - 21:00	0	150	62	0	29	121	3	0	0	0	0	0	43	50	39	0	497
21:00 - 22:00	0	115	34	0	20	102	3	0	0	0	0	0	32	34	25	0	365
22:00 - 23:00	0	66	17	0	9	47	0	0	0	0	0	0	23	23	16	0	201
23:00 - 0:00	0	38	13	0	6	34	0	0	0	0	0	0	14	24	11	0	140

Intersection Turning Movement Summary

Intersection: Hawthorne Road / Garrett Way
North/South: Hawthorne Road
East/West: Garrett Way
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

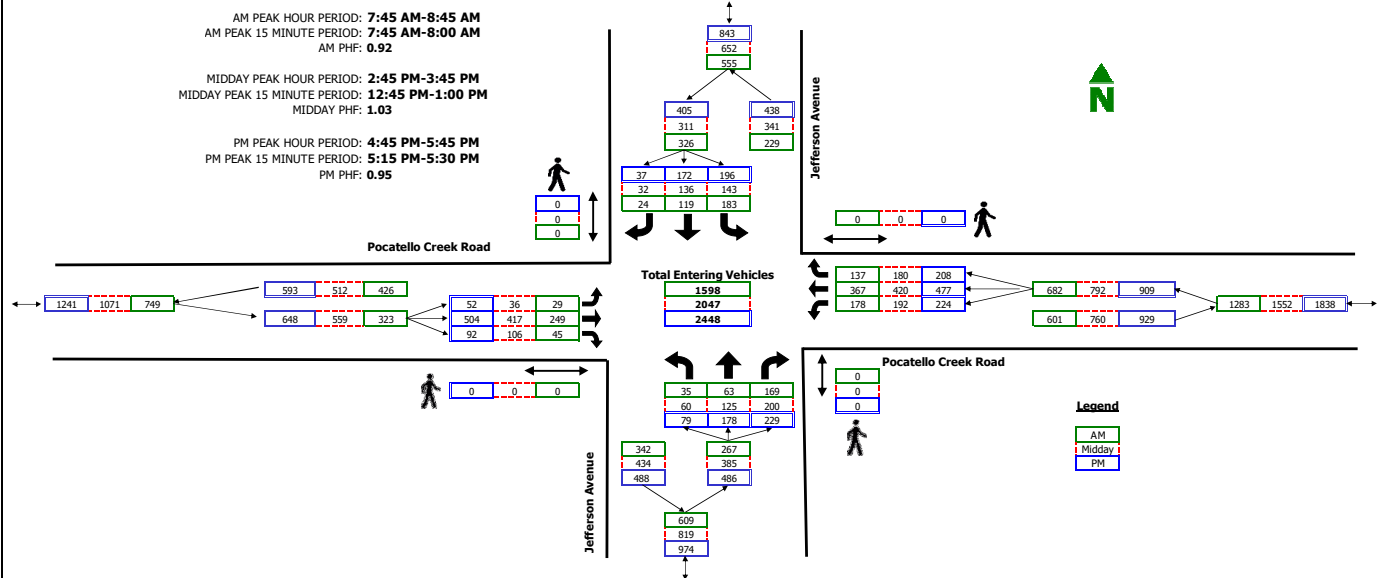


RAW COUNT SUMMARIES	Hawthorne Road Northbound				Hawthorne Road Southbound				Garrett Way Eastbound				Garrett Way Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	7	19	0	0	4	20	0	0	5	20	16	0	0	13	3	0	107
1:00 - 2:00	4	8	0	0	0	4	0	0	6	4	8	0	0	5	1	0	40
2:00 - 3:00	4	8	0	0	0	4	0	0	6	4	8	0	0	5	1	0	40
3:00 - 4:00	4	11	0	0	0	1	0	0	3	5	2	0	0	5	0	0	31
4:00 - 5:00	6	16	0	0	0	5	0	0	7	14	1	0	0	6	2	0	57
5:00 - 6:00	36	43	0	0	9	11	0	0	4	28	14	0	0	45	5	0	195
6:00 - 7:00	37	40	4	0	46	64	0	0	15	68	30	0	0	51	14	0	369
7:00 - 8:00	102	164	25	0	82	154	0	0	47	245	153	0	8	104	42	0	1126
8:00 - 9:00	79	186	20	0	88	190	0	0	85	190	233	0	8	97	60	0	1236
9:00 - 10:00	70	149	11	0	70	121	0	0	51	157	69	0	15	97	47	0	857
10:00 - 11:00	69	152	13	0	62	111	0	0	56	129	66	0	8	107	64	0	837
MID-DAY COUNTS																	
11:00 - 12:00	76	202	12	0	67	148	0	0	58	149	69	0	12	133	78	0	1004
12:00 - 13:00	84	199	18	0	71	179	0	0	58	157	77	0	11	160	82	0	1096
13:00 - 14:00	90	212	17	0	81	158	0	0	55	150	74	0	16	136	85	0	1074
14:00 - 15:00	126	221	14	0	84	163	0	0	47	140	84	0	14	157	99	0	1149
15:00 - 16:00	152	290	19	0	87	195	0	0	65	174	124	0	18	170	117	0	1411
PM PERIOD COUNTS																	
16:00 - 17:00	137	302	12	0	82	191	0	0	74	190	105	0	12	231	118	0	1454
17:00 - 18:00	142	254	11	0	97	244	0	0	78	182	131	0	12	260	120	0	1531
18:00 - 19:00	94	187	6	0	73	204	0	0	51	138	110	0	4	174	87	0	1128
19:00 - 20:00	73	149	4	0	54	145	0	0	25	75	58	0	4	117	66	0	770
20:00 - 21:00	61	115	4	0	35	115	0	0	30	70	42	0	4	96	61	0	633
21:00 - 22:00	44	83	0	0	25	98	0	0	12	44	37	0	0	58	45	0	446
22:00 - 23:00	27	46	0	0	12	51	0	0	6	24	22	0	0	44	25	0	257
23:00 - 0:00	17	29	0	0	7	35	0	0	4	22	15	0	0	18	14	0	161

Intersection Turning Movement Summary

Intersection: Jefferson Avenue / Pocatello Creek Road
North/South: Jefferson Avenue
East/West: Pocatello Creek Road
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

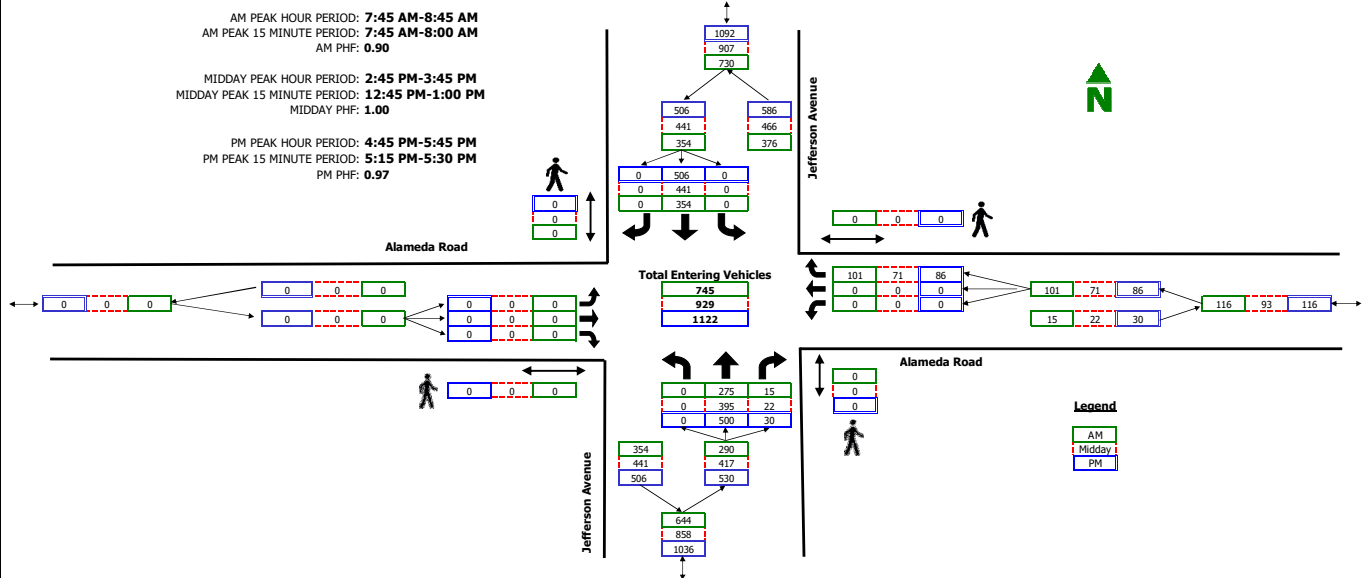


RAW COUNT SUMMARIES	Jefferson Avenue Northbound				Jefferson Avenue Southbound				Pocatello Creek Road Eastbound				Pocatello Creek Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	4	4	13	0	4	6	0	0	0	18	8	0	20	24	6	0	107
1:00 - 2:00	0	1	13	0	3	0	0	0	0	7	0	0	5	6	1	0	36
2:00 - 3:00	0	1	13	0	3	0	0	0	0	7	0	0	5	6	1	0	36
3:00 - 4:00	0	0	12	0	3	0	0	0	0	8	0	0	6	13	2	0	44
4:00 - 5:00	0	6	9	0	6	0	0	0	0	14	0	0	6	14	13	0	68
5:00 - 6:00	4	23	32	0	41	6	0	0	1	42	1	0	20	64	14	0	248
6:00 - 7:00	13	15	54	0	44	21	2	0	0	73	14	0	64	88	42	0	430
7:00 - 8:00	29	50	126	0	112	103	16	0	15	208	37	0	121	234	110	0	1161
8:00 - 9:00	37	75	166	0	168	106	23	0	27	243	43	0	207	389	130	0	1614
9:00 - 10:00	29	71	118	0	78	85	18	0	16	217	41	0	152	296	96	0	1217
10:00 - 11:00	47	92	117	0	89	82	19	0	22	241	50	0	135	311	111	0	1316
MID-DAY COUNTS																	
11:00 - 12:00	65	121	163	0	106	107	32	0	36	314	68	0	151	387	144	0	1694
12:00 - 13:00	69	129	170	0	130	145	39	0	47	384	82	0	186	435	176	0	1992
13:00 - 14:00	66	122	171	0	137	136	29	0	45	392	90	0	182	386	154	0	1910
14:00 - 15:00	68	128	186	0	135	127	34	0	38	395	84	0	172	384	157	0	1908
15:00 - 16:00	67	138	208	0	161	150	32	0	45	455	125	0	222	465	199	0	2267
PM PERIOD COUNTS																	
16:00 - 17:00	77	185	221	0	159	158	33	0	49	474	92	0	217	507	259	0	2431
17:00 - 18:00	78	177	240	0	218	179	39	0	53	543	105	0	235	507	220	0	2594
18:00 - 19:00	62	129	188	0	144	146	27	0	33	442	97	0	211	394	174	0	2047
19:00 - 20:00	47	89	170	0	106	106	20	0	24	371	73	0	152	292	124	0	1574
20:00 - 21:00	33	76	137	0	80	74	13	0	19	293	65	0	120	208	80	0	1198
21:00 - 22:00	24	53	92	0	44	48	6	0	12	174	47	0	90	145	51	0	786
22:00 - 23:00	14	30	53	0	25	26	4	0	4	95	25	0	58	84	24	0	442
23:00 - 0:00	4	13	41	0	12	18	2	0	0	40	17	0	41	55	15	0	258

Intersection Turning Movement Summary

Intersection: Jefferson Avenue / Alameda Road
North/South: Jefferson Avenue
East/West: Alameda Road
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

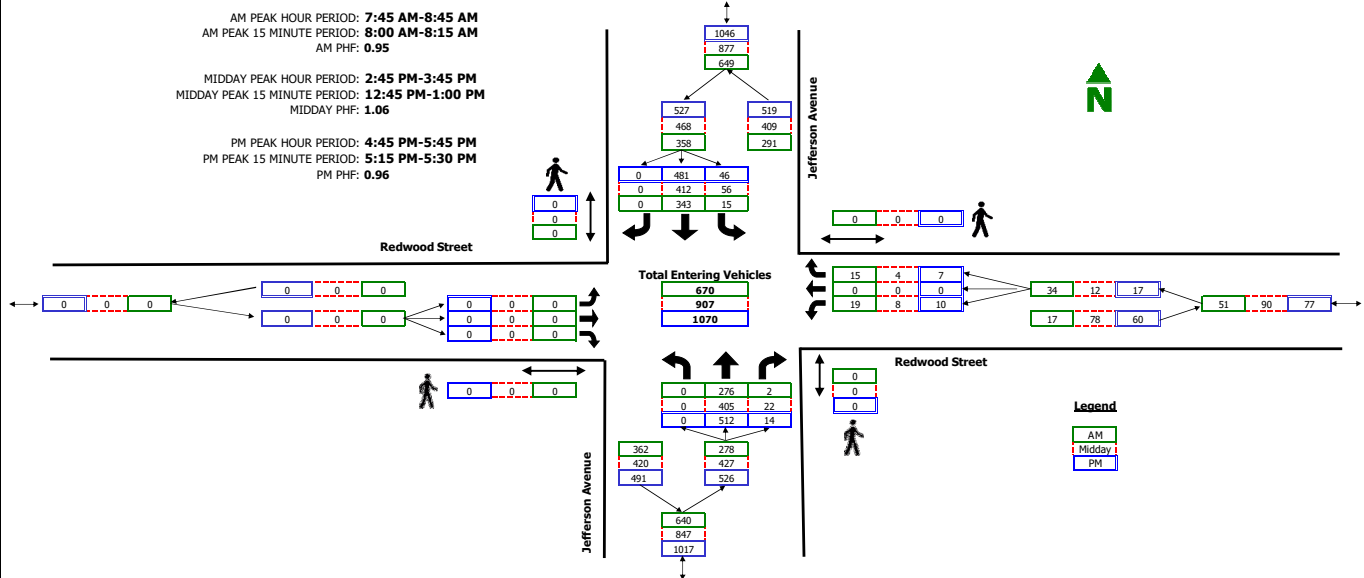


RAW COUNT SUMMARIES	Jefferson Avenue Northbound				Jefferson Avenue Southbound				Alameda Road Eastbound				Alameda Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	24	0	0	0	38	0	0	0	0	0	0	0	0	4	0	66
1:00 - 2:00	0	20	0	0	0	13	0	0	0	0	0	0	0	0	0	0	33
2:00 - 3:00	0	20	0	0	0	13	0	0	0	0	0	0	0	0	0	0	33
3:00 - 4:00	0	18	0	0	0	13	0	0	0	0	0	0	0	0	0	0	31
4:00 - 5:00	0	20	0	0	0	13	0	0	0	0	0	0	0	0	53	0	86
5:00 - 6:00	0	64	0	0	0	30	0	0	0	0	0	0	0	0	16	0	110
6:00 - 7:00	0	90	2	0	0	103	0	0	0	0	0	0	0	0	30	0	225
7:00 - 8:00	0	218	5	0	0	273	0	0	0	0	0	0	0	0	102	0	598
8:00 - 9:00	0	283	17	0	0	370	0	0	0	0	0	0	0	0	75	0	745
9:00 - 10:00	0	227	13	0	0	286	0	0	0	0	0	0	0	0	51	0	577
10:00 - 11:00	0	267	14	0	0	279	0	0	0	0	0	0	0	0	53	0	613
MID-DAY COUNTS																	
11:00 - 12:00	0	357	18	0	0	334	0	0	0	0	0	0	0	0	76	0	785
12:00 - 13:00	0	378	26	0	0	425	0	0	0	0	0	0	0	0	73	0	902
13:00 - 14:00	0	370	24	0	0	424	0	0	0	0	0	0	0	0	74	0	892
14:00 - 15:00	0	394	24	0	0	395	0	0	0	0	0	0	0	0	79	0	892
15:00 - 16:00	0	425	24	0	0	501	0	0	0	0	0	0	0	0	75	0	1025
PM PERIOD COUNTS																	
16:00 - 17:00	0	493	27	0	0	483	0	0	0	0	0	0	0	0	89	0	1092
17:00 - 18:00	0	509	35	0	0	539	0	0	0	0	0	0	0	0	94	0	1177
18:00 - 19:00	0	390	28	0	0	469	0	0	0	0	0	0	0	0	94	0	981
19:00 - 20:00	0	321	26	0	0	344	0	0	0	0	0	0	0	0	74	0	765
20:00 - 21:00	0	253	16	0	0	270	0	0	0	0	0	0	0	0	75	0	614
21:00 - 22:00	0	177	15	0	0	194	0	0	0	0	0	0	0	0	39	0	425
22:00 - 23:00	0	103	8	0	0	114	0	0	0	0	0	0	0	0	22	0	247
23:00 - 0:00	0	64	1	0	0	80	0	0	0	0	0	0	0	0	15	0	160

Intersection Turning Movement Summary

Intersection: Jefferson Avenue / Redwood Street
North/South: Jefferson Avenue
East/West: Redwood Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

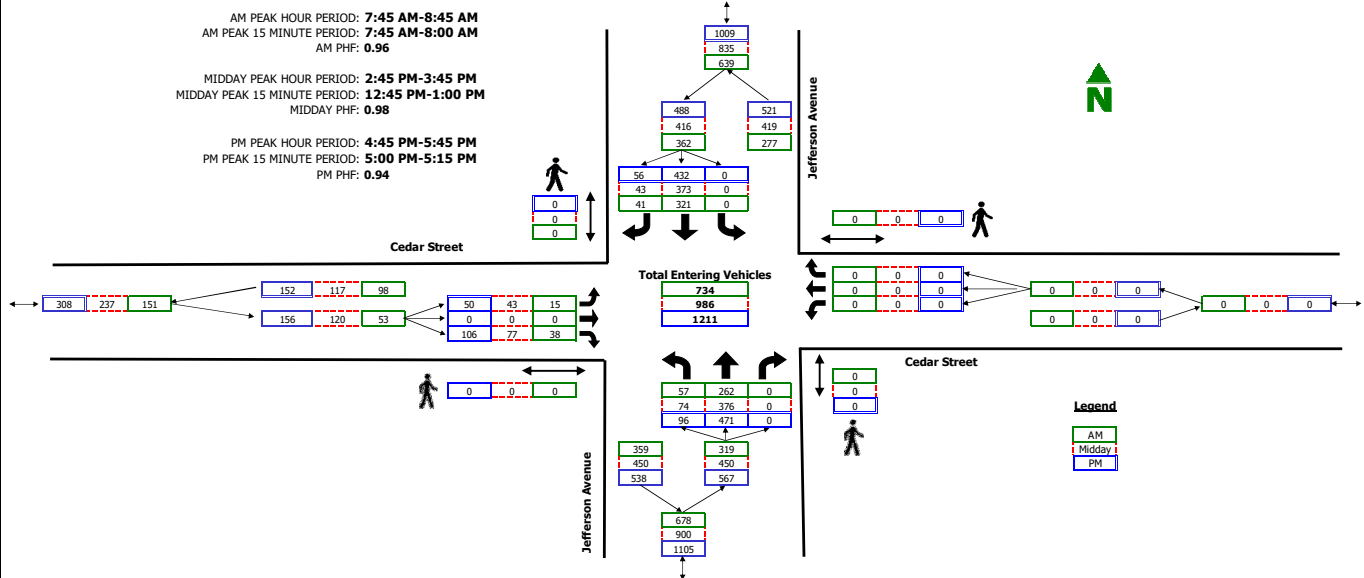


RAW COUNT SUMMARIES	Jefferson Avenue Northbound				Jefferson Avenue Southbound				Redwood Street Eastbound				Redwood Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	28	0	0	1	37	0	0	0	0	0	0	0	0	0	0	66
1:00 - 2:00	0	19	0	0	0	13	0	0	0	0	0	0	0	0	0	0	32
2:00 - 3:00	0	19	0	0	0	13	0	0	0	0	0	0	0	0	0	0	32
3:00 - 4:00	0	16	0	0	0	8	0	0	0	0	0	0	0	0	0	0	24
4:00 - 5:00	0	16	0	0	0	8	0	0	0	0	0	0	0	0	0	0	24
5:00 - 6:00	0	62	0	0	4	25	0	0	0	0	0	0	0	0	0	0	91
6:00 - 7:00	0	91	0	0	6	94	0	0	0	0	0	0	15	0	0	0	206
7:00 - 8:00	0	215	3	0	6	263	0	0	0	0	0	0	19	0	9	0	515
8:00 - 9:00	0	288	2	0	18	353	0	0	0	0	0	0	12	0	11	0	684
9:00 - 10:00	0	235	3	0	17	269	0	0	0	0	0	0	4	0	1	0	529
10:00 - 11:00	0	270	4	0	17	269	0	0	0	0	0	0	6	0	0	0	566
MID-DAY COUNTS																	
11:00 - 12:00	0	362	4	0	32	314	0	0	0	0	0	0	6	0	3	0	721
12:00 - 13:00	0	396	7	0	26	407	0	0	0	0	0	0	7	0	2	0	845
13:00 - 14:00	0	379	7	0	38	400	0	0	0	0	0	0	7	0	4	0	835
14:00 - 15:00	0	414	8	0	34	375	0	0	0	0	0	0	7	0	2	0	840
15:00 - 16:00	0	434	26	0	71	463	0	0	0	0	0	0	8	0	4	0	1006
PM PERIOD COUNTS																	
16:00 - 17:00	0	502	12	0	42	462	0	0	0	0	0	0	9	0	4	0	1031
17:00 - 18:00	0	522	15	0	59	508	0	0	0	0	0	0	12	0	7	0	1123
18:00 - 19:00	0	406	11	0	62	439	0	0	0	0	0	0	8	0	4	0	930
19:00 - 20:00	0	334	8	0	44	321	0	0	0	0	0	0	8	0	2	0	717
20:00 - 21:00	0	266	7	0	40	245	0	0	0	0	0	0	4	0	0	0	562
21:00 - 22:00	0	184	4	0	22	181	0	0	0	0	0	0	1	0	0	0	392
22:00 - 23:00	0	109	2	0	15	108	0	0	0	0	0	0	0	0	0	0	234
23:00 - 0:00	0	65	0	0	6	76	0	0	0	0	0	0	0	0	0	0	147

Intersection Turning Movement Summary

Intersection: Jefferson Avenue / Cedar Street
North/South: Jefferson Avenue
East/West: Cedar Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

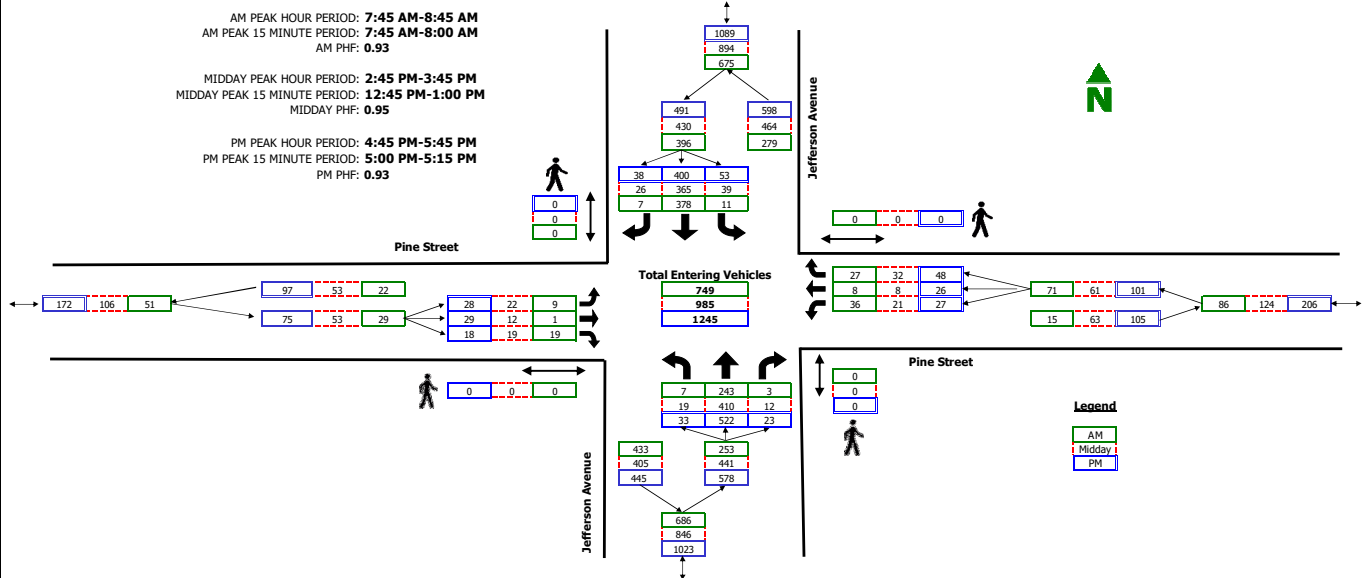


RAW COUNT SUMMARIES	Jefferson Avenue Northbound				Jefferson Avenue Southbound				Cedar Street Eastbound				Cedar Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	1	24	0	0	0	35	0	0	0	0	5	0	0	0	0	0	65
1:00 - 2:00	1	19	0	0	0	11	0	0	0	0	0	0	0	0	0	0	31
2:00 - 3:00	1	19	0	0	0	11	0	0	0	0	0	0	0	0	0	0	31
3:00 - 4:00	0	20	0	0	0	9	0	0	0	0	0	0	0	0	0	0	29
4:00 - 5:00	2	18	0	0	0	8	0	0	0	0	0	0	0	0	0	0	28
5:00 - 6:00	7	59	0	0	0	24	0	0	3	0	1	0	0	0	0	0	94
6:00 - 7:00	17	86	0	0	0	99	3	0	4	0	5	0	0	0	0	0	214
7:00 - 8:00	53	200	0	0	0	253	26	0	20	0	32	0	0	0	0	0	584
8:00 - 9:00	53	273	0	0	0	320	48	0	17	0	42	0	0	0	0	0	753
9:00 - 10:00	54	223	0	0	0	253	23	0	18	0	46	0	0	0	0	0	617
10:00 - 11:00	63	255	0	0	0	246	27	0	23	0	53	0	0	0	0	0	667
MID-DAY COUNTS																	
11:00 - 12:00	81	333	0	0	0	286	36	0	33	0	62	0	0	0	0	0	831
12:00 - 13:00	76	363	0	0	0	374	45	0	43	0	88	0	0	0	0	0	989
13:00 - 14:00	67	344	0	0	0	363	50	0	44	0	94	0	0	0	0	0	962
14:00 - 15:00	85	380	0	0	0	349	33	0	42	0	76	0	0	0	0	0	965
15:00 - 16:00	80	409	0	0	0	414	51	0	45	0	88	0	0	0	0	0	1087
PM PERIOD COUNTS																	
16:00 - 17:00	89	470	0	0	0	415	55	0	40	0	88	0	0	0	0	0	1157
17:00 - 18:00	97	482	0	0	0	455	62	0	53	0	108	0	0	0	0	0	1257
18:00 - 19:00	62	371	0	0	0	396	47	0	45	0	84	0	0	0	0	0	1005
19:00 - 20:00	43	304	0	0	0	293	33	0	38	0	65	0	0	0	0	0	776
20:00 - 21:00	40	236	0	0	0	223	23	0	34	0	55	0	0	0	0	0	611
21:00 - 22:00	21	169	0	0	0	169	13	0	20	0	42	0	0	0	0	0	434
22:00 - 23:00	12	102	0	0	0	101	4	0	8	0	19	0	0	0	0	0	246
23:00 - 0:00	4	62	0	0	0	74	2	0	1	0	8	0	0	0	0	0	151

Intersection Turning Movement Summary

Intersection: Jefferson Avenue / Pine Street
North/South: Jefferson Avenue
East/West: Pine Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

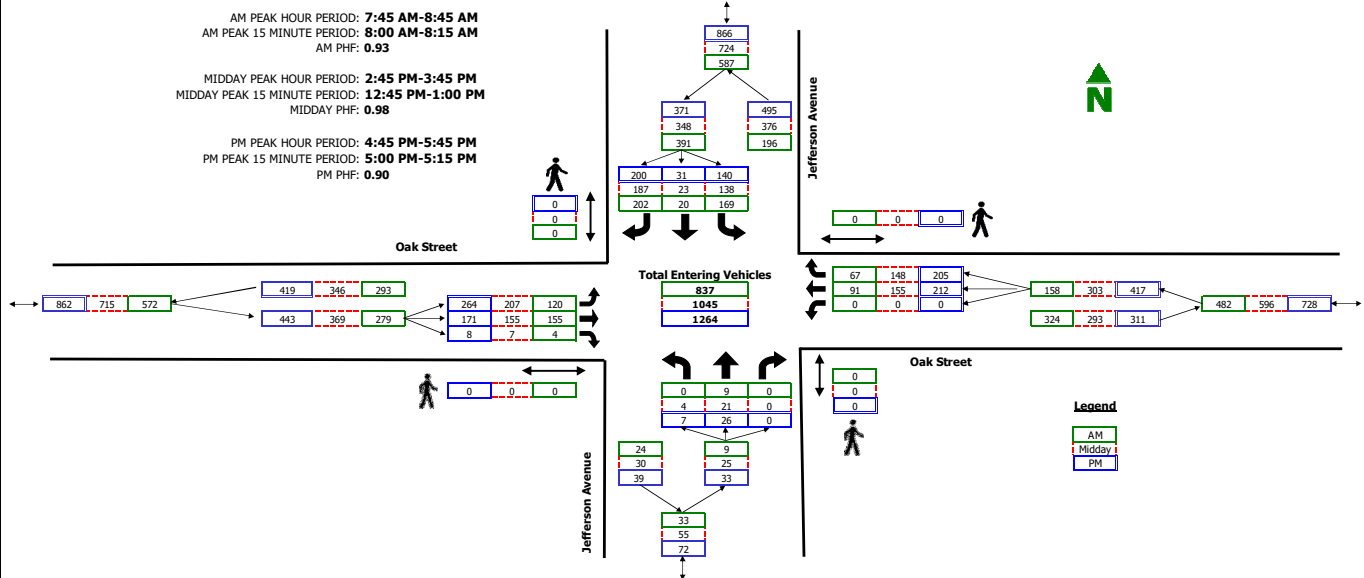


RAW COUNT SUMMARIES	Jefferson Avenue Northbound				Jefferson Avenue Southbound				Pine Street Eastbound				Pine Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	29	0	0	3	33	0	0	1	0	0	0	0	0	0	0	66
1:00 - 2:00	0	15	0	0	0	8	0	0	0	0	0	0	0	8	0	0	31
2:00 - 3:00	0	15	0	0	0	8	0	0	0	0	0	0	0	0	8	0	31
3:00 - 4:00	0	11	0	0	0	11	0	0	1	0	0	0	0	0	6	0	29
4:00 - 5:00	0	24	0	0	0	11	0	0	1	0	0	0	0	0	1	0	37
5:00 - 6:00	0	47	0	0	0	35	0	0	5	0	1	0	6	0	6	0	100
6:00 - 7:00	0	70	0	0	4	112	3	0	0	0	14	0	28	2	24	0	257
7:00 - 8:00	6	176	1	0	9	306	7	0	20	2	19	0	30	3	26	0	605
8:00 - 9:00	7	256	3	0	12	367	9	0	9	0	16	0	33	8	28	0	748
9:00 - 10:00	11	238	5	0	13	276	11	0	18	2	18	0	14	4	22	0	632
10:00 - 11:00	13	271	12	0	16	267	14	0	16	9	12	0	13	5	22	0	670
MID-DAY COUNTS																	
11:00 - 12:00	19	364	15	0	21	294	23	0	18	5	14	0	18	16	27	0	834
12:00 - 13:00	20	394	8	0	29	392	25	0	21	19	21	0	25	8	26	0	988
13:00 - 14:00	17	355	9	0	32	375	22	0	23	13	24	0	30	6	21	0	927
14:00 - 15:00	23	398	11	0	40	343	25	0	20	8	21	0	25	8	33	0	955
15:00 - 16:00	21	455	16	0	42	408	36	0	27	15	21	0	22	9	34	0	1106
PM PERIOD COUNTS																	
16:00 - 17:00	26	511	19	0	47	397	29	0	26	23	18	0	29	15	42	0	1182
17:00 - 18:00	30	529	23	0	54	420	38	0	33	27	20	0	25	25	47	0	1271
18:00 - 19:00	16	371	15	0	42	371	25	0	30	20	18	0	26	13	35	0	982
19:00 - 20:00	15	309	9	0	35	273	23	0	18	14	15	0	16	6	23	0	756
20:00 - 21:00	9	246	7	0	33	210	18	0	17	8	11	0	15	5	21	0	600
21:00 - 22:00	7	176	6	0	20	157	12	0	9	6	6	0	7	1	17	0	424
22:00 - 23:00	3	111	4	0	13	101	7	0	4	4	2	0	4	2	5	0	260
23:00 - 0:00	0	65	0	0	4	62	4	0	5	1	0	0	1	1	1	0	144

Intersection Turning Movement Summary

Intersection: Jefferson Avenue / Oak Street
North/South: Jefferson Avenue
East/West: Oak Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

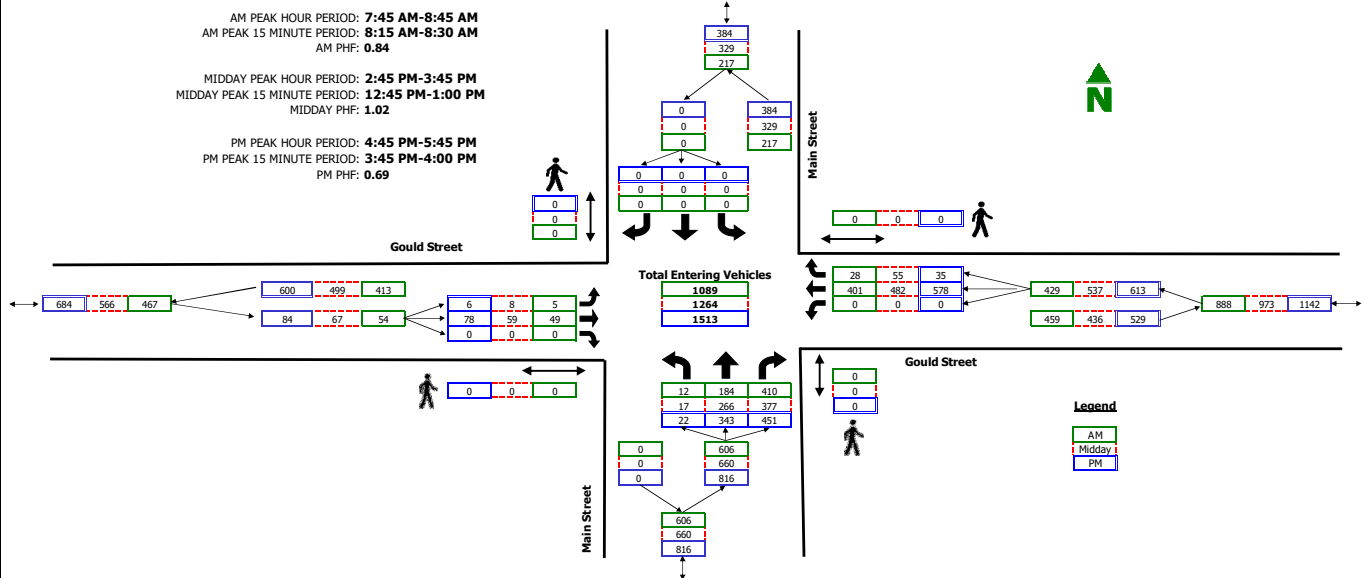


RAW COUNT SUMMARIES	Jefferson Avenue Northbound				Jefferson Avenue Southbound				Oak Street Eastbound				Oak Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	5	3	17	0	16	11	0	0	0	5	6	0	63
1:00 - 2:00	0	0	0	0	0	0	6	0	9	3	0	0	0	2	0	0	20
2:00 - 3:00	0	0	0	0	0	0	6	0	9	3	0	0	0	2	0	0	20
3:00 - 4:00	0	0	0	0	1	0	7	0	6	0	0	0	0	4	2	0	20
4:00 - 5:00	0	0	0	0	4	0	5	0	18	4	0	0	0	14	6	0	51
5:00 - 6:00	0	0	0	0	13	0	22	0	25	24	0	0	0	18	6	0	108
6:00 - 7:00	0	1	0	0	35	3	68	0	36	50	0	0	0	20	25	0	238
7:00 - 8:00	0	9	0	0	130	14	161	0	68	131	1	0	0	71	57	0	642
8:00 - 9:00	0	9	0	0	172	19	201	0	126	170	4	0	0	95	73	0	869
9:00 - 10:00	3	9	0	0	117	17	148	0	118	133	3	0	0	107	87	0	742
10:00 - 11:00	3	14	0	0	100	16	141	0	121	126	4	0	0	118	126	0	769
MID-DAY COUNTS																	
11:00 - 12:00	4	16	0	0	106	19	152	0	165	114	4	0	0	157	159	0	896
12:00 - 13:00	3	20	0	0	150	22	192	0	193	146	6	0	0	164	150	0	1046
13:00 - 14:00	4	18	0	0	161	21	193	0	171	163	6	0	0	130	125	0	992
14:00 - 15:00	3	18	0	0	140	26	174	0	194	154	6	0	0	183	157	0	1055
15:00 - 16:00	4	24	0	0	147	25	207	0	228	165	8	0	0	167	170	0	1145
PM PERIOD COUNTS																	
16:00 - 17:00	4	25	0	0	125	28	205	0	251	163	8	0	0	201	194	0	1204
17:00 - 18:00	7	23	0	0	150	34	205	0	267	176	9	0	0	203	203	0	1277
18:00 - 19:00	4	15	0	0	123	27	189	0	185	132	9	0	0	135	119	0	938
19:00 - 20:00	4	13	0	0	90	17	139	0	150	101	6	0	0	90	92	0	702
20:00 - 21:00	1	12	0	0	70	14	101	0	123	81	5	0	0	70	78	0	555
21:00 - 22:00	1	8	0	0	53	13	69	0	92	63	5	0	0	49	50	0	403
22:00 - 23:00	0	5	0	0	26	7	53	0	57	40	3	0	0	28	29	0	248
23:00 - 0:00	0	2	0	0	15	4	34	0	30	21	1	0	0	13	12	0	132

Intersection Turning Movement Summary

Intersection: Main Street / Gould Street
North/South: Main Street
East/West: Gould Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

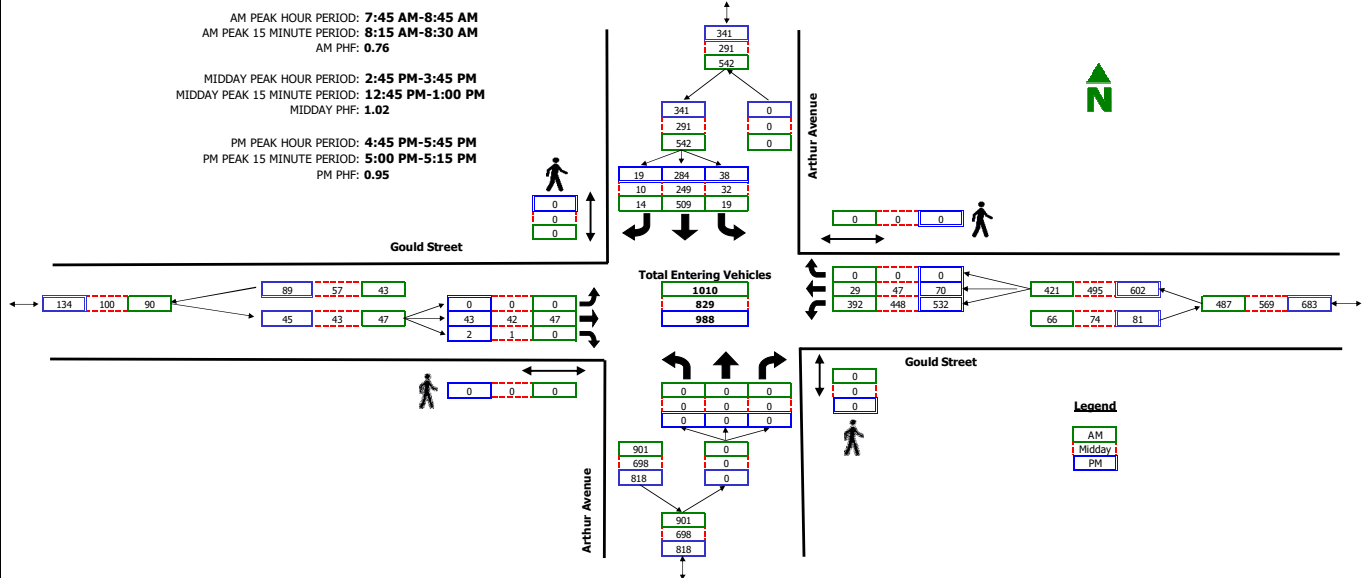


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Gould Street Eastbound				Gould Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	1	20	29	0	0	0	0	0	0	0	0	0	0	43	3	0	96
1:00 - 2:00	0	14	28	0	0	0	0	0	0	0	0	0	0	18	0	0	60
2:00 - 3:00	0	14	28	0	0	0	0	0	0	0	0	0	0	18	0	0	60
3:00 - 4:00	0	11	27	0	0	0	0	0	0	0	0	0	0	21	1	0	60
4:00 - 5:00	0	17	53	0	0	0	0	0	0	3	0	0	0	23	0	0	96
5:00 - 6:00	0	61	94	0	0	0	0	0	0	7	0	0	0	46	4	0	212
6:00 - 7:00	3	66	162	0	0	0	0	0	0	8	0	0	0	96	25	0	360
7:00 - 8:00	7	153	276	0	0	0	0	0	4	30	0	0	0	243	28	0	741
8:00 - 9:00	12	198	389	0	0	0	0	0	5	50	0	0	0	389	33	0	1076
9:00 - 10:00	12	170	264	0	0	0	0	0	3	34	0	0	0	274	42	0	799
10:00 - 11:00	9	178	291	0	0	0	0	0	2	58	0	0	0	245	42	0	825
MID-DAY COUNTS																	
11:00 - 12:00	9	226	341	0	0	0	0	0	5	58	0	0	0	337	48	0	1024
12:00 - 13:00	16	217	400	0	0	0	0	0	2	50	0	0	0	428	48	0	1161
13:00 - 14:00	18	211	382	0	0	0	0	0	3	57	0	0	0	436	37	0	1144
14:00 - 15:00	15	259	386	0	0	0	0	0	7	49	0	0	0	413	46	0	1175
15:00 - 16:00	20	392	510	0	0	0	0	0	13	68	0	0	0	537	59	0	1599
PM PERIOD COUNTS																	
16:00 - 17:00	22	358	482	0	0	0	0	0	17	58	0	0	0	527	48	0	1512
17:00 - 18:00	22	337	470	0	0	0	0	0	5	74	0	0	0	629	33	0	1570
18:00 - 19:00	13	220	339	0	0	0	0	0	4	38	0	0	0	523	27	0	1164
19:00 - 20:00	15	203	268	0	0	0	0	0	3	22	0	0	0	412	23	0	946
20:00 - 21:00	13	158	187	0	0	0	0	0	0	18	0	0	0	308	17	0	701
21:00 - 22:00	9	116	171	0	0	0	0	0	0	24	0	0	0	222	13	0	555
22:00 - 23:00	2	62	106	0	0	0	0	0	0	9	0	0	0	122	6	0	307
23:00 - 0:00	1	33	62	0	0	0	0	0	0	4	0	0	0	68	2	0	170

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Gould Street
North/South: Arthur Avenue
East/West: Gould Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

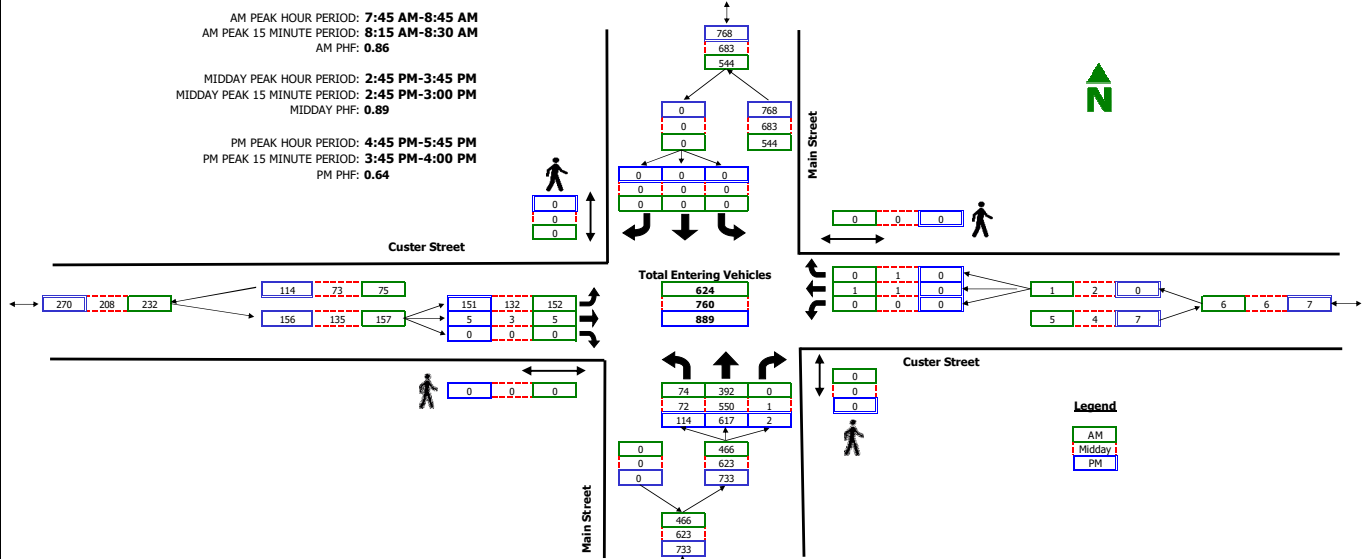


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Gould Street Eastbound				Gould Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	0	32	0	0	0	0	0	0	42	4	0	0	78
1:00 - 2:00	0	0	0	0	0	14	0	0	0	0	0	0	17	0	0	0	31
2:00 - 3:00	0	0	0	0	0	14	0	0	0	0	0	0	17	0	0	0	31
3:00 - 4:00	0	0	0	0	0	6	0	0	0	0	0	0	19	0	0	0	25
4:00 - 5:00	0	0	0	0	0	12	0	0	0	1	0	0	22	0	0	0	35
5:00 - 6:00	0	0	0	0	2	21	0	0	0	1	0	0	32	1	0	0	57
6:00 - 7:00	0	0	0	0	4	80	0	0	0	5	0	0	81	6	0	0	176
7:00 - 8:00	0	0	0	0	9	243	5	0	0	39	0	0	224	26	0	0	546
8:00 - 9:00	0	0	0	0	13	460	12	0	0	40	0	0	388	27	0	0	950
9:00 - 10:00	0	0	0	0	18	185	0	0	0	24	0	0	252	29	0	0	508
10:00 - 11:00	0	0	0	0	19	166	4	0	0	35	0	0	248	30	0	0	502
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	23	177	7	0	0	44	2	0	325	37	0	0	615
12:00 - 13:00	0	0	0	0	27	217	17	0	0	42	3	0	428	46	0	0	780
13:00 - 14:00	0	0	0	0	26	197	8	0	0	40	1	0	411	50	0	0	733
14:00 - 15:00	0	0	0	0	25	203	8	0	0	46	0	0	400	43	0	0	725
15:00 - 16:00	0	0	0	0	36	283	11	0	0	50	2	0	499	50	0	0	931
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	30	260	15	0	0	51	2	0	498	57	0	0	913
17:00 - 18:00	0	0	0	0	35	312	18	0	0	39	1	0	582	76	0	0	1063
18:00 - 19:00	0	0	0	0	17	263	11	0	0	32	0	0	467	63	0	0	853
19:00 - 20:00	0	0	0	0	8	166	9	0	0	24	0	0	363	46	0	0	616
20:00 - 21:00	0	0	0	0	8	130	4	0	0	16	0	0	290	36	0	0	484
21:00 - 22:00	0	0	0	0	4	107	3	0	0	13	0	0	212	26	0	0	365
22:00 - 23:00	0	0	0	0	3	61	2	0	0	5	0	0	124	20	0	0	215
23:00 - 0:00	0	0	0	0	2	33	1	0	0	2	0	0	67	11	0	0	116

Intersection Turning Movement Summary

Intersection: Main Street / Custer Street
North/South: Main Street
East/West: Custer Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

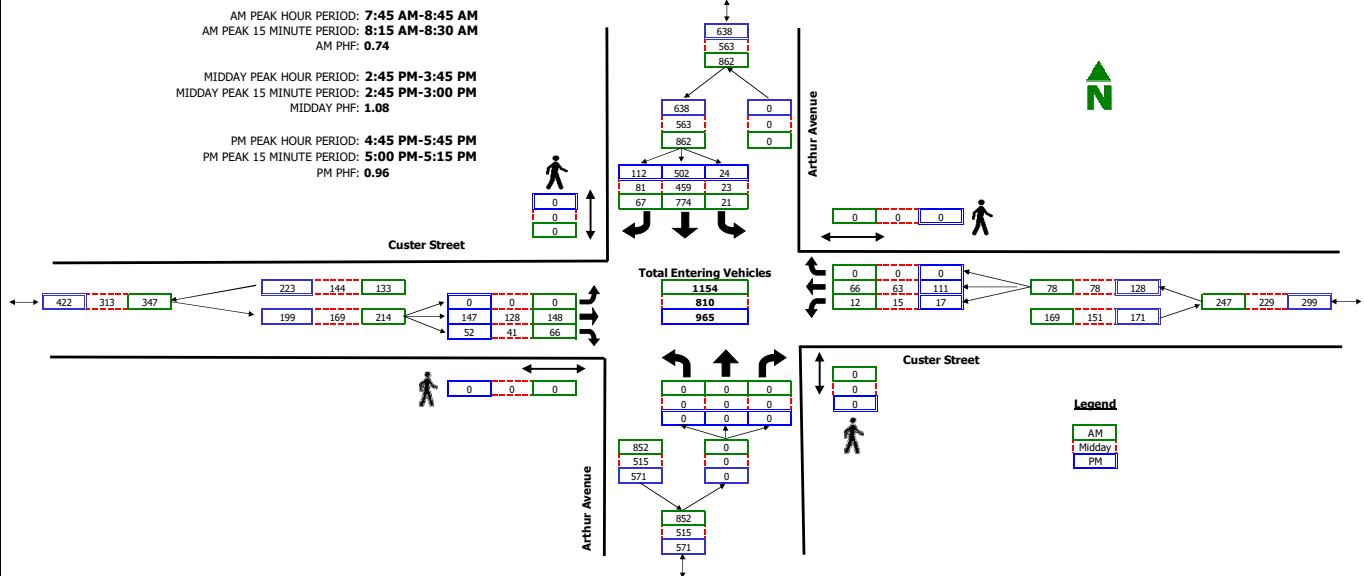


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Custer Street Eastbound				Custer Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	12	43	0	0	0	0	0	0	7	0	0	0	0	0	0	0	62
1:00 - 2:00	2	24	0	0	0	0	0	0	6	0	0	0	0	0	0	0	32
2:00 - 3:00	2	24	0	0	0	0	0	0	6	0	0	0	0	0	0	0	32
3:00 - 4:00	0	21	0	0	0	0	0	0	11	0	0	0	0	0	0	0	32
4:00 - 5:00	0	22	0	0	0	0	0	0	16	0	0	0	0	0	0	0	38
5:00 - 6:00	9	76	0	0	0	0	0	0	57	0	0	0	0	0	0	0	142
6:00 - 7:00	12	135	0	0	0	0	0	0	51	0	0	0	0	0	0	0	198
7:00 - 8:00	27	256	1	0	0	0	0	0	119	1	0	0	0	0	0	0	404
8:00 - 9:00	77	392	0	0	0	0	0	0	143	5	0	0	0	1	0	0	618
9:00 - 10:00	30	286	0	0	0	0	0	0	85	2	0	0	0	0	0	0	403
10:00 - 11:00	39	325	0	0	0	0	0	0	78	2	0	0	0	1	1	0	446
MID-DAY COUNTS																	
11:00 - 12:00	48	435	0	0	0	0	0	0	92	2	0	0	0	0	3	0	580
12:00 - 13:00	58	521	0	0	0	0	0	0	99	4	0	0	0	0	2	0	684
13:00 - 14:00	59	462	1	0	0	0	0	0	99	3	0	0	0	0	0	0	624
14:00 - 15:00	65	528	0	0	0	0	0	0	112	2	0	0	0	0	2	0	709
15:00 - 16:00	83	695	2	0	0	0	0	0	152	2	0	0	0	1	2	0	937
PM PERIOD COUNTS																	
16:00 - 17:00	110	636	4	0	0	0	0	0	161	5	0	0	0	1	3	0	920
17:00 - 18:00	120	639	1	0	0	0	0	0	158	5	0	0	0	0	0	0	923
18:00 - 19:00	88	430	1	0	0	0	0	0	114	4	0	0	0	0	0	0	637
19:00 - 20:00	57	353	0	0	0	0	0	0	89	1	0	0	0	0	0	0	500
20:00 - 21:00	51	294	0	0	0	0	0	0	63	2	0	0	0	0	0	0	410
21:00 - 22:00	36	211	0	0	0	0	0	0	46	0	0	0	0	0	0	0	293
22:00 - 23:00	26	128	0	0	0	0	0	0	27	0	0	0	0	0	0	0	181
23:00 - 0:00	17	74	0	0	0	0	0	0	15	0	0	0	0	0	0	0	106

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Custer Street
North/South: Arthur Avenue
East/West: Custer Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

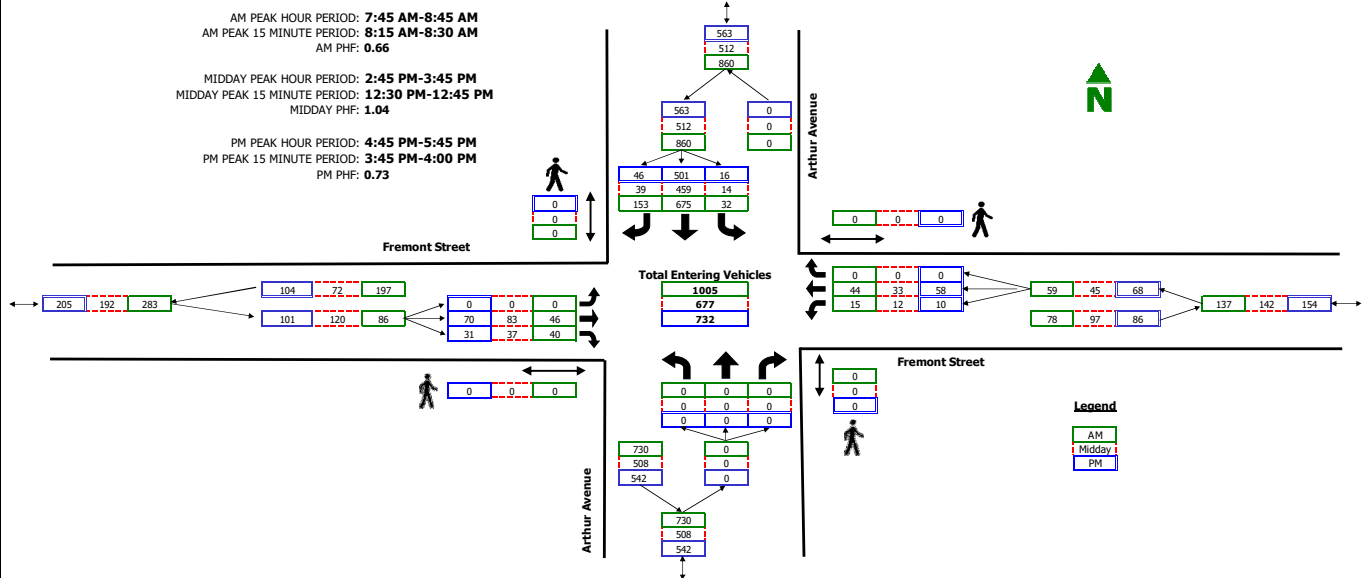


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Custer Street Eastbound				Custer Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	0	43	8	0	0	6	2	0	0	11	0	0	70
1:00 - 2:00	0	0	0	0	0	19	2	0	0	5	3	0	0	1	0	0	30
2:00 - 3:00	0	0	0	0	0	19	2	0	0	5	3	0	0	1	0	0	30
3:00 - 4:00	0	0	0	0	0	13	1	0	0	11	4	0	0	0	0	0	29
4:00 - 5:00	0	0	0	0	3	27	0	0	0	14	5	0	0	0	0	0	49
5:00 - 6:00	0	0	0	0	0	46	1	0	0	59	11	0	0	7	0	0	124
6:00 - 7:00	0	0	0	0	2	123	15	0	0	54	36	0	0	7	0	0	237
7:00 - 8:00	0	0	0	0	9	371	54	0	0	124	71	0	3	25	0	0	657
8:00 - 9:00	0	0	0	0	21	737	54	0	0	137	57	0	14	68	0	0	1088
9:00 - 10:00	0	0	0	0	11	329	36	0	0	81	30	0	7	23	0	0	517
10:00 - 11:00	0	0	0	0	19	306	37	0	0	69	28	0	11	29	0	0	499
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	15	341	45	0	0	83	27	0	9	40	0	0	560
12:00 - 13:00	0	0	0	0	25	448	56	0	0	90	34	0	17	45	0	0	715
13:00 - 14:00	0	0	0	0	21	406	67	0	0	90	35	0	14	48	0	0	681
14:00 - 15:00	0	0	0	0	23	395	76	0	0	111	37	0	14	61	0	0	717
15:00 - 16:00	0	0	0	0	21	524	91	0	0	144	45	0	17	73	0	0	915
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	28	482	92	0	0	151	46	0	20	102	0	0	921
17:00 - 18:00	0	0	0	0	24	536	127	0	0	152	56	0	17	121	0	0	1033
18:00 - 19:00	0	0	0	0	18	437	105	0	0	112	49	0	14	87	0	0	822
19:00 - 20:00	0	0	0	0	14	302	79	0	0	83	25	0	11	57	0	0	571
20:00 - 21:00	0	0	0	0	11	221	68	0	0	58	21	0	6	51	0	0	436
21:00 - 22:00	0	0	0	0	8	181	44	0	0	44	14	0	4	35	0	0	330
22:00 - 23:00	0	0	0	0	3	111	23	0	0	25	7	0	3	23	0	0	195
23:00 - 0:00	0	0	0	0	2	67	15	0	0	11	2	0	1	13	0	0	111

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Fremont Street
North/South: Arthur Avenue
East/West: Fremont Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

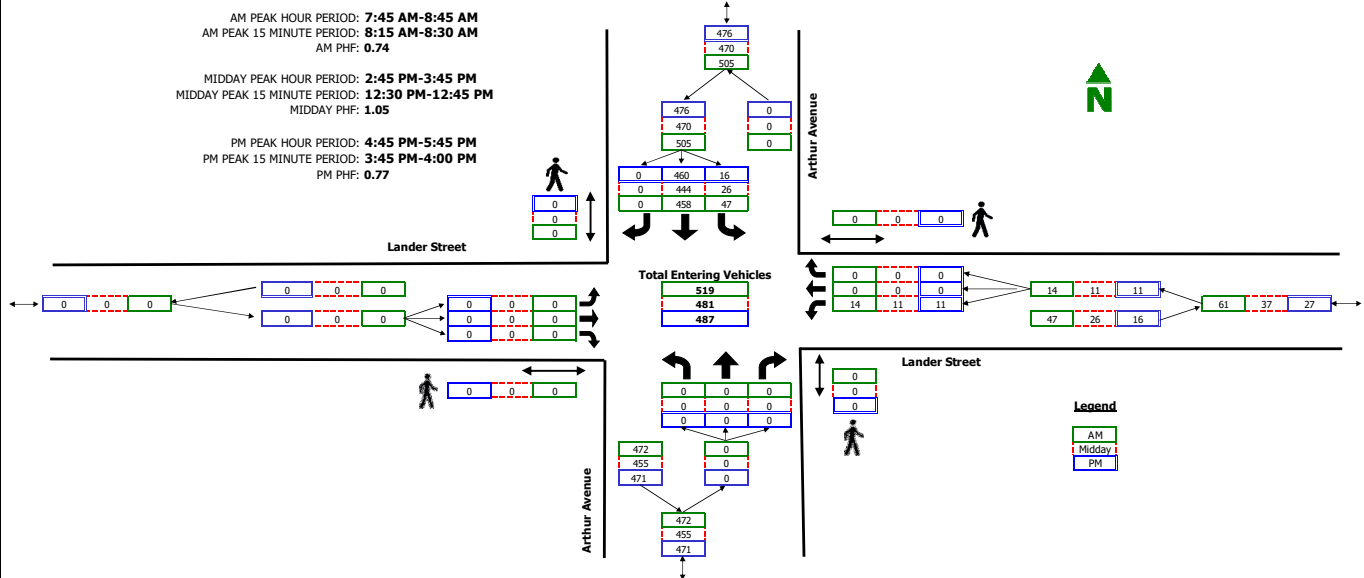


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Fremont Street Eastbound				Fremont Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	0	38	6	0	0	4	0	0	0	1	0	0	49
1:00 - 2:00	0	0	0	0	0	19	2	0	0	0	0	0	0	0	0	0	21
2:00 - 3:00	0	0	0	0	0	19	2	0	0	0	0	0	0	0	0	0	21
3:00 - 4:00	0	0	0	0	0	19	0	0	0	0	1	0	0	0	0	0	20
4:00 - 5:00	0	0	0	0	0	29	0	0	0	1	9	0	0	0	0	0	39
5:00 - 6:00	0	0	0	0	0	49	3	0	0	8	3	0	0	0	0	0	63
6:00 - 7:00	0	0	0	0	0	136	8	0	0	23	6	0	0	1	0	0	174
7:00 - 8:00	0	0	0	0	5	365	43	0	0	34	43	0	3	19	0	0	512
8:00 - 9:00	0	0	0	0	33	661	153	0	0	41	36	0	15	41	0	0	980
9:00 - 10:00	0	0	0	0	7	324	26	0	0	29	22	0	4	23	0	0	435
10:00 - 11:00	0	0	0	0	5	321	20	0	0	33	22	0	5	23	0	0	429
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	4	331	25	0	0	53	23	0	9	28	0	0	473
12:00 - 13:00	0	0	0	0	13	424	36	0	0	67	35	0	19	40	0	0	634
13:00 - 14:00	0	0	0	0	9	395	35	0	0	50	29	0	9	44	0	0	571
14:00 - 15:00	0	0	0	0	7	393	37	0	0	70	32	0	8	44	0	0	591
15:00 - 16:00	0	0	0	0	18	519	48	0	0	117	49	0	15	37	0	0	803
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	17	502	42	0	0	77	30	0	9	50	0	0	727
17:00 - 18:00	0	0	0	0	17	527	53	0	0	67	29	0	11	61	0	0	765
18:00 - 19:00	0	0	0	0	15	409	44	0	0	51	25	0	11	46	0	0	601
19:00 - 20:00	0	0	0	0	6	277	28	0	0	44	19	0	5	38	0	0	417
20:00 - 21:00	0	0	0	0	4	207	20	0	0	41	15	0	4	26	0	0	317
21:00 - 22:00	0	0	0	0	0	162	25	0	0	29	16	0	0	21	0	0	251
22:00 - 23:00	0	0	0	0	0	95	18	0	0	12	4	0	0	13	0	0	142
23:00 - 0:00	0	0	0	0	1	64	9	0	0	4	1	0	1	4	0	0	84

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Lander Street
North/South: Arthur Avenue
East/West: Lander Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

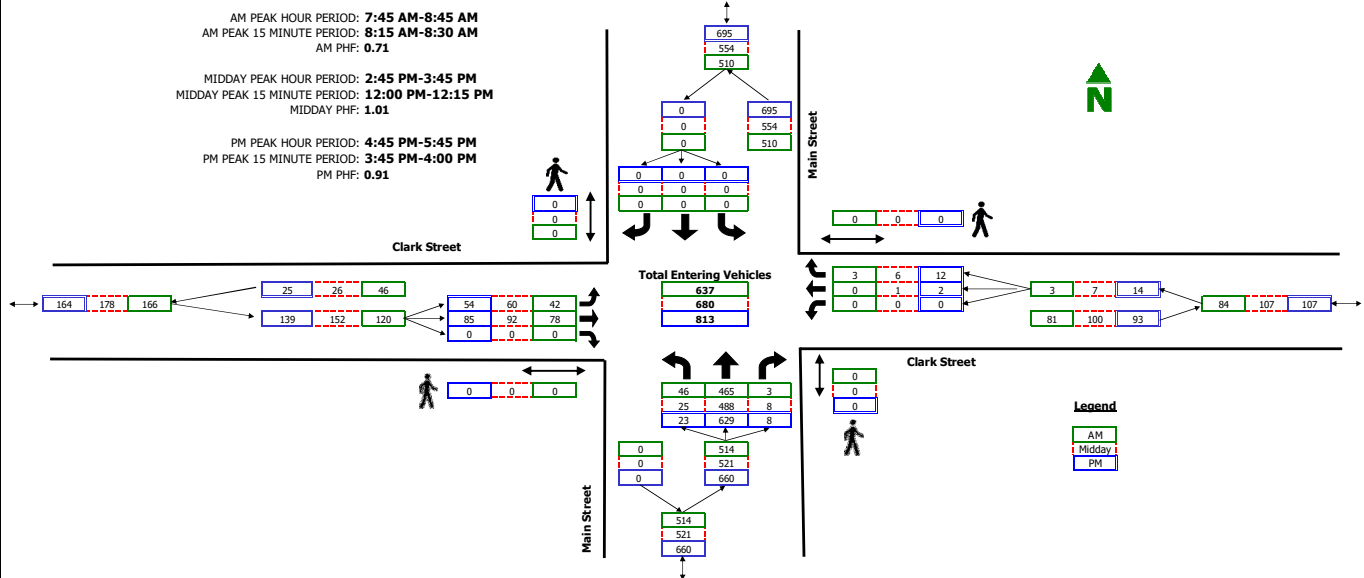


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Lander Street Eastbound				Lander Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	50
1:00 - 2:00	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	25
2:00 - 3:00	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	25
3:00 - 4:00	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	19
4:00 - 5:00	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	30
5:00 - 6:00	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	50
6:00 - 7:00	0	0	0	0	0	115	0	0	0	0	0	0	0	0	0	0	115
7:00 - 8:00	0	0	0	0	12	296	0	0	0	0	0	0	1	0	0	0	309
8:00 - 9:00	0	0	0	0	44	455	0	0	0	0	0	0	15	0	0	0	514
9:00 - 10:00	0	0	0	0	15	301	0	0	0	0	0	0	5	0	0	0	321
10:00 - 11:00	0	0	0	0	12	317	0	0	0	0	0	0	5	0	0	0	334
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	17	343	0	0	0	0	0	0	11	0	0	0	371
12:00 - 13:00	0	0	0	0	24	431	0	0	0	0	0	0	15	0	0	0	470
13:00 - 14:00	0	0	0	0	17	407	0	0	0	0	0	0	12	0	0	0	436
14:00 - 15:00	0	0	0	0	18	401	0	0	0	0	0	0	13	0	0	0	432
15:00 - 16:00	0	0	0	0	39	499	0	0	0	0	0	0	15	0	0	0	553
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	17	462	0	0	0	0	0	0	12	0	0	0	491
17:00 - 18:00	0	0	0	0	20	477	0	0	0	0	0	0	12	0	0	0	509
18:00 - 19:00	0	0	0	0	17	397	0	0	0	0	0	0	13	0	0	0	427
19:00 - 20:00	0	0	0	0	9	276	0	0	0	0	0	0	7	0	0	0	292
20:00 - 21:00	0	0	0	0	7	224	0	0	0	0	0	0	5	0	0	0	236
21:00 - 22:00	0	0	0	0	1	180	0	0	0	0	0	0	4	0	0	0	185
22:00 - 23:00	0	0	0	0	1	117	0	0	0	0	0	0	0	0	0	0	118
23:00 - 0:00	0	0	0	0	1	78	0	0	0	0	0	0	1	0	0	0	80

Intersection Turning Movement Summary

Intersection: Main Street / Clark Street
North/South: Main Street
East/West: Clark Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

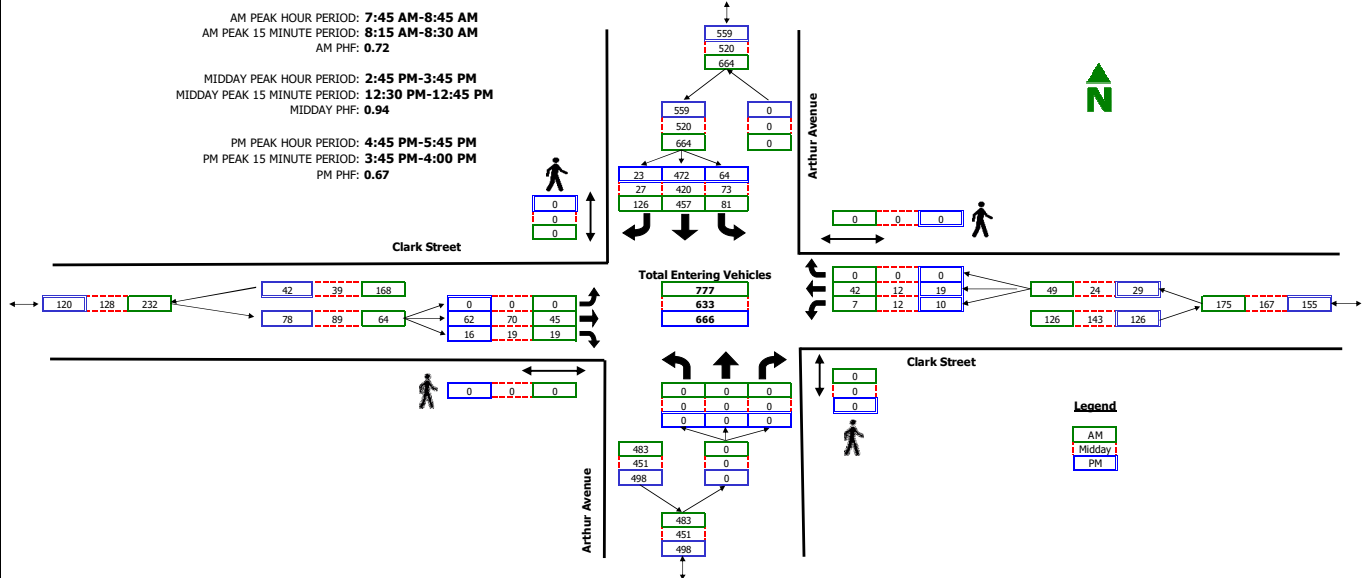


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Clark Street Eastbound				Clark Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	45	0	0	0	0	0	0	5	6	0	0	0	0	0	0	56
1:00 - 2:00	0	23	0	0	0	0	0	0	0	2	2	0	0	0	0	0	25
2:00 - 3:00	0	23	0	0	0	0	0	0	0	2	0	0	0	0	0	0	25
3:00 - 4:00	0	19	0	0	0	0	0	0	0	2	0	0	0	0	0	0	21
4:00 - 5:00	0	19	0	0	0	0	0	0	0	18	0	0	0	0	0	0	37
5:00 - 6:00	0	80	0	0	0	0	0	0	3	11	0	0	0	0	0	0	94
6:00 - 7:00	15	112	0	0	0	0	0	0	14	33	0	0	0	0	0	0	174
7:00 - 8:00	17	256	0	0	0	0	0	0	27	66	0	0	0	0	2	0	368
8:00 - 9:00	46	462	3	0	0	0	0	0	42	76	0	0	0	0	2	0	631
9:00 - 10:00	22	279	3	0	0	0	0	0	33	56	0	0	0	0	0	0	393
10:00 - 11:00	14	314	4	0	0	0	0	0	30	67	0	0	0	0	1	0	430
MID-DAY COUNTS																	
11:00 - 12:00	23	390	5	0	0	0	0	0	43	59	0	0	0	0	4	0	524
12:00 - 13:00	33	454	8	0	0	0	0	0	62	84	0	0	0	0	6	0	647
13:00 - 14:00	23	425	5	0	0	0	0	0	51	75	0	0	0	1	6	0	586
14:00 - 15:00	22	456	8	0	0	0	0	0	61	80	0	0	0	1	6	0	634
15:00 - 16:00	29	530	8	0	0	0	0	0	88	112	0	0	0	2	6	0	775
PM PERIOD COUNTS																	
16:00 - 17:00	25	575	8	0	0	0	0	0	68	98	0	0	0	1	9	0	784
17:00 - 18:00	23	653	9	0	0	0	0	0	55	83	0	0	0	2	13	0	838
18:00 - 19:00	25	429	5	0	0	0	0	0	36	68	0	0	0	0	7	0	570
19:00 - 20:00	14	337	4	0	0	0	0	0	29	46	0	0	0	1	4	0	435
20:00 - 21:00	8	260	0	0	0	0	0	0	27	41	0	0	0	0	4	0	340
21:00 - 22:00	7	181	0	0	0	0	0	0	17	29	0	0	0	0	6	0	240
22:00 - 23:00	3	131	0	0	0	0	0	0	5	16	0	0	0	0	5	0	160
23:00 - 0:00	1	80	0	0	0	0	0	0	5	11	0	0	0	0	2	0	99

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Clark Street
North/South: Arthur Avenue
East/West: Clark Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

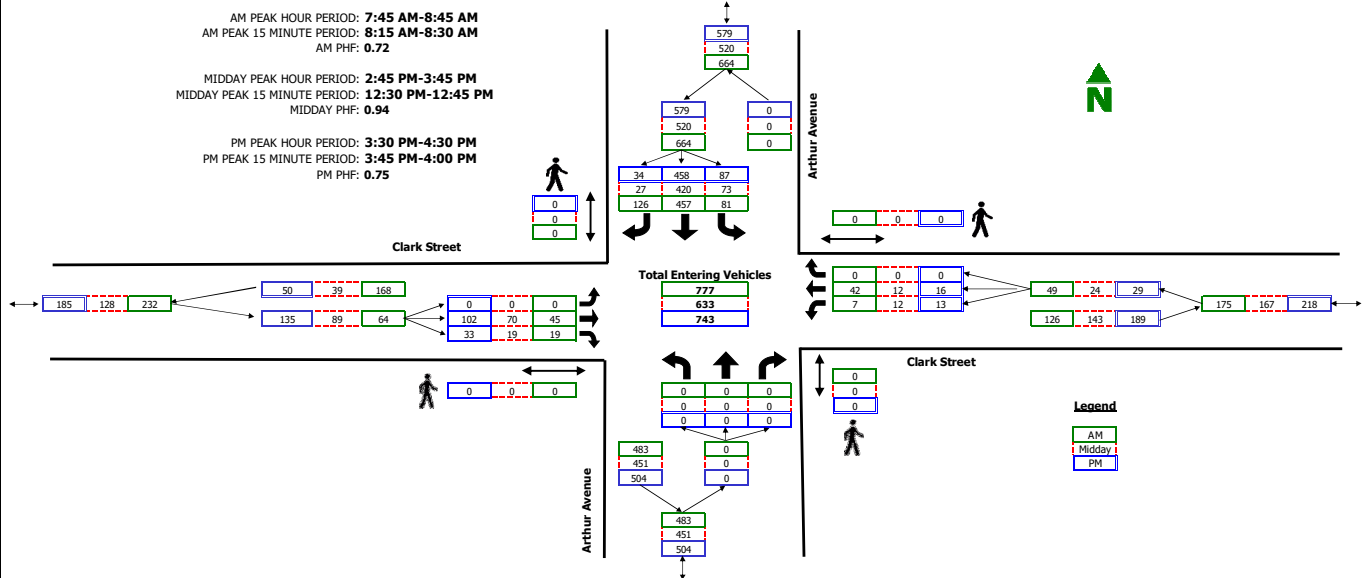


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Clark Street Eastbound				Clark Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	5	34	0	0	0	7	0	0	0	0	0	0	46
1:00 - 2:00	0	0	0	0	0	20	0	0	0	3	0	0	0	0	0	0	23
2:00 - 3:00	0	0	0	0	0	20	0	0	0	3	0	0	0	0	0	0	23
3:00 - 4:00	0	0	0	0	2	19	0	0	0	0	0	0	0	0	0	0	21
4:00 - 5:00	0	0	0	0	11	30	0	0	0	5	0	0	0	0	0	0	46
5:00 - 6:00	0	0	0	0	5	43	9	0	0	8	1	0	0	0	0	0	66
6:00 - 7:00	0	0	0	0	23	117	20	0	0	20	4	0	2	12	0	0	198
7:00 - 8:00	0	0	0	0	54	327	26	0	0	42	18	0	1	14	0	0	482
8:00 - 9:00	0	0	0	0	81	446	132	0	0	43	15	0	8	40	0	0	765
9:00 - 10:00	0	0	0	0	45	291	18	0	0	41	12	0	4	21	0	0	432
10:00 - 11:00	0	0	0	0	54	293	17	0	0	38	13	0	7	6	0	0	428
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	45	308	16	0	0	53	13	0	12	12	0	0	459
12:00 - 13:00	0	0	0	0	66	403	33	0	0	70	30	0	13	23	0	0	638
13:00 - 14:00	0	0	0	0	58	370	26	0	0	65	14	0	12	15	0	0	560
14:00 - 15:00	0	0	0	0	61	373	25	0	0	66	18	0	13	11	0	0	567
15:00 - 16:00	0	0	0	0	89	479	37	0	0	95	30	0	14	15	0	0	759
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	78	462	20	0	0	78	20	0	13	16	0	0	687
17:00 - 18:00	0	0	0	0	65	485	26	0	0	60	16	0	11	20	0	0	683
18:00 - 19:00	0	0	0	0	55	384	30	0	0	41	13	0	7	24	0	0	554
19:00 - 20:00	0	0	0	0	37	260	15	0	0	36	11	0	5	9	0	0	373
20:00 - 21:00	0	0	0	0	30	202	12	0	0	30	8	0	5	7	0	0	294
21:00 - 22:00	0	0	0	0	21	157	9	0	0	20	4	0	4	5	0	0	221
22:00 - 23:00	0	0	0	0	11	91	5	0	0	7	1	0	4	2	0	0	121
23:00 - 0:00	0	0	0	0	6	64	3	0	0	6	1	0	2	1	0	0	83

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Clark Street
North/South: Arthur Avenue
East/West: Clark Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

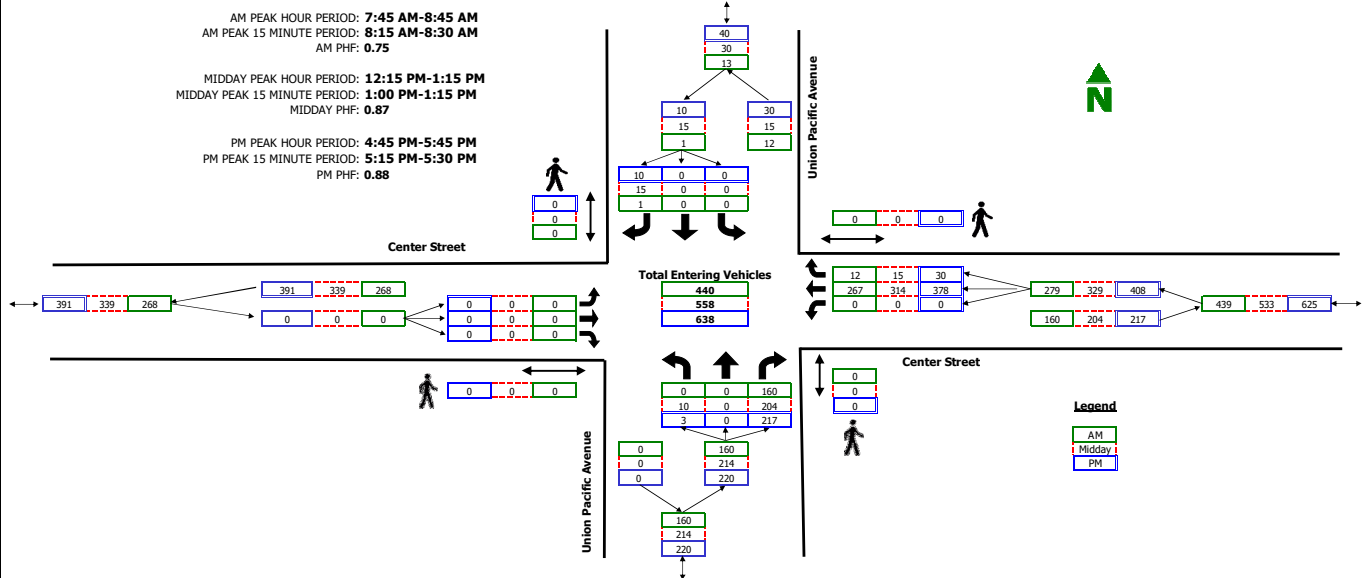


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Clark Street Eastbound				Clark Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	5	34	0	0	0	7	0	0	0	0	0	0	46
1:00 - 2:00	0	0	0	0	0	20	0	0	0	3	0	0	0	0	0	0	23
2:00 - 3:00	0	0	0	0	0	20	0	0	0	3	0	0	0	0	0	0	23
3:00 - 4:00	0	0	0	0	2	19	0	0	0	0	0	0	0	0	0	0	21
4:00 - 5:00	0	0	0	0	11	30	0	0	0	5	0	0	0	0	0	0	46
5:00 - 6:00	0	0	0	0	5	43	9	0	0	8	1	0	0	0	0	0	66
6:00 - 7:00	0	0	0	0	23	117	20	0	0	20	4	0	2	12	0	0	198
7:00 - 8:00	0	0	0	0	54	327	26	0	0	42	18	0	1	14	0	0	482
8:00 - 9:00	0	0	0	0	81	446	132	0	0	43	15	0	8	40	0	0	765
9:00 - 10:00	0	0	0	0	45	291	18	0	0	41	12	0	4	21	0	0	432
10:00 - 11:00	0	0	0	0	54	293	17	0	0	38	13	0	7	6	0	0	428
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	45	308	16	0	0	53	13	0	12	12	0	0	459
12:00 - 13:00	0	0	0	0	66	403	33	0	0	70	30	0	13	23	0	0	638
13:00 - 14:00	0	0	0	0	58	370	26	0	0	65	14	0	12	15	0	0	560
14:00 - 15:00	0	0	0	0	61	373	25	0	0	66	18	0	13	11	0	0	567
15:00 - 16:00	0	0	0	0	89	479	37	0	0	95	30	0	14	15	0	0	759
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	78	462	20	0	0	78	20	0	13	16	0	0	687
17:00 - 18:00	0	0	0	0	65	485	26	0	0	60	16	0	11	20	0	0	683
18:00 - 19:00	0	0	0	0	55	384	30	0	0	41	13	0	7	24	0	0	554
19:00 - 20:00	0	0	0	0	37	260	15	0	0	36	11	0	5	9	0	0	373
20:00 - 21:00	0	0	0	0	30	202	12	0	0	30	8	0	5	7	0	0	294
21:00 - 22:00	0	0	0	0	21	157	9	0	0	20	4	0	4	5	0	0	221
22:00 - 23:00	0	0	0	0	11	91	5	0	0	7	1	0	4	2	0	0	121
23:00 - 0:00	0	0	0	0	6	62	3	0	0	6	1	0	2	1	0	0	81

Intersection Turning Movement Summary

Intersection: Union Pacific Avenue / Center Street
North/South: Union Pacific Avenue
East/West: Center Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

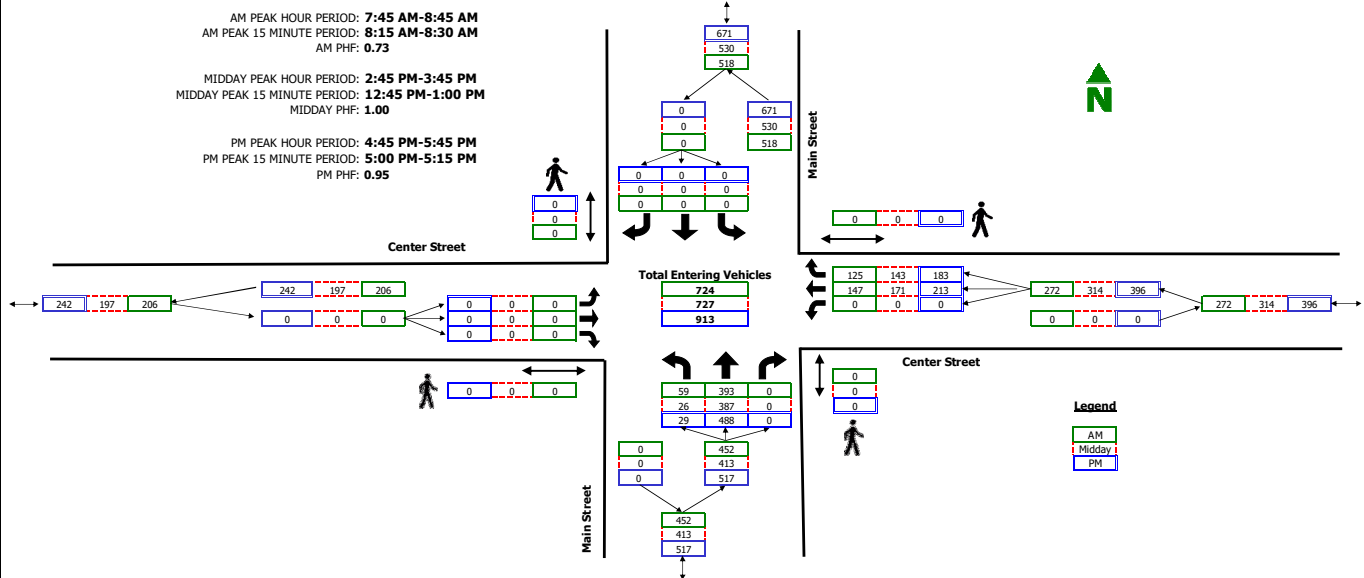


RAW COUNT SUMMARIES	Union Pacific Avenue Northbound				Union Pacific Avenue Southbound				Center Street Eastbound				Center Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	15	0	0	0	0	0	0	0	0	0	0	22	1	0	38
1:00 - 2:00	0	0	4	0	0	0	0	0	0	0	0	0	0	15	0	0	19
2:00 - 3:00	0	0	4	0	0	0	0	0	0	0	0	0	0	15	0	0	19
3:00 - 4:00	0	0	5	0	0	0	0	0	0	0	0	0	0	6	0	0	11
4:00 - 5:00	0	0	12	0	0	0	0	0	0	0	0	0	0	9	0	0	21
5:00 - 6:00	0	0	24	0	0	0	0	0	0	0	0	0	0	36	0	0	60
6:00 - 7:00	0	0	57	0	0	0	2	0	0	0	0	0	0	46	0	0	105
7:00 - 8:00	1	0	129	0	0	0	0	0	0	0	0	0	0	145	4	0	279
8:00 - 9:00	0	0	157	0	0	0	2	0	0	0	0	0	0	284	12	0	455
9:00 - 10:00	0	0	110	0	0	0	3	0	0	0	0	0	0	211	15	0	339
10:00 - 11:00	2	0	150	0	0	0	9	0	0	0	0	0	0	236	18	0	415
MID-DAY COUNTS																	
11:00 - 12:00	0	0	145	0	0	0	9	0	0	0	0	0	0	254	19	0	427
12:00 - 13:00	9	0	194	0	0	0	15	0	0	0	0	0	0	302	20	0	540
13:00 - 14:00	4	0	211	0	0	0	9	0	0	0	0	0	0	302	13	0	539
14:00 - 15:00	4	0	166	0	0	0	6	0	0	0	0	0	0	286	19	0	481
15:00 - 16:00	6	0	217	0	0	0	16	0	0	0	0	0	0	332	20	0	591
PM PERIOD COUNTS																	
16:00 - 17:00	2	0	195	0	0	0	13	0	0	0	0	0	0	357	24	0	591
17:00 - 18:00	4	0	206	0	0	0	8	0	0	0	0	0	0	405	33	0	656
18:00 - 19:00	2	0	150	0	0	0	7	0	0	0	0	0	0	275	24	0	458
19:00 - 20:00	2	0	118	0	0	0	6	0	0	0	0	0	0	189	6	0	321
20:00 - 21:00	3	0	75	0	0	0	5	0	0	0	0	0	0	140	9	0	232
21:00 - 22:00	0	0	71	0	0	0	0	0	0	0	0	0	0	121	9	0	201
22:00 - 23:00	4	0	48	0	0	0	0	0	0	0	0	0	0	74	8	0	134
23:00 - 0:00	1	0	23	0	0	0	0	0	0	0	0	0	0	42	3	0	69

Intersection Turning Movement Summary

Intersection: Main Street / Center Street
North/South: Main Street
East/West: Center Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

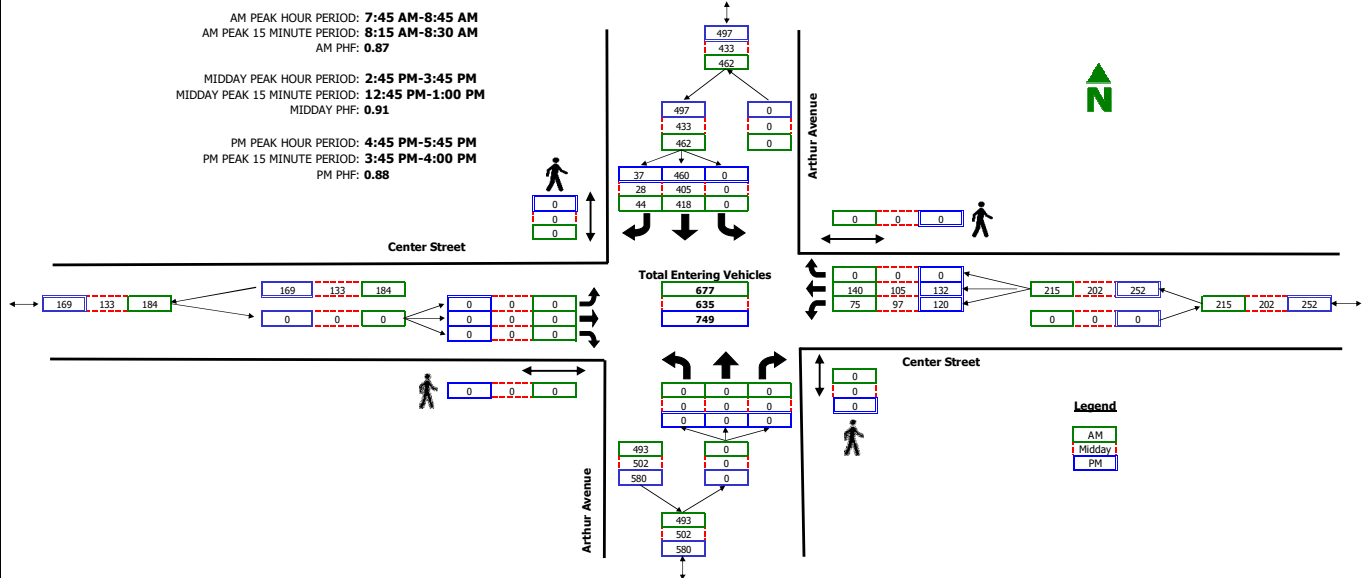


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Center Street Eastbound				Center Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	29	0	0	0	0	0	0	0	0	0	0	0	16	15	0	60
1:00 - 2:00	0	14	0	0	0	0	0	0	0	0	0	0	0	6	6	0	26
2:00 - 3:00	0	14	0	0	0	0	0	0	0	0	0	0	0	6	6	0	26
3:00 - 4:00	0	15	0	0	0	0	0	0	0	0	0	0	0	4	4	0	23
4:00 - 5:00	0	18	0	0	0	0	0	0	0	0	0	0	0	3	1	0	22
5:00 - 6:00	0	66	0	0	0	0	0	0	0	0	0	0	0	17	13	0	96
6:00 - 7:00	0	115	0	0	0	0	0	0	0	0	0	0	0	32	13	0	160
7:00 - 8:00	22	215	0	0	0	0	0	0	0	0	0	0	0	82	59	0	378
8:00 - 9:00	51	386	0	0	0	0	0	0	0	0	0	0	0	153	130	0	720
9:00 - 10:00	17	220	0	0	0	0	0	0	0	0	0	0	0	131	87	0	455
10:00 - 11:00	25	240	0	0	0	0	0	0	0	0	0	0	0	132	101	0	498
MID-DAY COUNTS																	
11:00 - 12:00	24	308	0	0	0	0	0	0	0	0	0	0	0	146	114	0	592
12:00 - 13:00	38	367	0	0	0	0	0	0	0	0	0	0	0	172	129	0	706
13:00 - 14:00	29	329	0	0	0	0	0	0	0	0	0	0	0	178	132	0	668
14:00 - 15:00	29	357	0	0	0	0	0	0	0	0	0	0	0	173	139	0	698
15:00 - 16:00	29	420	0	0	0	0	0	0	0	0	0	0	0	184	156	0	789
PM PERIOD COUNTS																	
16:00 - 17:00	30	454	0	0	0	0	0	0	0	0	0	0	0	214	162	0	860
17:00 - 18:00	28	511	0	0	0	0	0	0	0	0	0	0	0	213	188	0	940
18:00 - 19:00	18	332	0	0	0	0	0	0	0	0	0	0	0	154	130	0	634
19:00 - 20:00	14	269	0	0	0	0	0	0	0	0	0	0	0	116	86	0	485
20:00 - 21:00	8	203	0	0	0	0	0	0	0	0	0	0	0	87	67	0	365
21:00 - 22:00	8	136	0	0	0	0	0	0	0	0	0	0	0	58	67	0	269
22:00 - 23:00	1	102	0	0	0	0	0	0	0	0	0	0	0	48	36	0	187
23:00 - 0:00	1	59	0	0	0	0	0	0	0	0	0	0	0	36	23	0	119

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Center Street
North/South: Arthur Avenue
East/West: Center Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

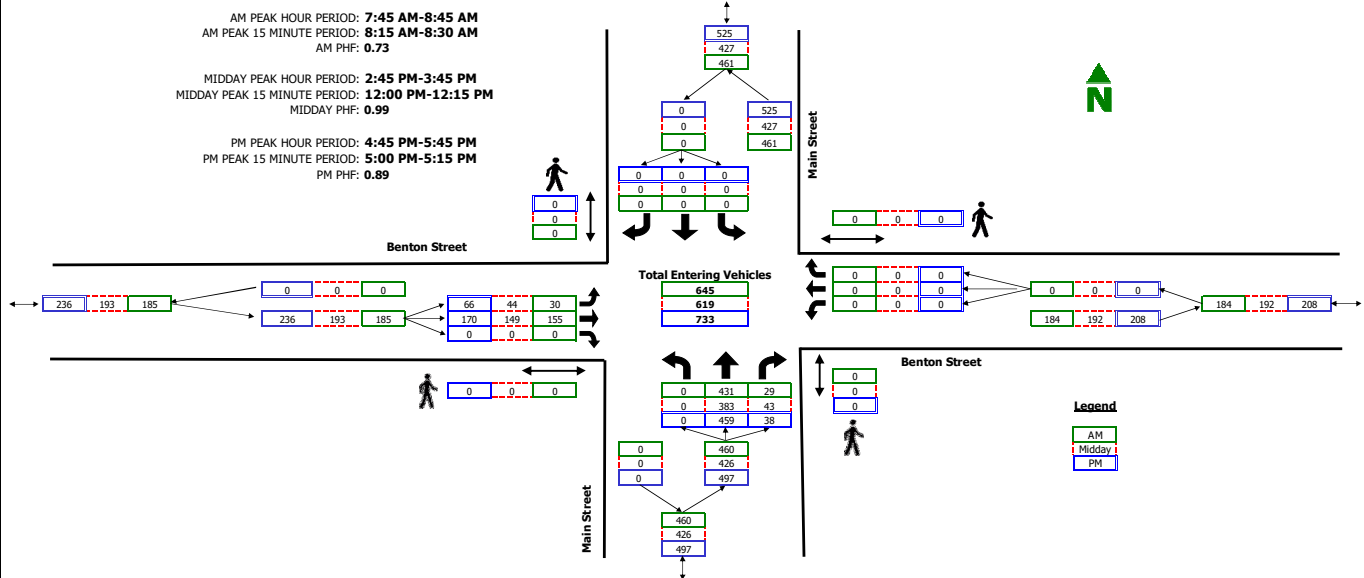


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Center Street Eastbound				Center Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	0	35	0	0	0	0	0	0	8	8	0	0	51
1:00 - 2:00	0	0	0	0	0	19	0	0	0	0	0	0	4	3	0	0	26
2:00 - 3:00	0	0	0	0	0	19	0	0	0	0	0	0	4	3	0	0	26
3:00 - 4:00	0	0	0	0	0	19	0	0	0	0	0	0	2	0	0	0	21
4:00 - 5:00	0	0	0	0	0	29	0	0	0	0	0	0	3	1	0	0	33
5:00 - 6:00	0	0	0	0	0	41	0	0	0	0	0	0	16	4	0	0	61
6:00 - 7:00	0	0	0	0	0	114	1	0	0	0	0	0	16	15	0	0	146
7:00 - 8:00	0	0	0	0	0	315	28	0	0	0	0	0	37	66	0	0	446
8:00 - 9:00	0	0	0	0	0	400	45	0	0	0	0	0	79	130	0	0	654
9:00 - 10:00	0	0	0	0	0	285	16	0	0	0	0	0	59	85	0	0	445
10:00 - 11:00	0	0	0	0	0	282	23	0	0	0	0	0	76	85	0	0	466
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	0	301	24	0	0	0	0	0	85	84	0	0	494
12:00 - 13:00	0	0	0	0	0	399	39	0	0	0	0	0	89	131	0	0	658
13:00 - 14:00	0	0	0	0	0	358	29	0	0	0	0	0	96	119	0	0	602
14:00 - 15:00	0	0	0	0	0	360	32	0	0	0	0	0	100	107	0	0	599
15:00 - 16:00	0	0	0	0	0	472	28	0	0	0	0	0	108	111	0	0	719
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	0	457	30	0	0	0	0	0	130	120	0	0	737
17:00 - 18:00	0	0	0	0	0	472	37	0	0	0	0	0	118	136	0	0	763
18:00 - 19:00	0	0	0	0	0	373	25	0	0	0	0	0	80	108	0	0	586
19:00 - 20:00	0	0	0	0	0	259	14	0	0	0	0	0	63	80	0	0	416
20:00 - 21:00	0	0	0	0	0	202	15	0	0	0	0	0	47	56	0	0	320
21:00 - 22:00	0	0	0	0	0	156	14	0	0	0	0	0	36	50	0	0	256
22:00 - 23:00	0	0	0	0	0	88	8	0	0	0	0	0	24	29	0	0	149
23:00 - 0:00	0	0	0	0	0	58	4	0	0	0	0	0	15	15	0	0	92

Intersection Turning Movement Summary

Intersection: Main Street / Benton Street
North/South: Main Street
East/West: Benton Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

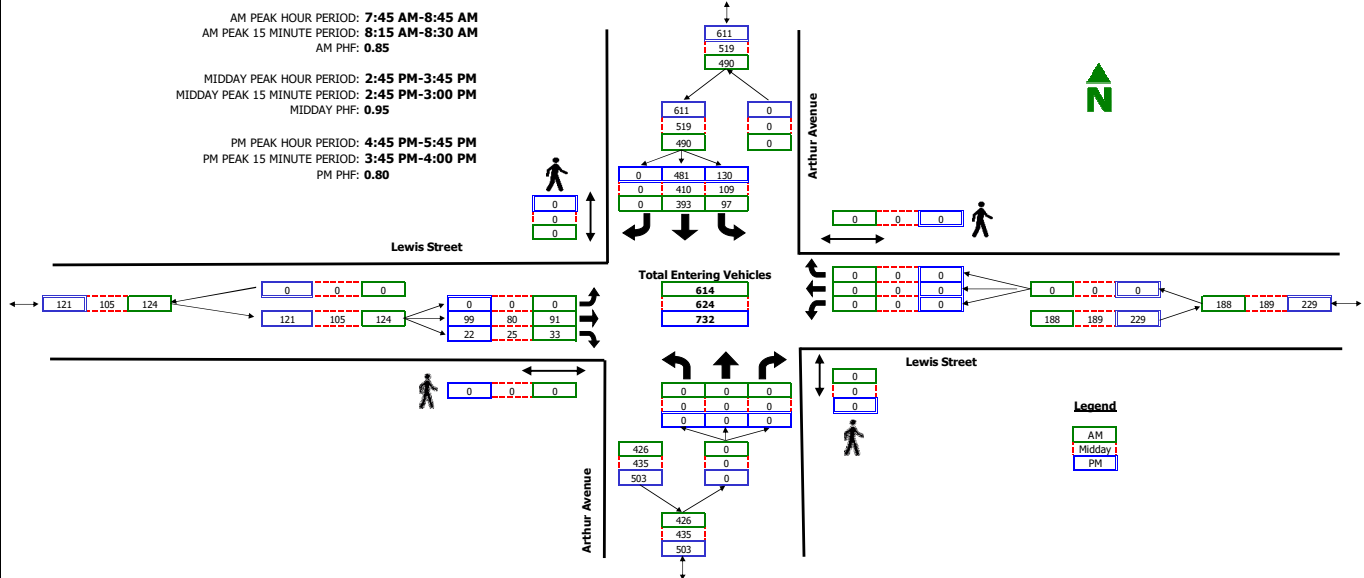


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Benton Street Eastbound				Benton Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	32	0	0	0	0	0	0	0	9	0	0	0	0	0	0	41
1:00 - 2:00	0	15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	19
2:00 - 3:00	0	15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	19
3:00 - 4:00	0	14	0	0	0	0	0	0	1	4	0	0	0	0	0	0	19
4:00 - 5:00	0	16	2	0	0	0	0	0	0	5	0	0	0	0	0	0	23
5:00 - 6:00	0	60	3	0	0	0	0	0	4	24	0	0	0	0	0	0	91
6:00 - 7:00	0	112	3	0	0	0	0	0	4	38	0	0	0	0	0	0	157
7:00 - 8:00	0	223	32	0	0	0	0	0	21	98	0	0	0	0	0	0	374
8:00 - 9:00	0	421	24	0	0	0	0	0	25	156	0	0	0	0	0	0	626
9:00 - 10:00	0	224	20	0	0	0	0	0	25	102	0	0	0	0	0	0	371
10:00 - 11:00	0	238	30	0	0	0	0	0	35	116	0	0	0	0	0	0	419
MID-DAY COUNTS																	
11:00 - 12:00	0	297	36	0	0	0	0	0	43	139	0	0	0	0	0	0	515
12:00 - 13:00	0	363	38	0	0	0	0	0	54	158	0	0	0	0	0	0	613
13:00 - 14:00	0	321	30	0	0	0	0	0	44	158	0	0	0	0	0	0	553
14:00 - 15:00	0	349	36	0	0	0	0	0	47	160	0	0	0	0	0	0	592
15:00 - 16:00	0	415	45	0	0	0	0	0	51	168	0	0	0	0	0	0	679
PM PERIOD COUNTS																	
16:00 - 17:00	0	433	43	0	0	0	0	0	55	162	0	0	0	0	0	0	693
17:00 - 18:00	0	483	37	0	0	0	0	0	64	177	0	0	0	0	0	0	761
18:00 - 19:00	0	328	32	0	0	0	0	0	27	130	0	0	0	0	0	0	517
19:00 - 20:00	0	264	21	0	0	0	0	0	23	75	0	0	0	0	0	0	383
20:00 - 21:00	0	201	18	0	0	0	0	0	17	63	0	0	0	0	0	0	299
21:00 - 22:00	0	136	16	0	0	0	0	0	6	46	0	0	0	0	0	0	204
22:00 - 23:00	0	99	7	0	0	0	0	0	4	26	0	0	0	0	0	0	136
23:00 - 0:00	0	54	4	0	0	0	0	0	2	17	0	0	0	0	0	0	77

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Lewis Street
North/South: Arthur Avenue
East/West: Lewis Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

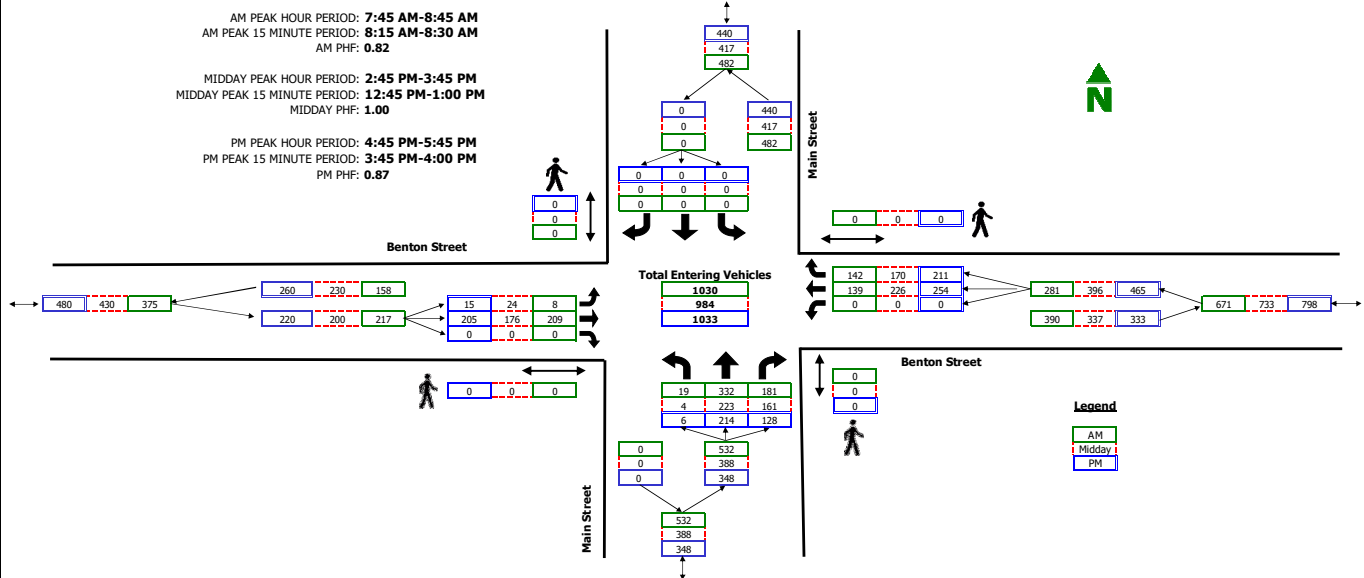


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Lewis Street Eastbound				Lewis Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	5	40	0	0	0	3	1	0	0	0	0	0	49
1:00 - 2:00	0	0	0	0	3	20	0	0	0	0	0	0	0	0	0	0	23
2:00 - 3:00	0	0	0	0	3	20	0	0	0	0	0	0	0	0	0	0	23
3:00 - 4:00	0	0	0	0	0	20	0	0	0	5	0	0	0	0	0	0	25
4:00 - 5:00	0	0	0	0	1	30	0	0	0	6	0	0	0	0	0	0	37
5:00 - 6:00	0	0	0	0	15	42	0	0	0	21	0	0	0	0	0	0	78
6:00 - 7:00	0	0	0	0	27	104	0	0	0	18	3	0	0	0	0	0	152
7:00 - 8:00	0	0	0	0	62	290	0	0	0	54	22	0	0	0	0	0	428
8:00 - 9:00	0	0	0	0	96	386	0	0	0	88	25	0	0	0	0	0	595
9:00 - 10:00	0	0	0	0	71	279	0	0	0	56	11	0	0	0	0	0	417
10:00 - 11:00	0	0	0	0	88	272	0	0	0	57	16	0	0	0	0	0	433
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	96	306	0	0	0	79	19	0	0	0	0	0	500
12:00 - 13:00	0	0	0	0	120	378	0	0	0	85	30	0	0	0	0	0	613
13:00 - 14:00	0	0	0	0	112	358	0	0	0	86	21	0	0	0	0	0	577
14:00 - 15:00	0	0	0	0	117	358	0	0	0	84	26	0	0	0	0	0	585
15:00 - 16:00	0	0	0	0	125	474	0	0	0	90	33	0	0	0	0	0	722
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	122	490	0	0	0	95	24	0	0	0	0	0	731
17:00 - 18:00	0	0	0	0	132	492	0	0	0	101	25	0	0	0	0	0	750
18:00 - 19:00	0	0	0	0	87	380	0	0	0	64	18	0	0	0	0	0	549
19:00 - 20:00	0	0	0	0	47	282	0	0	0	48	13	0	0	0	0	0	390
20:00 - 21:00	0	0	0	0	38	214	0	0	0	37	8	0	0	0	0	0	297
21:00 - 22:00	0	0	0	0	28	163	0	0	0	23	6	0	0	0	0	0	220
22:00 - 23:00	0	0	0	0	18	98	0	0	0	12	1	0	0	0	0	0	129
23:00 - 0:00	0	0	0	0	9	70	0	0	0	4	0	0	0	0	0	0	83

Intersection Turning Movement Summary

Intersection: Main Street / Benton Street
North/South: Main Street
East/West: Benton Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

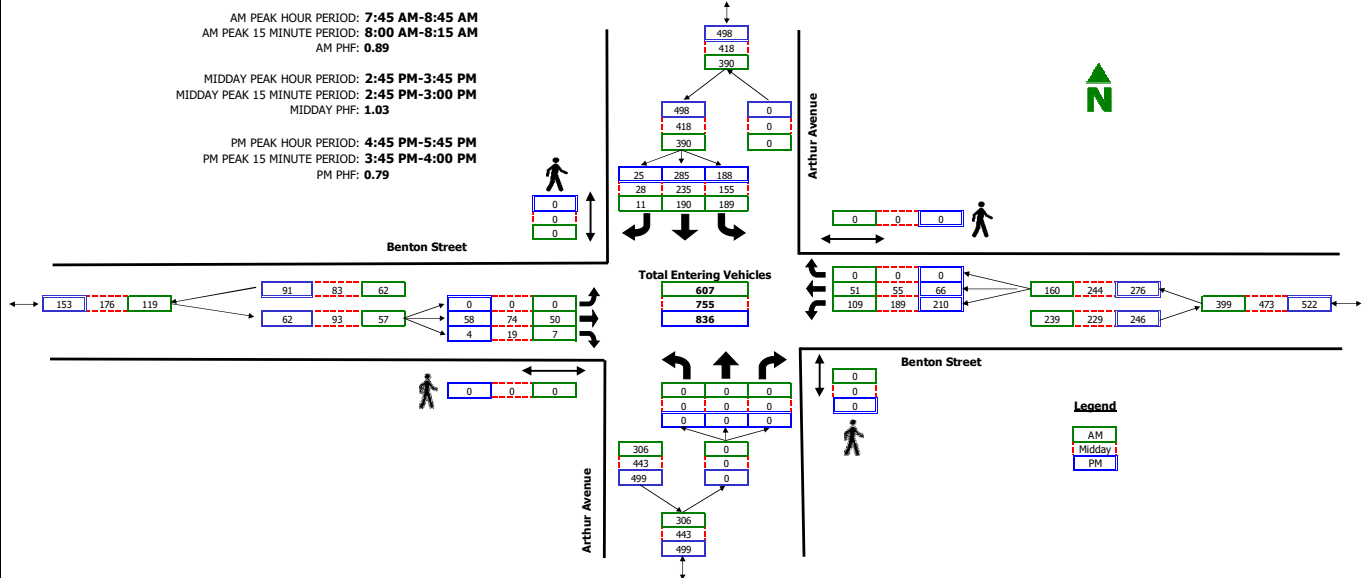


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Benton Street Eastbound				Benton Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	13	3	0	0	0	0	0	0	14	0	0	0	12	17	0	59
1:00 - 2:00	0	6	4	0	0	0	0	0	0	5	5	0	0	5	6	0	26
2:00 - 3:00	0	6	4	0	0	0	0	0	0	5	5	0	0	5	6	0	26
3:00 - 4:00	0	7	3	0	0	0	0	0	0	13	0	0	0	3	2	0	28
4:00 - 5:00	0	11	13	0	0	0	0	0	0	16	0	0	0	4	4	0	48
5:00 - 6:00	0	42	14	0	0	0	0	0	1	27	0	0	0	7	14	0	105
6:00 - 7:00	0	107	36	0	0	0	0	0	1	84	0	0	0	35	37	0	300
7:00 - 8:00	4	165	152	0	0	0	0	0	15	201	0	0	0	95	91	0	723
8:00 - 9:00	18	325	171	0	0	0	0	0	7	188	0	0	0	139	137	0	985
9:00 - 10:00	3	144	120	0	0	0	0	0	9	146	0	0	0	99	86	0	607
10:00 - 11:00	4	154	115	0	0	0	0	0	11	146	0	0	0	132	92	0	654
MID-DAY COUNTS																	
11:00 - 12:00	5	161	132	0	0	0	0	0	12	139	0	0	0	158	136	0	743
12:00 - 13:00	6	166	126	0	0	0	0	0	13	218	0	0	0	158	183	0	870
13:00 - 14:00	3	168	141	0	0	0	0	0	18	170	0	0	0	156	149	0	805
14:00 - 15:00	5	184	131	0	0	0	0	0	15	176	0	0	0	184	163	0	858
15:00 - 16:00	4	244	184	0	0	0	0	0	26	256	0	0	0	229	186	0	1129
PM PERIOD COUNTS																	
16:00 - 17:00	7	217	142	0	0	0	0	0	14	219	0	0	0	230	195	0	1024
17:00 - 18:00	6	235	133	0	0	0	0	0	17	213	0	0	0	267	222	0	1093
18:00 - 19:00	4	189	109	0	0	0	0	0	18	192	0	0	0	195	146	0	853
19:00 - 20:00	2	145	82	0	0	0	0	0	11	126	0	0	0	143	130	0	639
20:00 - 21:00	1	115	69	0	0	0	0	0	12	99	0	0	0	117	79	0	492
21:00 - 22:00	3	64	50	0	0	0	0	0	11	91	0	0	0	82	73	0	374
22:00 - 23:00	0	34	22	0	0	0	0	0	7	51	0	0	0	44	60	0	218
23:00 - 0:00	0	18	7	0	0	0	0	0	4	33	0	0	0	23	44	0	129

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Benton Street
North/South: Arthur Avenue
East/West: Benton Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5

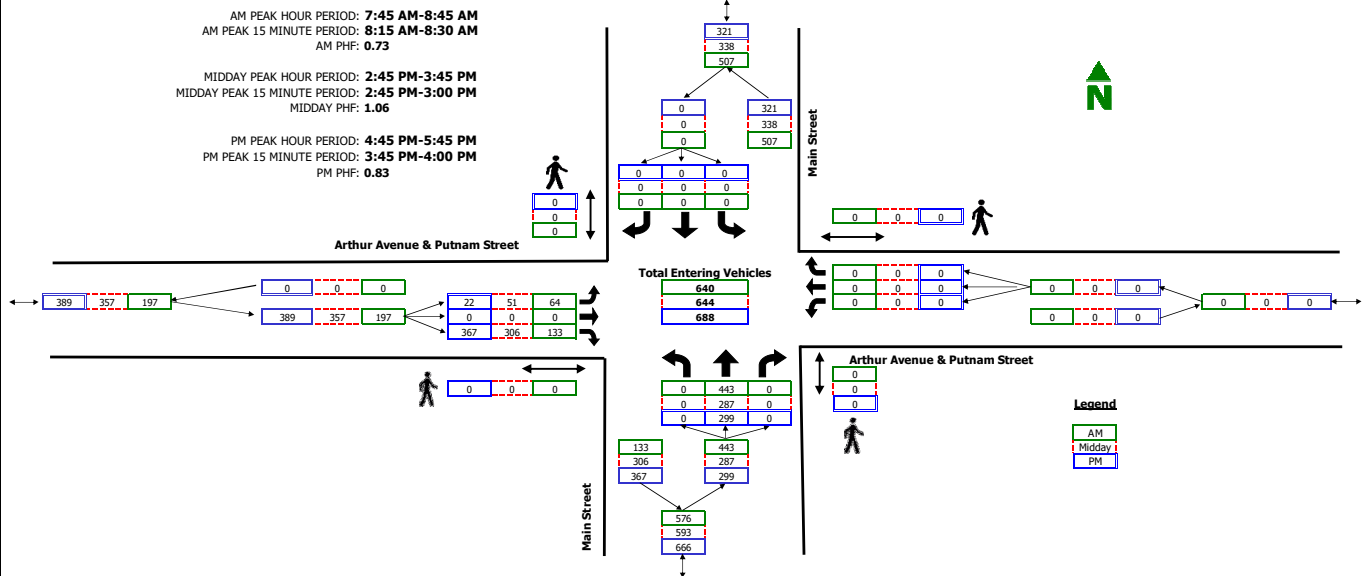


RAW COUNT SUMMARIES	Arthur Avenue Northbound				Arthur Avenue Southbound				Benton Street Eastbound				Benton Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	0	0	0	19	20	0	0	0	2	0	0	9	4	0	0	54
1:00 - 2:00	0	0	0	0	6	8	1	0	0	0	0	0	4	1	0	0	20
2:00 - 3:00	0	0	0	0	6	8	1	0	0	0	0	0	4	1	0	0	20
3:00 - 4:00	0	0	0	0	7	5	0	0	0	0	0	0	3	0	0	0	15
4:00 - 5:00	0	0	0	0	19	9	1	0	0	2	0	0	1	0	0	0	32
5:00 - 6:00	0	0	0	0	23	16	1	0	0	9	0	0	6	4	0	0	59
6:00 - 7:00	0	0	0	0	62	45	1	0	0	25	0	0	21	11	0	0	165
7:00 - 8:00	0	0	0	0	168	131	5	0	0	46	2	0	68	29	0	0	449
8:00 - 9:00	0	0	0	0	174	185	13	0	0	45	8	0	104	54	0	0	583
9:00 - 10:00	0	0	0	0	105	131	13	0	0	55	5	0	74	30	0	0	413
10:00 - 11:00	0	0	0	0	118	138	15	0	0	46	6	0	97	37	0	0	457
MID-DAY COUNTS																	
11:00 - 12:00	0	0	0	0	128	160	20	0	0	49	2	0	126	50	0	0	535
12:00 - 13:00	0	0	0	0	187	176	25	0	0	63	6	0	142	47	0	0	646
13:00 - 14:00	0	0	0	0	147	192	23	0	0	59	6	0	139	54	0	0	620
14:00 - 15:00	0	0	0	0	148	190	19	0	0	64	14	0	153	51	0	0	639
15:00 - 16:00	0	0	0	0	187	274	32	0	0	89	40	0	199	57	0	0	878
PM PERIOD COUNTS																	
16:00 - 17:00	0	0	0	0	197	277	26	0	0	67	14	0	209	59	0	0	849
17:00 - 18:00	0	0	0	0	194	290	26	0	0	62	4	0	213	69	0	0	858
18:00 - 19:00	0	0	0	0	165	198	24	0	0	56	4	0	149	57	0	0	653
19:00 - 20:00	0	0	0	0	115	160	17	0	0	42	4	0	111	45	0	0	494
20:00 - 21:00	0	0	0	0	81	123	14	0	0	43	2	0	103	36	0	0	402
21:00 - 22:00	0	0	0	0	68	90	9	0	0	29	0	0	61	29	0	0	286
22:00 - 23:00	0	0	0	0	46	44	5	0	0	28	0	0	33	18	0	0	174
23:00 - 0:00	0	0	0	0	36	33	2	0	0	11	0	0	15	11	0	0	108

Intersection Turning Movement Summary

Intersection: Main Street / Arthur Avenue & Putnam Street
North/South: Main Street
East/West: Arthur Avenue & Putnam Street
Jurisdiction: Pocatello
Project Title: Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 2019 ADT
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 1.0%
Number of Years: 5



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Arthur Avenue & Putnam Street Eastbound				Arthur Avenue & Putnam Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
0:00 - 1:00	0	14	0	0	0	0	0	0	0	0	18	0	0	0	0	0	32
1:00 - 2:00	0	6	0	0	0	0	0	0	0	0	9	0	0	0	0	0	15
2:00 - 3:00	0	6	0	0	0	0	0	0	0	0	9	0	0	0	0	0	15
3:00 - 4:00	0	11	0	0	0	0	0	0	0	0	5	0	0	0	0	0	16
4:00 - 5:00	0	21	0	0	0	0	0	0	0	0	7	0	0	0	0	0	28
5:00 - 6:00	0	57	0	0	0	0	0	0	0	0	13	0	0	0	0	0	70
6:00 - 7:00	0	110	0	0	0	0	0	0	3	0	35	0	0	0	0	0	148
7:00 - 8:00	0	275	0	0	0	0	0	0	13	0	97	0	0	0	0	0	385
8:00 - 9:00	0	407	0	0	0	0	0	0	65	0	139	0	0	0	0	0	611
9:00 - 10:00	0	227	0	0	0	0	0	0	14	0	150	0	0	0	0	0	391
10:00 - 11:00	0	234	0	0	0	0	0	0	19	0	163	0	0	0	0	0	416
MID-DAY COUNTS																	
11:00 - 12:00	0	243	0	0	0	0	0	0	29	0	192	0	0	0	0	0	464
12:00 - 13:00	0	253	0	0	0	0	0	0	35	0	229	0	0	0	0	0	517
13:00 - 14:00	0	259	0	0	0	0	0	0	19	0	244	0	0	0	0	0	522
14:00 - 15:00	0	287	0	0	0	0	0	0	23	0	256	0	0	0	0	0	566
15:00 - 16:00	0	308	0	0	0	0	0	0	57	0	369	0	0	0	0	0	734
PM PERIOD COUNTS																	
16:00 - 17:00	0	317	0	0	0	0	0	0	30	0	351	0	0	0	0	0	698
17:00 - 18:00	0	320	0	0	0	0	0	0	23	0	384	0	0	0	0	0	727
18:00 - 19:00	0	255	0	0	0	0	0	0	22	0	255	0	0	0	0	0	532
19:00 - 20:00	0	190	0	0	0	0	0	0	16	0	206	0	0	0	0	0	412
20:00 - 21:00	0	148	0	0	0	0	0	0	13	0	169	0	0	0	0	0	330
21:00 - 22:00	0	90	0	0	0	0	0	0	5	0	107	0	0	0	0	0	202
22:00 - 23:00	0	55	0	0	0	0	0	0	4	0	56	0	0	0	0	0	115
23:00 - 0:00	0	27	0	0	0	0	0	0	2	0	37	0	0	0	0	0	66

Intersection Turning Movement Summary

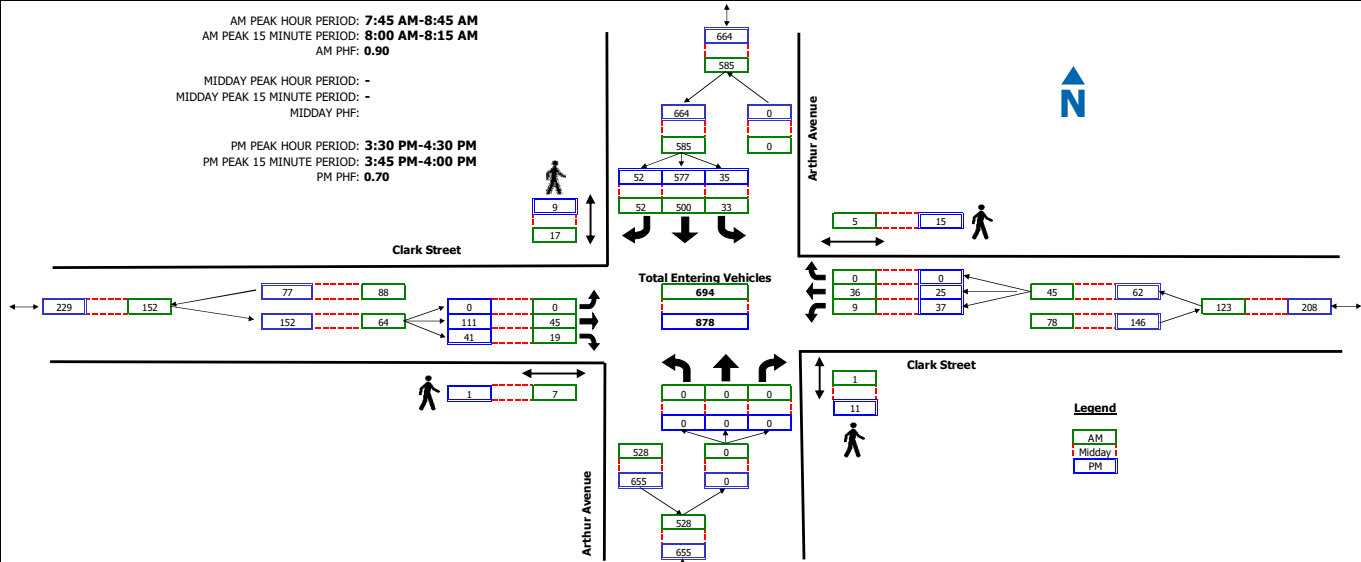
Intersection: Arthur Avenue / Clark Street
North/South Road: Arthur Avenue
East/West Road: Clark Street
Jurisdiction: Pocatello
Project Title: Pocatello Intersection Analysis for Safe Streets Plan
Project No: UT23-2674
Weather: Clear

Date: 4-2-24, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 8:00 AM-8:15 AM
AM PHF: 0.90

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 3:30 PM-4:30 PM
PM PEAK 15 MINUTE PERIOD: 3:45 PM-4:00 PM
PM PHF: 0.70



COUNT SUMMARY	Arthur Avenue Northbound				Arthur Avenue Southbound				Clark Street Eastbound				Clark Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	1	65	28	6	0	9	4	0	0	9	0	1	116
7:15 - 7:30	0	0	0	0	2	70	8	3	0	6	4	0	1	2	0	1	93
7:30 - 7:45	0	0	0	0	1	91	1	0	0	9	1	2	1	1	0	1	105
7:45 - 8:00	0	0	0	0	5	142	3	2	0	6	6	2	3	3	0	0	168
8:00 - 8:15	0	0	0	0	7	147	10	3	0	8	5	2	3	12	0	0	192
8:15 - 8:30	0	0	0	1	12	102	24	5	0	20	2	2	3	15	0	5	178
8:30 - 8:45	0	0	0	0	9	109	15	7	0	11	6	1	0	6	0	0	156
8:45 - 9:00	0	0	0	0	7	125	5	0	0	10	6	0	6	5	0	0	164
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30 - 14:45	0	0	0	4	4	94	6	2	0	18	7	1	5	6	1	2	141
14:45 - 15:00	0	0	0	0	5	140	4	1	0	8	7	0	4	4	0	0	172
15:00 - 15:15	0	0	0	0	7	135	5	0	0	13	2	0	5	2	0	0	169
15:15 - 15:30	0	0	0	0	3	122	12	0	0	14	8	1	13	3	0	2	175
15:30 - 15:45	0	0	0	3	4	121	13	1	0	8	11	0	11	7	0	8	175
15:45 - 16:00	0	0	0	2	17	177	19	4	0	71	16	0	9	6	0	4	315
16:00 - 16:15	0	0	0	2	9	144	8	2	0	18	6	1	10	6	0	1	201
16:15 - 16:30	0	0	0	4	5	135	12	2	0	14	8	0	7	6	0	2	187

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Lander Street
North/South Road: Arthur Avenue

East/West Road: Lander Street

Jurisdiction: Pocatello

Project Title: Pocatello Intersection Analysis for Safe Streets Plan

Project No: UT23-2674

Weather: Clear

Date: 4-2-24, Tue

Day of Week Adjustment: 100.0%

Month of Year Adjustment: 100.0%

Adjustment Station #: 0

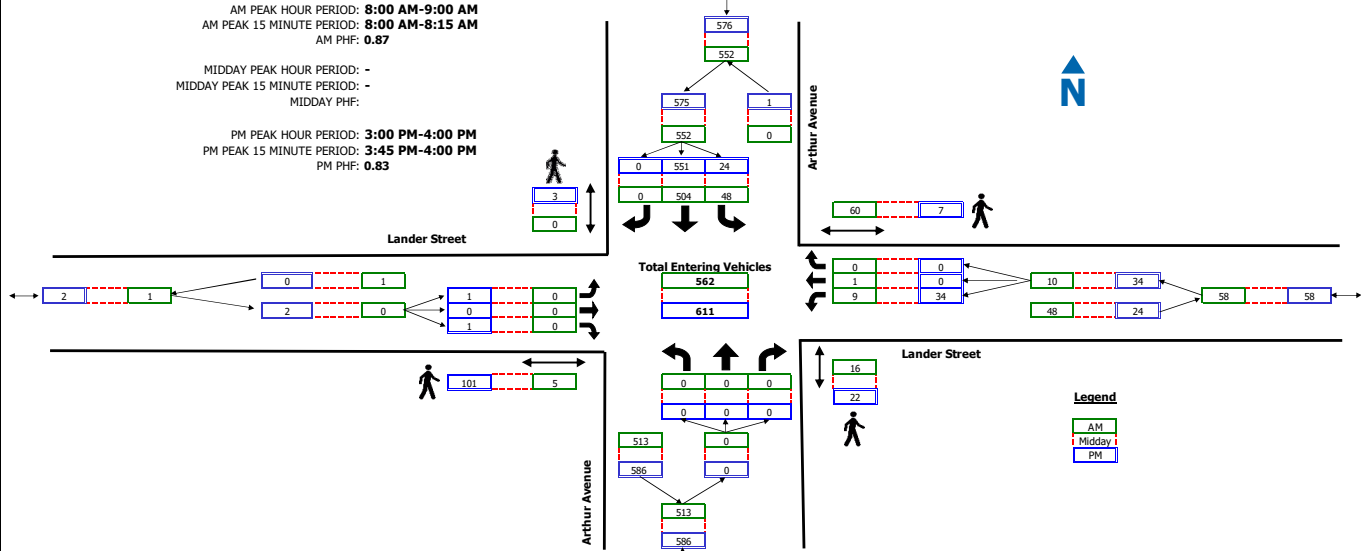
Growth Rate: 0.0%

Number of Years: 0

AM PEAK HOUR PERIOD: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 8:00 AM-8:15 AM
AM PHF: 0.87

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 3:00 PM-4:00 PM
PM PEAK 15 MINUTE PERIOD: 3:45 PM-4:00 PM
PM PHF: 0.83



COUNT SUMMARY	Arthur Avenue Northbound				Arthur Avenue Southbound				Lander Street Eastbound				Lander Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	2	87	0	0	0	0	0	0	0	0	0	1	89
7:15 - 7:30	0	0	0	1	4	88	0	0	0	0	0	0	1	0	1	3	94
7:30 - 7:45	0	0	0	0	7	91	0	0	0	0	0	0	0	0	0	1	98
7:45 - 8:00	0	0	0	0	4	135	0	0	0	0	0	1	1	0	0	6	140
8:00 - 8:15	0	0	0	1	10	152	0	0	0	0	0	1	0	0	0	11	162
8:15 - 8:30	0	0	0	2	16	103	0	0	0	0	0	3	7	1	0	28	127
8:30 - 8:45	0	0	0	13	13	116	0	0	0	0	0	0	2	0	0	18	131
8:45 - 9:00	0	0	0	0	9	133	0	0	0	0	0	1	0	0	0	3	142
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30 - 14:45	0	0	0	2	6	105	0	2	0	0	0	1	3	0	0	1	114
14:45 - 15:00	0	0	0	16	3	152	0	1	0	0	0	1	7	0	0	0	162
15:00 - 15:15	0	0	0	0	8	141	0	0	0	0	0	2	3	0	0	2	152
15:15 - 15:30	0	0	0	1	6	111	0	2	0	0	0	2	5	0	0	3	122
15:30 - 15:45	0	0	0	10	6	131	0	0	0	0	1	67	14	0	0	0	152
15:45 - 16:00	0	0	0	11	4	168	0	1	1	0	0	30	12	0	0	2	185
16:00 - 16:15	0	0	0	1	3	86	0	0	0	0	0	10	5	0	0	1	94
16:15 - 16:30	0	0	0	1	7	141	0	1	0	0	0	1	4	0	0	0	152

Intersection Turning Movement Summary

Intersection: Arthur Avenue / Freemont Street
North/South Road: Arthur Avenue

East/West Road: Freemont Street

Jurisdiction: Pocatello

Project Title: Pocatello Intersection Analysis for Safe Streets Plan

Project No: UT23-2674

Weather: Clear

Date: 4-2-24, Tue

Day of Week Adjustment: 100.0%

Month of Year Adjustment: 100.0%

Adjustment Station #: 0

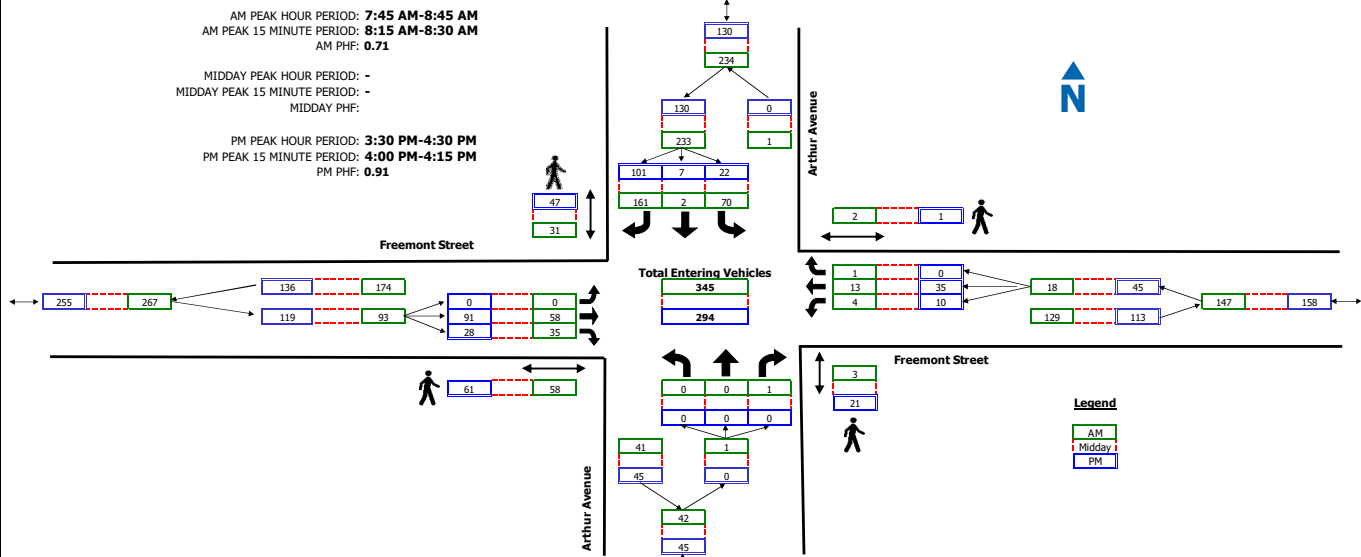
Growth Rate: 0.0%

Number of Years: 0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 8:15 AM-8:30 AM
AM PHF: 0.71

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 3:30 PM-4:30 PM
PM PEAK 15 MINUTE PERIOD: 4:00 PM-4:15 PM
PM PHF: 0.91



COUNT SUMMARY	Arthur Avenue Northbound				Arthur Avenue Southbound				Freemont Street Eastbound				Freemont Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	4	20	2	0	16	9	0	0	2	0	0	51
7:15 - 7:30	0	0	0	0	5	1	4	1	0	12	6	0	0	1	0	0	29
7:30 - 7:45	0	0	0	3	6	0	8	6	0	10	10	5	2	0	0	0	36
7:45 - 8:00	0	0	0	1	12	0	15	3	0	22	7	10	1	4	1	0	62
8:00 - 8:15	0	0	0	1	27	2	49	6	0	10	10	17	1	3	0	0	102
8:15 - 8:30	0	0	1	1	18	0	76	15	0	12	11	25	1	3	0	2	122
8:30 - 8:45	0	0	0	0	13	0	21	7	0	14	7	6	1	3	0	0	59
8:45 - 9:00	0	0	0	1	8	0	5	1	0	19	10	1	3	4	0	0	49
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30 - 14:45	0	0	0	2	4	0	13	5	0	26	6	2	2	14	0	2	63
14:45 - 15:00	0	0	0	0	3	1	11	2	0	14	15	0	2	10	0	0	56
15:00 - 15:15	0	0	0	0	1	0	8	7	0	15	9	2	2	9	0	0	44
15:15 - 15:30	0	0	0	1	4	1	16	1	0	15	6	4	1	7	0	1	50
15:30 - 15:45	0	0	0	3	11	1	34	7	0	14	10	11	1	6	0	0	77
15:45 - 16:00	0	0	0	13	6	2	26	36	0	28	7	40	3	3	0	1	75
16:00 - 16:15	0	0	0	5	1	4	17	3	0	32	6	7	4	17	0	0	81
16:15 - 16:30	0	0	0	0	4	0	24	1	0	17	5	3	2	9	0	0	61



APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Hawthorne Road & Quinn Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	12	11	90	13.0	B
	T	130	121	93	7.9	A
	R	49	45	91	3.5	A
	Subtotal	191	177	93	7.1	A
SB	L	96	98	102	11.6	B
	T	298	298	100	9.2	A
	R	24	27	114	5.6	A
	Subtotal	418	423	101	9.5	A
EB	L	64	67	105	14.1	B
	T	189	195	103	10.8	B
	R	50	51	101	6.9	A
	Subtotal	303	313	103	10.9	B
WB	L	34	35	103	17.1	B
	T	88	89	101	6.5	A
	R	32	34	106	4.0	A
	Subtotal	154	158	103	8.3	A
Total		1,066	1,071	100	9.3	A

Intersection: Pole Line Road & Quinn Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	53	102	26.0	C
	T	218	225	103	10.4	B
	R	28	28	101	6.0	A
	Subtotal	298	306	103	12.7	B
SB	L	3	3	100	19.5	B
	T	261	257	99	20.5	C
	R	71	74	104	5.6	A
	Subtotal	335	334	100	17.2	B
EB	L	147	149	101	13.9	B
	T	118	117	99	11.4	B
	R	86	90	104	6.7	A
	Subtotal	351	356	101	11.3	B
WB	L	16	15	92	14.6	B
	T	31	30	97	9.9	A
	Subtotal	47	45	96	11.5	B
Total		1,031	1,041	101	13.6	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #: UT23-2674**

Intersection: Pole Line Road & Bullard Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	299	308	103	1.5	A
	R	22	23	106	1.5	A
	Subtotal	321	331	103	1.5	A
SB	L	13	12	91	4.8	A
	T	354	353	100	2.5	A
	Subtotal	367	365	99	2.6	A
WB	L	11	12	107	6.6	A
	R	8	8	97	3.2	A
	Subtotal	19	20	105	5.2	A
Total		708	716	101	2.2	A

Intersection: Pole Line Road & Eldredge Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	53	102	9.3	A
	T	245	254	104	3.9	A
	R	4	5	125	2.5	A
	Subtotal	301	312	104	4.8	A
SB	L	25	22	89	5.9	A
	T	322	321	100	4.3	A
	R	76	76	100	3.1	A
	Subtotal	423	419	99	4.2	A
EB	L	52	54	104	41.4	D
	T	22	20	92	19.1	B
	R	69	70	101	6.3	A
	Subtotal	143	144	101	21.2	C
WB	L	4	3	75	22.7	C
	T	20	17	86	21.9	C
	R	26	27	105	6.0	A
	Subtotal	50	47	94	12.8	B
Total		916	922	101	7.5	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Hawthorne Road & Alameda Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	9.1	A
	T	191	186	98	6.3	A
	R	149	154	103	3.2	A
	Subtotal	342	341	100	4.9	A
SB	L	66	66	100	10.9	B
	T	287	292	102	7.9	A
	R	6	6	96	5.6	A
	Subtotal	359	364	101	8.4	A
WB	L	58	55	95	10.3	B
	T	214	221	103	3.4	A
	R	29	29	100	5.3	A
	Subtotal	301	305	101	4.8	A
Total		1,002	1,010	101	6.1	A

Intersection: Main Street/Hawthorne Road & Garrett Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	81	79	97	29.5	C
	T	194	197	102	18.4	B
	R	25	23	93	2.7	A
	Subtotal	300	299	100	20.1	C
SB	L	104	102	98	60.1	E
	T	241	248	103	22.2	C
	Subtotal	345	350	101	33.2	C
NW	L	9	8	86	36.8	D
	T	92	94	102	21.7	C
	R	60	58	97	5.3	A
	Subtotal	161	160	99	16.5	B
SE	L	88	85	97	31.5	C
	T	246	248	101	15.2	B
	R	284	292	103	0.8	A
	Subtotal	618	625	101	10.7	B
Total		1,423	1,434	101	18.9	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Alameda Road/Pocatello Creek Road & Jefferson Avenue/Hiline Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	47	46	98	50.8	D
	T	85	83	97	49.4	D
	R	226	232	103	8.2	A
	Subtotal	358	361	101	23.1	C
SB	L	182	181	100	48.4	D
	T	118	122	103	42.2	D
	R	24	23	97	25.4	C
	Subtotal	324	326	101	44.5	D
NE	L	29	27	94	58.3	E
	T	247	248	100	19.6	B
	R	45	50	112	0.8	A
	Subtotal	321	325	101	19.9	B
SW	L	177	180	102	51.7	D
	T	364	356	98	12.1	B
	R	136	135	99	1.2	A
	Subtotal	677	671	99	20.5	C
Total		1,680	1,683	100	25.7	C

Intersection: Jefferson Avenue & Alameda Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	274	275	100	1.1	A
	R	15	17	113	0.8	A
	Subtotal	289	292	101	1.1	A
SB	T	340	353	104	1.7	A
	Subtotal	340	353	104	1.7	A
WB	R	100	102	102	4.3	A
	Subtotal	100	102	102	4.3	A
Total		729	747	102	1.8	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Jefferson Avenue & Redwood Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	274	275	100	0.7	A
	R	2	2	100	0.6	A
	Subtotal	276	277	100	0.7	A
SB	L	15	16	107	3.4	A
	T	340	351	103	1.5	A
	Subtotal	355	367	103	1.6	A
WB	L	19	18	96	7.7	A
	R	15	17	113	4.4	A
	Subtotal	34	35	103	6.1	A
Total		665	679	102	1.5	A

Intersection: Jefferson Avenue & Cedar Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	52	92	6.2	A
	T	260	265	102	2.0	A
	Subtotal	316	317	100	2.7	A
SB	T	319	328	103	1.9	A
	R	41	41	101	1.5	A
	Subtotal	360	369	103	1.9	A
EB	L	15	12	80	9.9	A
	R	38	36	95	5.0	A
	Subtotal	53	48	91	6.2	A
Total		729	734	101	2.5	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Jefferson Avenue & Pine Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	7	7	100	9.1	A
	T	241	244	101	6.2	A
	R	3	4	133	5.0	A
	Subtotal	251	255	102	6.3	A
SB	L	11	11	100	9.1	A
	T	375	382	102	7.4	A
	R	7	8	114	5.8	A
	Subtotal	393	401	102	7.4	A
EB	L	9	7	78	11.5	B
	T	1	1	100	5.7	A
	R	19	20	107	4.7	A
	Subtotal	29	28	97	6.4	A
WB	L	36	33	92	10.3	B
	T	8	9	112	10.4	B
	R	27	28	105	4.7	A
	Subtotal	71	70	99	8.1	A
Total		744	754	101	7.1	A

Intersection: Oak Street & Jefferson Avenue
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	188	188	100	15.0	B
	T	42	42	101	3.2	A
	R	200	205	102	9.0	A
	Subtotal	430	435	101	11.0	B
EB	L	119	122	102	12.2	B
	T	158	163	103	12.1	B
	Subtotal	277	285	103	12.1	B
WB	T	91	89	98	17.0	B
	R	76	77	102	2.5	A
	Subtotal	167	166	99	10.3	B
Total		873	886	101	11.2	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: 13th Avenue & Oak Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	323	327	101	0.8	A
	R	24	24	101	0.6	A
	Subtotal	347	351	101	0.8	A
WB	T	157	156	100	0.8	A
	Subtotal	157	156	99	0.8	A
NW	L	9	9	100	8.5	A
	Subtotal	9	9	100	8.5	A
Total		512	516	101	1.0	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Gould Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	24	21	89	27.7	C
	T	636	628	99	27.2	C
	R	18	16	90	16.1	B
	Subtotal	678	665	98	26.9	C
EB	T	59	56	95	18.3	B
	Subtotal	59	56	95	18.3	B
WB	L	490	492	100	27.4	C
	T	36	36	99	20.2	C
	Subtotal	526	528	100	26.9	C
Total		1,264	1,249	99	26.6	C

Intersection: Main Street & Gould Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	11.9	B
	T	230	235	102	13.1	B
	R	513	509	99	4.8	A
	Subtotal	758	758	100	7.5	A
EB	L	6	5	77	23.0	C
	T	76	71	93	10.8	B
	Subtotal	82	76	93	11.6	B
WB	T	502	506	101	14.2	B
	R	35	38	109	2.5	A
	Subtotal	537	544	101	13.4	B
Total		1,376	1,378	100	10.1	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Custer Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	26	24	91	12.4	B
	T	1,017	1,010	99	11.7	B
	R	84	86	103	11.3	B
	Subtotal	1,127	1,120	99	11.7	B
EB	T	185	190	103	18.8	B
	R	82	84	102	13.3	B
	Subtotal	267	274	103	17.1	B
WB	L	15	12	80	21.1	C
	T	82	80	97	20.4	C
	Subtotal	97	92	95	20.5	C
Total		1,492	1,486	100	13.3	B

Intersection: Main Street & Custer Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	93	90	97	3.9	A
	T	553	560	101	4.4	A
	Subtotal	646	650	101	4.3	A
EB	L	190	193	101	9.8	A
	T	21	22	106	5.0	A
	Subtotal	211	215	102	9.3	A
WB	T	1	1	100	4.2	A
	Subtotal	1	1	100	4.2	A
Total		858	866	101	5.5	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Fremont St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	40	38	94	5.7	A
	T	844	847	100	6.3	A
	R	191	184	96	6.7	A
	Subtotal	1,075	1,069	99	6.3	A
EB	T	57	56	98	14.7	B
	R	50	48	96	9.0	A
	Subtotal	107	104	97	12.1	B
WB	L	19	18	96	12.2	B
	T	55	57	103	17.3	C
	Subtotal	74	75	101	16.1	C
Total		1,256	1,248	99	7.4	A

Intersection: Arthur Avenue & Lander St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	100	96	96	1.3	A
	T	813	817	101	1.7	A
	Subtotal	913	913	100	1.7	A
WB	L	18	18	101	8.9	A
	Subtotal	18	18	100	8.9	A
Total		931	931	100	1.8	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Clark Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	101	102	101	14.5	B
	T	572	580	101	14.7	B
	R	158	153	97	11.5	B
	Subtotal	831	835	100	14.1	B
EB	T	56	55	98	8.9	A
	R	24	21	89	4.9	A
	Subtotal	80	76	95	7.8	A
WB	L	8	8	94	4.1	A
	T	52	53	101	3.1	A
	Subtotal	60	61	102	3.2	A
Total		972	972	100	12.9	B

Intersection: Main Street & Clark Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	61	62	102	5.2	A
	T	583	587	101	5.8	A
	R	4	4	107	4.3	A
	Subtotal	648	653	101	5.7	A
EB	L	60	61	102	14.2	B
	T	98	96	98	14.1	B
	Subtotal	158	157	99	14.1	B
WB	R	4	4	107	4.6	A
	Subtotal	4	4	100	4.6	A
Total		809	814	101	7.4	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	522	525	101	4.1	A
	R	82	83	102	2.9	A
	Subtotal	604	608	101	3.9	A
WB	L	94	94	100	5.7	A
	T	176	171	97	8.4	A
	Subtotal	270	265	98	7.4	A
Total		873	873	100	5.0	A

Intersection: Main Street & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	81	95	7.8	A
	T	492	495	101	9.0	A
	Subtotal	577	576	100	8.8	A
WB	T	184	184	100	10.6	B
	R	156	157	100	4.6	A
	Subtotal	340	341	100	7.8	A
Total		918	917	100	8.5	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #: UT23-2674**

Intersection: Union Pacific Ave/Union Pacific Avenue & Center Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	73	0.5	A
	T	28	30	107	0.0	A
	R	200	203	102	1.3	A
	Subtotal	231	235	102	1.1	A
SB	R	4	4	107	3.6	A
	Subtotal	4	4	100	3.6	A
WB	T	334	335	100	0.5	A
	R	15	14	93	0.4	A
	Subtotal	349	349	100	0.5	A
Total		583	588	101	0.8	A

Intersection: Arthur Avenue & Lewis Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	117	118	101	3.6	A
	T	500	501	100	4.5	A
	Subtotal	617	619	100	4.3	A
EB	T	114	116	102	11.2	B
	R	41	39	95	5.9	A
	Subtotal	155	155	100	9.9	A
Total		772	774	100	5.4	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Main Street & Lewis Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	566	562	99	11.3	B
	R	36	36	99	9.8	A
	Subtotal	602	598	99	11.2	B
EB	L	38	36	96	6.9	A
	T	194	198	102	23.5	C
	Subtotal	232	234	101	20.9	C
Total		834	832	100	14.0	B

Intersection: Arthur Avenue & Benton Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	236	235	99	13.3	B
	T	290	290	100	10.4	B
	R	14	14	100	7.9	A
	Subtotal	540	539	100	11.6	B
EB	T	63	58	92	9.9	A
	R	8	9	106	5.2	A
	Subtotal	71	67	94	9.3	A
WB	L	134	137	102	10.1	B
	T	64	64	99	7.0	A
	Subtotal	198	201	102	9.1	A
Total		810	807	100	10.8	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Main Street & Benton Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	21	89	16.1	B
	T	415	418	101	16.4	B
	R	226	229	101	6.7	A
	Subtotal	665	668	100	13.1	B
EB	L	10	9	88	7.4	A
	T	289	284	98	5.8	A
	Subtotal	299	293	98	5.8	A
WB	T	174	180	104	11.1	B
	R	177	173	98	1.5	A
	Subtotal	351	353	101	6.4	A
Total		1,314	1,314	100	9.7	A

Intersection: Main Street & Arthur Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	554	548	99	1.2	A
	Subtotal	554	548	99	1.2	A
EB	L	80	85	107	3.1	A
	T	134	131	98	0.1	A
	R	166	164	99	0.2	A
	Subtotal	380	380	100	0.8	A
Total		934	928	99	1.1	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Hawthorne Road & Quinn Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	41	42	102	15.9	B
	T	264	263	100	11.1	B
	R	82	79	96	4.5	A
	Subtotal	387	384	99	10.3	B
SB	L	103	105	102	15.4	B
	T	212	209	99	10.3	B
	R	89	91	103	6.9	A
	Subtotal	404	405	100	10.9	B
EB	L	53	53	100	17.8	B
	T	172	161	94	11.5	B
	R	27	29	108	6.2	A
	Subtotal	252	243	96	12.2	B
WB	L	70	70	100	16.8	B
	T	310	314	101	11.9	B
	R	126	123	98	6.3	A
	Subtotal	506	507	100	11.2	B
Total		1,548	1,539	99	11.1	B

Intersection: Pole Line Road & Quinn Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	156	161	103	29.4	C
	T	375	365	97	10.9	B
	R	45	47	104	8.8	A
	Subtotal	576	573	99	15.9	B
SB	L	10	9	88	24.2	C
	T	349	358	103	24.7	C
	R	245	242	99	11.7	B
	Subtotal	604	609	101	19.5	B
EB	L	155	148	95	25.0	C
	T	173	171	99	20.7	C
	R	107	102	95	12.9	B
	Subtotal	435	421	97	20.3	C
WB	L	40	40	100	26.4	C
	T	105	105	100	18.2	B
	R	6	7	112	7.7	A
	Subtotal	151	152	101	19.9	B
Total		1,766	1,755	99	18.6	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #: UT23-2674**

Intersection: Pole Line Road & Bullard Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	581	579	100	2.4	A
	R	47	49	104	2.1	A
	Subtotal	628	628	100	2.4	A
SB	L	8	9	109	6.8	A
	T	496	498	100	2.8	A
	Subtotal	504	507	101	2.9	A
WB	L	35	36	103	11.3	B
	R	21	19	92	3.9	A
	Subtotal	56	55	98	8.7	A
Total		1,188	1,190	100	2.9	A

Intersection: Pole Line Road & Eldredge Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	26	94	9.5	A
	T	530	525	99	4.4	A
	R	16	17	105	3.2	A
	Subtotal	574	568	99	4.6	A
SB	L	64	64	100	10.0	A
	T	467	473	101	5.1	A
	R	28	28	101	3.1	A
	Subtotal	559	565	101	5.6	A
EB	L	35	34	97	44.6	D
	T	24	23	97	25.9	C
	R	23	23	101	7.9	A
	Subtotal	82	80	98	28.7	C
WB	L	10	10	98	28.6	C
	T	30	30	100	24.2	C
	R	63	65	104	10.0	A
	Subtotal	103	105	102	15.8	B
Total		1,317	1,318	100	7.4	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #: UT23-2674**

Intersection: Hawthorne Road & Alameda Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	298	301	101	8.2	A
	R	156	156	100	3.5	A
	Subtotal	455	457	100	6.6	A
SB	L	68	69	101	15.3	B
	T	256	265	103	9.5	A
	R	5	4	80	5.9	A
	Subtotal	329	338	103	10.6	B
WB	L	94	97	103	14.3	B
	T	114	105	93	11.0	B
	R	70	68	97	6.6	A
	Subtotal	278	270	97	11.1	B
Total		1,062	1,065	100	9.0	A

Intersection: Main Street/Hawthorne Road & Garrett Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	130	96	32.2	C
	T	266	271	102	18.5	B
	R	10	12	117	2.6	A
	Subtotal	411	413	100	22.4	C
SB	L	92	88	96	66.0	E
	T	258	274	106	25.7	C
	Subtotal	350	362	103	35.5	D
NW	L	11	10	89	44.2	D
	T	247	248	100	24.1	C
	R	114	110	96	6.5	A
	Subtotal	372	368	99	19.4	B
SE	L	74	76	103	35.5	D
	T	174	169	97	18.4	B
	R	125	128	103	0.7	A
	Subtotal	373	373	100	15.8	B
Total		1,506	1,516	101	23.2	C

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Alameda Road/Pocatello Creek Road & Jefferson Avenue/Hiline Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	89	92	103	64.6	E
	T	204	205	101	57.2	E
	R	276	268	97	12.1	B
	Subtotal	569	565	99	37.0	D
SB	L	206	198	96	55.4	E
	T	176	185	105	47.0	D
	R	37	39	106	34.2	C
	Subtotal	419	422	101	49.8	D
NE	L	50	48	96	57.6	E
	T	513	511	100	32.3	C
	R	102	105	103	1.2	A
	Subtotal	665	664	100	29.2	C
SW	L	231	236	102	59.2	E
	T	478	491	103	24.9	C
	R	208	206	99	1.8	A
	Subtotal	917	933	102	28.5	C
Total		2,569	2,584	101	35.0	C

Intersection: Jefferson Avenue & Alameda Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	483	477	99	4.9	A
	R	33	31	95	5.3	A
	Subtotal	516	508	98	4.9	A
SB	T	510	526	103	2.5	A
	Subtotal	510	526	103	2.5	A
WB	R	88	89	101	30.1	D
	Subtotal	88	89	101	30.1	D
Total		1,114	1,123	101	5.7	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #: UT23-2674**

Intersection: Jefferson Avenue & Redwood Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	508	501	99	1.1	A
	R	14	14	100	0.8	A
	Subtotal	522	515	99	1.1	A
SB	L	46	44	96	5.2	A
	T	478	487	102	1.7	A
	Subtotal	524	531	101	2.0	A
WB	L	10	10	100	10.9	B
	R	7	7	100	5.4	A
	Subtotal	17	17	100	8.6	A
Total		1,062	1,063	100	1.7	A

Intersection: Jefferson Avenue & Cedar Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	91	90	99	10.6	B
	T	484	482	100	3.5	A
	Subtotal	575	572	99	4.6	A
SB	T	430	437	102	2.4	A
	R	58	60	103	1.8	A
	Subtotal	488	497	102	2.3	A
EB	L	50	46	92	23.2	C
	R	102	100	98	8.2	A
	Subtotal	152	146	96	12.9	B
Total		1,215	1,215	100	4.7	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Jefferson Avenue & Pine Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	17.1	B
	T	499	493	99	11.4	B
	R	22	23	106	8.6	A
	Subtotal	550	544	99	11.6	B
SB	L	51	48	95	16.1	B
	T	446	457	103	8.7	A
	R	36	35	98	7.5	A
	Subtotal	533	540	101	9.3	A
EB	L	31	32	104	14.4	B
	T	26	27	105	11.3	B
	R	19	17	91	5.5	A
	Subtotal	76	76	100	11.3	B
WB	L	24	22	93	15.1	B
	T	24	23	97	12.6	B
	R	45	47	105	7.3	A
	Subtotal	93	92	99	10.5	B
Total		1,249	1,252	100	10.5	B

Intersection: Oak Street & Jefferson Avenue
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	174	170	98	21.5	C
	T	72	76	105	3.2	A
	R	194	196	101	10.5	B
	Subtotal	440	442	100	13.5	B
EB	L	252	251	100	16.4	B
	T	175	179	102	13.8	B
	Subtotal	427	430	101	15.3	B
WB	T	200	208	104	17.2	B
	R	214	210	98	3.6	A
	Subtotal	414	418	101	10.4	B
Total		1,280	1,290	101	13.6	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #: UT23-2674**

Intersection: 13th Avenue & Oak Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	309	308	100	0.9	A
	R	41	41	101	0.6	A
	Subtotal	350	349	100	0.9	A
WB	T	383	384	100	1.8	A
	Subtotal	383	384	100	1.8	A
NW	L	29	33	115	23.6	C
	Subtotal	29	33	114	23.6	C
Total		762	766	101	2.3	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Gould Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	38	35	92	21.4	C
	T	284	281	99	22.6	C
	R	19	18	96	6.5	A
	Subtotal	341	334	98	21.6	C
EB	T	46	43	94	18.6	B
	R	2	3	150	6.0	A
	Subtotal	48	46	96	17.8	B
WB	L	532	532	100	27.5	C
	T	70	75	106	20.2	C
	Subtotal	602	607	101	26.6	C
Total		991	987	100	24.5	C

Intersection: Main Street & Gould Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	22	22	101	13.8	B
	T	343	348	102	14.1	B
	R	451	449	100	4.4	A
	Subtotal	816	819	100	8.8	A
EB	L	6	6	96	24.2	C
	T	78	72	92	13.8	B
	Subtotal	84	78	93	14.6	B
WB	T	580	585	101	14.6	B
	R	35	36	102	2.8	A
	Subtotal	615	621	101	13.9	B
Total		1,515	1,518	100	11.2	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Custer Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	24	24	100	9.1	A
	T	682	687	101	7.3	A
	R	112	105	94	8.4	A
	Subtotal	818	816	100	7.5	A
EB	T	147	143	97	18.0	B
	R	52	55	106	10.1	B
	Subtotal	199	198	99	15.8	B
WB	L	17	15	90	22.8	C
	T	111	110	99	21.1	C
	Subtotal	128	125	98	21.3	C
Total		1,145	1,139	99	10.4	B

Intersection: Main Street & Custer Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	114	112	98	4.1	A
	T	617	626	101	4.6	A
	R	2	3	150	3.8	A
	Subtotal	733	741	101	4.5	A
EB	L	151	146	97	10.5	B
	T	20	20	98	4.2	A
	Subtotal	171	166	97	9.7	A
Total		904	907	100	5.5	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Fremont St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	16	14	89	3.1	A
	T	509	508	100	3.4	A
	R	46	46	101	3.5	A
	Subtotal	571	568	99	3.4	A
EB	T	70	68	97	8.4	A
	R	31	30	97	5.1	A
	Subtotal	101	98	97	7.4	A
WB	L	10	9	88	5.9	A
	T	58	56	97	7.7	A
	Subtotal	68	65	96	7.5	A
Total		740	731	99	4.3	A

Intersection: Arthur Avenue & Lander St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	16	14	89	0.4	A
	T	527	524	99	0.5	A
	Subtotal	543	538	99	0.5	A
WB	L	33	35	105	6.3	A
	Subtotal	33	35	106	6.3	A
Total		576	573	99	0.9	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Clark Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	64	64	100	10.5	B
	T	473	475	100	10.4	B
	R	23	20	87	5.5	A
	Subtotal	560	559	100	10.2	B
EB	T	75	74	99	9.6	A
	R	16	17	108	4.0	A
	Subtotal	91	91	100	8.6	A
WB	L	10	10	98	5.0	A
	T	26	27	104	3.3	A
	Subtotal	36	37	103	3.8	A
Total		687	687	100	9.7	A

Intersection: Main Street & Clark Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	36	105	6.5	A
	T	629	631	100	6.1	A
	R	8	9	109	4.4	A
	Subtotal	671	676	101	6.1	A
EB	L	54	56	104	10.9	B
	T	86	83	97	10.4	B
	Subtotal	140	139	99	10.6	B
WB	T	2	2	100	7.5	A
	R	12	13	106	3.7	A
	Subtotal	14	15	107	4.2	A
Total		826	830	101	6.8	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	462	467	101	3.7	A
	R	37	35	94	2.1	A
	Subtotal	499	502	101	3.6	A
WB	L	120	119	99	4.1	A
	T	132	127	96	4.6	A
	Subtotal	252	246	98	4.4	A
Total		752	748	100	3.9	A

Intersection: Main Street & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	37	94	6.4	A
	T	488	488	100	8.4	A
	Subtotal	527	525	100	8.3	A
WB	T	215	211	98	9.8	A
	R	183	187	102	5.1	A
	Subtotal	398	398	100	7.6	A
Total		925	923	100	8.0	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Union Pacific Ave/Union Pacific Avenue & Center Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	0.5	A
	R	217	215	99	1.2	A
	Subtotal	222	220	99	1.2	A
SB	R	13	12	91	3.8	A
	Subtotal	13	12	92	3.8	A
WB	T	378	380	101	0.7	A
	R	30	32	107	0.4	A
	Subtotal	408	412	101	0.7	A
Total		644	644	100	0.9	A

Intersection: Arthur Avenue & Lewis Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	130	130	100	4.2	A
	T	452	454	100	5.3	A
	Subtotal	582	584	100	5.1	A
EB	T	106	110	104	10.9	B
	R	22	22	101	6.2	A
	Subtotal	128	132	103	10.1	B
Total		710	716	101	6.0	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Main Street & Lewis Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	461	457	99	9.8	A
	R	38	37	97	7.5	A
	Subtotal	499	494	99	9.6	A
EB	L	66	69	104	6.7	A
	T	171	173	101	23.0	C
	Subtotal	237	242	102	18.4	B
Total		736	736	100	12.5	B

Intersection: Arthur Avenue & Benton Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	188	193	103	14.0	B
	T	285	282	99	13.7	B
	R	25	23	92	9.4	A
	Subtotal	498	498	100	13.6	B
EB	T	58	54	93	9.7	A
	R	4	4	100	4.8	A
	Subtotal	62	58	94	9.4	A
WB	L	210	205	98	9.2	A
	T	66	68	103	6.1	A
	Subtotal	276	273	99	8.4	A
Total		836	829	99	11.6	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Existing (2024) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Main Street & Benton Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	22	21	97	12.8	B
	T	214	208	97	12.7	B
	R	128	132	103	4.6	A
	Subtotal	364	361	99	9.7	A
EB	L	15	14	95	11.9	B
	T	232	234	101	6.1	A
	Subtotal	247	248	100	6.4	A
WB	T	254	251	99	11.9	B
	R	211	212	101	1.6	A
	Subtotal	465	463	100	7.2	A
Total		1,075	1,072	100	7.9	A

Intersection: Main Street & Arthur Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	299	296	99	0.6	A
	Subtotal	299	296	99	0.6	A
EB	L	22	20	92	2.4	A
	T	110	112	102	0.1	A
	R	367	357	97	0.2	A
	Subtotal	499	489	98	0.3	A
Total		798	785	98	0.4	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Hawthorne Road & Quinn Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	16	98	17.3	B
	T	169	168	99	9.4	A
	R	64	66	103	4.6	A
	Subtotal	249	250	100	8.6	A
SB	L	125	129	103	14.5	B
	T	387	377	97	11.6	B
	R	31	30	97	7.8	A
	Subtotal	543	536	99	12.1	B
EB	L	83	80	96	13.5	B
	T	246	249	101	13.1	B
	R	65	65	100	9.9	A
	Subtotal	394	394	100	12.7	B
WB	L	44	41	93	19.2	B
	T	113	115	102	7.1	A
	R	42	42	99	4.3	A
	Subtotal	199	198	99	9.0	A
Total		1,386	1,378	99	11.2	B

Intersection: Pole Line Road & Quinn Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	68	67	99	26.4	C
	T	282	274	97	10.0	A
	R	36	38	106	6.9	A
	Subtotal	386	379	98	12.6	B
SB	L	4	4	100	26.1	C
	T	339	334	99	21.8	C
	R	92	90	98	6.6	A
	Subtotal	435	428	98	18.6	B
EB	L	191	195	102	17.6	B
	T	153	156	102	14.3	B
	R	112	113	101	8.9	A
	Subtotal	456	464	102	14.4	B
WB	L	21	18	87	18.8	B
	T	40	40	100	12.4	B
	Subtotal	61	58	95	14.4	B
Total		1,338	1,329	99	15.2	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour
Project #: UT23-2674

Intersection: Pole Line Road & Bullard Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	389	383	98	1.8	A
	R	29	27	93	1.6	A
	Subtotal	418	410	98	1.8	A
SB	L	17	14	81	6.0	A
	T	460	457	99	2.7	A
	Subtotal	477	471	99	2.8	A
WB	L	14	14	98	7.8	A
	R	10	10	98	3.7	A
	Subtotal	24	24	100	6.1	A
Total		920	905	98	2.4	A

Intersection: Pole Line Road & Eldredge Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	68	67	99	11.5	B
	T	318	310	98	4.6	A
	R	5	4	80	5.5	A
	Subtotal	391	381	97	5.8	A
SB	L	33	31	94	7.9	A
	T	419	416	99	5.5	A
	R	99	100	101	3.9	A
	Subtotal	551	547	99	5.3	A
EB	L	68	68	100	33.7	C
	T	29	29	100	19.9	B
	R	90	90	100	6.9	A
	Subtotal	187	187	100	18.7	B
WB	L	5	4	80	15.2	B
	T	26	25	97	19.6	B
	R	34	34	100	6.2	A
	Subtotal	65	63	97	12.1	B
Total		1,193	1,178	99	8.0	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour
Project #: UT23-2674

Intersection: Hawthorne Road & Alameda Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	16.5	B
	T	248	250	101	6.8	A
	R	194	202	104	3.5	A
	Subtotal	445	454	102	5.4	A
SB	L	86	82	95	14.6	B
	T	373	378	101	18.5	B
	R	8	9	109	16.4	B
	Subtotal	467	469	100	17.8	B
WB	L	75	76	101	23.4	C
	T	278	275	99	5.5	A
	R	38	40	105	7.4	A
	Subtotal	391	391	100	9.2	A
Total		1,303	1,314	101	10.9	B

Intersection: Main Street/Hawthorne Road & Garrett Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	110	105	36.0	D
	T	252	254	101	21.2	C
	R	33	35	106	2.8	A
	Subtotal	390	399	102	23.7	C
SB	L	135	133	99	57.3	E
	T	314	324	103	26.1	C
	Subtotal	449	457	102	35.2	D
NW	L	12	13	106	47.5	D
	T	118	124	105	27.8	C
	R	78	84	107	6.2	A
	Subtotal	208	221	106	20.7	C
SE	L	114	115	101	41.2	D
	T	320	314	98	20.5	C
	R	369	362	98	0.9	A
	Subtotal	803	791	99	14.5	B
Total		1,851	1,868	101	22.4	C

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Alameda Road/Pocatello Creek Road & Jefferson Avenue/Hiline Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	61	60	99	51.8	D
	T	112	116	103	50.7	D
	R	296	309	104	10.5	B
	Subtotal	469	485	103	25.2	C
SB	L	238	242	102	47.5	D
	T	155	158	102	39.3	D
	R	31	33	106	29.3	C
	Subtotal	424	433	102	43.1	D
NE	L	38	40	105	53.6	D
	T	324	316	97	25.3	C
	R	59	59	100	0.9	A
	Subtotal	421	415	99	24.6	C
SW	L	231	231	100	49.3	D
	T	477	474	99	17.4	B
	R	178	174	98	1.2	A
	Subtotal	886	879	99	22.6	C
Total		2,200	2,212	101	27.6	C

Intersection: Jefferson Avenue & Alameda Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	359	373	104	1.5	A
	R	20	19	96	1.1	A
	Subtotal	379	392	103	1.5	A
SB	T	446	450	101	1.7	A
	Subtotal	446	450	101	1.7	A
WB	R	131	132	101	6.4	A
	Subtotal	131	132	101	6.4	A
Total		956	974	102	2.3	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Jefferson Avenue & Redwood Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	360	370	103	0.9	A
	R	3	4	133	0.9	A
	Subtotal	363	374	103	0.9	A
SB	L	20	17	86	3.7	A
	T	446	456	102	1.7	A
	Subtotal	466	473	102	1.8	A
WB	L	25	24	97	10.0	A
	R	20	22	111	5.0	A
	Subtotal	45	46	102	7.6	A
Total		873	893	102	1.7	A

Intersection: Jefferson Avenue & Cedar Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	74	66	89	8.9	A
	T	341	352	103	2.7	A
	Subtotal	415	418	101	3.7	A
SB	T	418	426	102	2.3	A
	R	53	54	102	1.6	A
	Subtotal	471	480	102	2.2	A
EB	L	20	21	106	16.5	C
	R	49	45	91	6.3	A
	Subtotal	69	66	96	9.5	A
Total		955	964	101	3.3	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour
Project #: UT23-2674

Intersection: Jefferson Avenue & Pine Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	97	16.7	B
	T	316	320	101	8.2	A
	R	4	5	125	8.5	A
	Subtotal	329	334	102	8.4	A
SB	L	14	13	91	11.6	B
	T	491	495	101	8.8	A
	R	9	8	86	9.3	A
	Subtotal	514	516	100	8.9	A
EB	L	12	11	90	12.3	B
	T	1	1	100	11.5	B
	R	25	24	97	5.6	A
	Subtotal	38	36	95	7.8	A
WB	L	47	46	97	13.5	B
	T	10	10	98	11.2	B
	R	35	38	109	5.0	A
	Subtotal	92	94	102	9.8	A
Total		974	980	101	8.8	A

Intersection: Oak Street & Jefferson Avenue
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	246	246	100	64.3	E
	T	54	54	99	3.5	A
	R	263	261	99	17.4	B
	Subtotal	563	561	100	36.6	D
EB	L	156	156	100	19.2	B
	T	207	207	100	21.4	C
	Subtotal	363	363	100	20.5	C
WB	T	118	116	98	22.3	C
	R	99	100	101	2.4	A
	Subtotal	217	216	100	13.1	B
Total		1,144	1,140	100	27.2	C

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour **Project #: UT23-2674**

Intersection: 13th Avenue & Oak Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	422	418	99	1.2	A
	R	31	35	113	1.0	A
	Subtotal	453	453	100	1.2	A
WB	T	205	204	100	1.1	A
	Subtotal	205	204	100	1.1	A
NW	L	12	11	90	14.5	B
	Subtotal	12	11	92	14.5	B
Total		670	668	100	1.4	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour
Project #: UT23-2674

Intersection: Arthur Avenue & Gould Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	31	32	103	48.1	D
	T	828	819	99	48.1	D
	R	22	24	107	33.0	C
	Subtotal	881	875	99	47.7	D
EB	T	76	79	104	19.4	B
	Subtotal	76	79	104	19.4	B
WB	L	638	631	99	30.1	C
	T	48	49	103	18.8	B
	Subtotal	686	680	99	29.3	C
Total		1,642	1,634	99	38.7	D

Intersection: Main Street & Gould Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	96	13.4	B
	T	299	304	102	14.2	B
	R	666	666	100	5.8	A
	Subtotal	985	989	100	8.5	A
EB	L	8	7	82	28.9	C
	T	98	103	105	11.9	B
	Subtotal	106	110	104	13.0	B
WB	T	652	648	99	15.6	B
	R	45	51	113	2.8	A
	Subtotal	697	699	100	14.7	B
Total		1,789	1,798	101	11.2	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour
Project #: UT23-2674

Intersection: Arthur Avenue & Custer Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	34	33	98	17.0	B
	T	1,323	1,311	99	17.2	B
	R	109	104	96	17.0	B
	Subtotal	1,466	1,448	99	17.2	B
EB	T	240	246	102	18.3	B
	R	108	113	105	15.5	B
	Subtotal	348	359	103	17.4	B
WB	L	20	20	101	23.4	C
	T	108	106	98	18.6	B
	Subtotal	128	126	98	19.4	B
Total		1,941	1,933	100	17.4	B

Intersection: Main Street & Custer Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	118	98	3.7	A
	T	720	719	100	4.9	A
	Subtotal	840	837	100	4.7	A
EB	L	248	250	101	11.7	B
	T	26	30	114	5.8	A
	Subtotal	274	280	102	11.1	B
WB	T	1	1	100	8.0	A
	Subtotal	1	1	100	8.0	A
Total		1,115	1,118	100	6.3	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Fremont St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	52	55	105	7.1	A
	T	1,098	1,107	101	8.0	A
	R	248	231	93	9.1	A
	Subtotal	1,398	1,393	100	8.1	A
EB	T	75	72	96	31.2	D
	R	65	66	102	19.8	C
	Subtotal	140	138	99	25.7	D
WB	L	25	25	99	25.1	D
	T	71	76	107	30.0	D
	Subtotal	96	101	105	28.8	D
Total		1,635	1,632	100	10.9	B

Intersection: Arthur Avenue & Lander St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	130	125	96	1.9	A
	T	1,058	1,071	101	2.3	A
	Subtotal	1,188	1,196	101	2.3	A
WB	L	22	22	98	14.0	B
	Subtotal	22	22	100	14.0	B
Total		1,211	1,218	101	2.5	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour
Project #: UT23-2674

Intersection: Arthur Avenue & Clark Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	131	132	101	17.5	B
	T	742	756	102	18.6	B
	R	205	204	99	15.8	B
	Subtotal	1,078	1,092	101	17.9	B
EB	T	74	69	93	10.1	B
	R	31	31	100	5.7	A
	Subtotal	105	100	95	8.7	A
WB	L	11	11	98	3.8	A
	T	69	68	98	3.4	A
	Subtotal	80	79	99	3.5	A
Total		1,264	1,271	101	16.3	B

Intersection: Main Street & Clark Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	78	98	6.6	A
	T	758	757	100	6.5	A
	R	5	5	105	6.0	A
	Subtotal	843	840	100	6.5	A
EB	L	78	76	98	14.2	B
	T	128	124	97	13.7	B
	Subtotal	206	200	97	13.9	B
WB	R	5	5	105	5.0	A
	Subtotal	5	5	100	5.0	A
Total		1,052	1,045	99	7.9	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	680	687	101	5.3	A
	R	106	112	106	4.0	A
	Subtotal	786	799	102	5.1	A
WB	L	123	121	99	6.7	A
	T	228	222	97	8.9	A
	Subtotal	351	343	98	8.1	A
Total		1,136	1,142	101	6.0	A

Intersection: Main Street & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	109	99	7.5	A
	T	639	631	99	8.5	A
	Subtotal	749	740	99	8.4	A
WB	T	239	234	98	10.5	B
	R	204	210	103	6.2	A
	Subtotal	443	444	100	8.5	A
Total		1,192	1,184	99	8.4	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Union Pacific Ave/Union Pacific Avenue & Center Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	80	0.0	A
	T	36	33	90	0.0	A
	R	260	264	102	1.5	A
	Subtotal	300	300	100	1.3	A
SB	R	5	6	126	4.4	A
	Subtotal	5	6	120	4.4	A
WB	T	434	435	100	0.8	A
	R	20	19	96	0.4	A
	Subtotal	454	454	100	0.8	A
Total		758	760	100	1.0	A

Intersection: Arthur Avenue & Lewis Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	153	156	102	4.7	A
	T	649	651	100	5.7	A
	Subtotal	802	807	101	5.5	A
EB	T	147	143	97	11.7	B
	R	54	52	97	7.8	A
	Subtotal	201	195	97	10.7	B
Total		1,002	1,002	100	6.5	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour **Project #:** UT23-2674

Intersection: Main Street & Lewis Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	736	726	99	12.7	B
	R	48	49	103	11.2	B
	Subtotal	784	775	99	12.6	B
EB	L	49	49	101	7.2	A
	T	252	252	100	23.2	C
	Subtotal	301	301	100	20.6	C
Total		1,085	1,076	99	14.8	B

Intersection: Arthur Avenue & Benton Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	308	310	101	14.0	B
	T	377	372	99	10.5	B
	R	18	19	107	8.6	A
	Subtotal	703	701	100	12.0	B
EB	T	82	81	99	10.9	B
	R	11	12	107	5.3	A
	Subtotal	93	93	100	10.2	B
WB	L	174	181	104	11.4	B
	T	84	86	103	7.3	A
	Subtotal	258	267	103	10.1	A
Total		1,052	1,061	101	11.4	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Morning Peak Hour
Project #: UT23-2674

Intersection: Main Street & Benton Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	33	106	21.2	C
	T	540	536	99	23.3	C
	R	294	290	99	8.5	A
	Subtotal	865	859	99	18.2	B
EB	L	12	12	98	10.7	B
	T	377	379	101	6.2	A
	Subtotal	389	391	101	6.3	A
WB	T	226	234	104	12.1	B
	R	232	226	98	1.6	A
	Subtotal	458	460	100	6.9	A
Total		1,711	1,710	100	12.5	B

Intersection: Main Street & Arthur Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	720	719	100	1.6	A
	Subtotal	720	719	100	1.6	A
EB	L	104	98	94	3.7	A
	T	173	181	105	0.2	A
	R	216	217	100	0.2	A
	Subtotal	493	496	101	0.9	A
Total		1,213	1,215	100	1.3	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Hawthorne Road & Quinn Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	53	54	102	21.3	C
	T	343	347	101	15.7	B
	R	107	108	101	7.2	A
	Subtotal	503	509	101	14.5	B
SB	L	134	131	98	21.3	C
	T	276	280	101	13.9	B
	R	116	116	100	10.3	B
	Subtotal	526	527	100	14.9	B
EB	L	69	67	97	21.6	C
	T	224	227	101	14.4	B
	R	35	35	100	9.2	A
	Subtotal	328	329	100	15.3	B
WB	L	91	87	96	21.5	C
	T	405	404	100	15.4	B
	R	164	160	98	7.4	A
	Subtotal	660	651	99	14.2	B
Total		2,016	2,016	100	14.7	B

Intersection: Pole Line Road & Quinn Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	203	202	100	34.6	C
	T	487	490	101	10.9	B
	R	59	59	100	8.6	A
	Subtotal	749	751	100	17.1	B
SB	L	13	14	106	31.3	C
	T	454	460	101	27.4	C
	R	319	318	100	16.4	B
	Subtotal	786	792	101	23.1	C
EB	L	202	196	97	37.2	D
	T	225	228	101	28.3	C
	R	139	143	103	20.4	C
	Subtotal	566	567	100	29.4	C
WB	L	52	47	91	35.4	D
	T	137	130	95	21.5	C
	R	8	9	109	14.0	B
	Subtotal	197	186	94	24.6	C
Total		2,298	2,296	100	22.9	C

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Pole Line Road & Bullard Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	757	762	101	3.1	A
	R	61	62	102	3.1	A
	Subtotal	818	824	101	3.1	A
SB	L	10	9	88	8.8	A
	T	645	650	101	3.0	A
	Subtotal	655	659	101	3.1	A
WB	L	46	46	99	15.2	C
	R	27	26	97	4.7	A
	Subtotal	73	72	99	11.4	B
Total		1,546	1,555	101	3.5	A

Intersection: Pole Line Road & Eldredge Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	36	36	100	11.9	B
	T	689	693	101	5.6	A
	R	21	20	96	3.9	A
	Subtotal	746	749	100	5.9	A
SB	L	83	89	107	13.2	B
	T	607	607	100	6.2	A
	R	36	36	100	5.2	A
	Subtotal	726	732	101	7.0	A
EB	L	46	46	99	36.6	D
	T	31	33	106	23.9	C
	R	30	34	113	8.3	A
	Subtotal	107	113	106	24.4	C
WB	L	13	11	83	24.6	C
	T	39	37	95	24.6	C
	R	82	83	101	11.4	B
	Subtotal	134	131	98	16.2	B
Total		1,714	1,725	101	8.3	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Hawthorne Road & Alameda Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	6.4	A
	T	386	379	98	9.1	A
	R	203	204	100	3.7	A
	Subtotal	590	584	99	7.2	A
SB	L	88	85	97	22.1	C
	T	333	335	101	29.3	C
	R	7	7	97	14.6	B
	Subtotal	428	427	100	27.6	C
WB	L	122	121	99	29.7	C
	T	147	144	98	20.2	C
	R	91	90	99	12.8	B
	Subtotal	360	355	99	21.6	C
Total		1,378	1,366	99	17.4	B

Intersection: Main Street/Hawthorne Road & Garrett Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	176	173	98	39.8	D
	T	346	343	99	24.0	C
	R	13	11	83	3.0	A
	Subtotal	535	527	99	28.7	C
SB	L	120	120	100	63.7	E
	T	335	336	100	28.9	C
	Subtotal	455	456	100	38.1	D
NW	L	14	15	105	49.2	D
	T	322	333	103	31.9	C
	R	148	145	98	8.9	A
	Subtotal	484	493	102	25.7	C
SE	L	96	95	99	46.7	D
	T	226	222	98	22.4	C
	R	163	169	104	0.8	A
	Subtotal	485	486	100	19.6	B
Total		1,959	1,962	100	27.9	C

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Alameda Road/Pocatello Creek Road & Jefferson Avenue/Hiline Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	117	117	100	80.7	F
	T	267	266	100	56.2	E
	R	361	375	104	16.8	B
	Subtotal	745	758	102	40.5	D
SB	L	269	276	103	64.5	E
	T	230	230	100	44.1	D
	R	48	48	99	33.7	C
	Subtotal	547	554	101	53.4	D
NE	L	65	66	102	62.1	E
	T	672	665	99	48.8	D
	R	134	136	101	1.9	A
	Subtotal	871	867	100	42.5	D
SW	L	303	302	100	88.7	F
	T	627	627	100	33.7	C
	R	272	280	103	2.3	A
	Subtotal	1,202	1,209	101	40.2	D
Total		3,366	3,388	101	44.7	D

Intersection: Jefferson Avenue & Alameda Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	632	645	102	8.5	A
	R	43	42	97	2.5	A
	Subtotal	675	687	102	8.1	A
SB	T	667	665	100	2.9	A
	Subtotal	667	665	100	2.9	A
WB	R	116	114	98	48.6	E
	Subtotal	116	114	98	48.6	E
Total		1,459	1,466	100	8.9	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour **Project #: UT23-2674**

Intersection: Jefferson Avenue & Redwood Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	666	678	102	1.4	A
	R	18	18	101	1.2	A
	Subtotal	684	696	102	1.4	A
SB	L	60	54	90	6.6	A
	T	625	620	99	1.9	A
	Subtotal	685	674	98	2.3	A
WB	L	13	12	91	20.5	C
	R	9	10	108	8.2	A
	Subtotal	22	22	100	14.9	B
Total		1,391	1,392	100	2.0	A

Intersection: Jefferson Avenue & Cedar Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	117	97	12.5	B
	T	632	648	102	4.1	A
	Subtotal	752	765	102	5.4	A
SB	T	563	552	98	2.4	A
	R	77	82	106	2.0	A
	Subtotal	640	634	99	2.3	A
EB	L	65	61	94	34.3	D
	R	134	134	100	10.7	B
	Subtotal	199	195	98	18.1	C
Total		1,592	1,594	100	5.8	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Jefferson Avenue & Pine Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	36	95	22.5	C
	T	654	667	102	17.0	B
	R	29	27	93	15.0	B
	Subtotal	721	730	101	17.2	B
SB	L	66	69	105	24.4	C
	T	584	572	98	9.9	A
	R	47	47	99	8.9	A
	Subtotal	697	688	99	11.3	B
EB	L	40	39	98	18.1	B
	T	34	35	103	14.7	B
	R	25	26	105	7.8	A
	Subtotal	99	100	101	14.2	B
WB	L	31	32	103	18.4	B
	T	31	30	97	15.8	B
	R	59	60	102	10.8	B
	Subtotal	121	122	101	14.0	B
Total		1,638	1,640	100	14.3	B

Intersection: Oak Street & Jefferson Avenue
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	228	227	100	25.7	C
	T	94	95	101	3.5	A
	R	254	246	97	12.3	B
	Subtotal	576	568	99	16.2	B
EB	L	330	331	100	19.5	B
	T	229	231	101	6.1	A
	Subtotal	559	562	101	14.0	B
WB	T	260	256	98	18.6	B
	R	280	287	102	5.3	A
	Subtotal	540	543	101	11.6	B
Total		1,675	1,673	100	14.0	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour **Project #: UT23-2674**

Intersection: 13th Avenue & Oak Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	404	410	101	0.9	A
	R	53	49	93	0.6	A
	Subtotal	457	459	100	0.9	A
WB	T	502	506	101	1.8	A
	Subtotal	502	506	101	1.8	A
NW	L	38	37	97	19.7	C
	Subtotal	38	37	97	19.7	C
Total		997	1,002	101	2.0	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Arthur Avenue & Gould Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	49	50	103	23.1	C
	T	369	364	99	23.2	C
	R	25	26	104	7.1	A
	Subtotal	443	440	99	22.2	C
EB	T	60	62	103	19.3	B
	R	3	4	133	11.1	B
	Subtotal	63	66	105	18.8	B
WB	L	692	686	99	30.8	C
	T	92	94	102	21.2	C
	Subtotal	784	780	99	29.6	C
Total		1,290	1,286	100	26.5	C

Intersection: Main Street & Gould Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	26	90	14.6	B
	T	446	444	100	14.4	B
	R	586	563	96	5.4	A
	Subtotal	1,061	1,033	97	9.5	A
EB	L	8	6	73	37.7	D
	T	101	106	105	12.5	B
	Subtotal	109	112	103	13.9	B
WB	T	754	753	100	15.6	B
	R	46	46	101	3.0	A
	Subtotal	800	799	100	14.9	B
Total		1,969	1,944	99	12.0	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Arthur Avenue & Custer Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	31	29	94	12.0	B
	T	886	869	98	9.3	A
	R	146	150	103	10.5	B
	Subtotal	1,063	1,048	99	9.5	A
EB	T	191	188	98	17.2	B
	R	68	69	102	12.3	B
	Subtotal	259	257	99	15.9	B
WB	L	22	22	101	22.6	C
	T	144	147	102	19.9	B
	Subtotal	166	169	102	20.3	C
Total		1,488	1,474	99	11.9	B

Intersection: Main Street & Custer Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	148	153	103	4.9	A
	T	802	779	97	5.6	A
	R	3	4	133	6.9	A
	Subtotal	953	936	98	5.5	A
EB	L	196	193	98	12.8	B
	T	26	25	97	5.3	A
	Subtotal	222	218	98	11.9	B
Total		1,175	1,154	98	6.7	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Arthur Avenue & Fremont St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	21	20	96	3.6	A
	T	662	655	99	4.1	A
	R	60	63	105	4.3	A
	Subtotal	743	738	99	4.1	A
EB	T	91	95	104	9.8	A
	R	40	41	102	6.8	A
	Subtotal	131	136	104	8.9	A
WB	L	13	14	106	6.5	A
	T	75	77	103	9.6	A
	Subtotal	88	91	103	9.1	A
Total		962	965	100	5.3	A

Intersection: Arthur Avenue & Lander St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	21	20	96	0.7	A
	T	685	677	99	0.7	A
	Subtotal	706	697	99	0.7	A
WB	L	43	41	96	6.9	A
	Subtotal	43	41	95	6.9	A
Total		748	738	99	1.0	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Arthur Avenue & Clark Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	83	85	102	12.8	B
	T	615	602	98	12.1	B
	R	30	29	97	9.3	A
	Subtotal	728	716	98	12.1	B
EB	T	98	102	104	10.0	A
	R	21	22	106	5.6	A
	Subtotal	119	124	104	9.2	A
WB	L	13	13	98	6.1	A
	T	34	32	93	2.9	A
	Subtotal	47	45	96	3.8	A
Total		894	885	99	11.2	B

Intersection: Main Street & Clark Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	44	42	96	6.2	A
	T	818	800	98	7.1	A
	R	10	11	107	6.3	A
	Subtotal	872	853	98	7.0	A
EB	L	70	70	100	10.7	B
	T	112	116	104	10.5	B
	Subtotal	182	186	102	10.6	B
WB	T	3	2	67	10.2	B
	R	16	18	114	5.1	A
	Subtotal	19	20	105	5.6	A
Total		1,072	1,059	99	7.6	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Arthur Avenue & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	601	593	99	4.7	A
	R	48	45	94	2.8	A
	Subtotal	649	638	98	4.6	A
WB	L	156	159	102	4.7	A
	T	172	172	100	4.7	A
	Subtotal	328	331	101	4.7	A
Total		977	969	99	4.6	A

Intersection: Main Street & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	51	50	98	6.6	A
	T	635	620	98	7.9	A
	Subtotal	686	670	98	7.8	A
WB	T	278	284	102	10.3	B
	R	238	234	98	6.1	A
	Subtotal	516	518	100	8.4	A
Total		1,202	1,188	99	8.0	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Union Pacific Ave/Union Pacific Avenue & Center Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	7	5	69	0.2	A
	R	282	282	100	1.5	A
	Subtotal	289	287	99	1.5	A
SB	R	17	15	90	4.0	A
	Subtotal	17	15	88	4.0	A
WB	T	491	497	101	1.1	A
	R	39	40	102	0.7	A
	Subtotal	530	537	101	1.1	A
Total		837	839	100	1.2	A

Intersection: Arthur Avenue & Lewis Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	169	172	102	5.3	A
	T	587	578	99	6.3	A
	Subtotal	756	750	99	6.1	A
EB	T	138	130	94	10.0	A
	R	29	29	100	6.6	A
	Subtotal	167	159	95	9.4	A
Total		923	909	98	6.6	A

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour **Project #:** UT23-2674

Intersection: Main Street & Lewis Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	599	586	98	12.1	B
	R	49	48	98	9.8	A
	Subtotal	648	634	98	11.9	B
EB	L	86	82	95	7.5	A
	T	221	221	100	22.6	C
	Subtotal	307	303	99	18.5	B
Total		956	937	98	14.0	B

Intersection: Arthur Avenue & Benton Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	244	238	98	14.2	B
	T	371	362	98	14.3	B
	R	33	36	108	11.5	B
	Subtotal	648	636	98	14.1	B
EB	T	75	76	102	10.0	A
	R	5	6	114	7.6	A
	Subtotal	80	82	103	9.8	A
WB	L	273	266	97	10.7	B
	T	86	86	100	5.9	A
	Subtotal	359	352	98	9.5	A
Total		1,087	1,070	98	12.3	B

SimTraffic LOS Report

Project: Pocatello Intersection Analysis for Safe Streets Plan
Analysis Period: Future (2050) Analysis
Time Period: Evening Peak Hour
Project #: UT23-2674

Intersection: Main Street & Benton Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	27	93	14.5	B
	T	278	277	100	13.7	B
	R	166	167	101	5.5	A
	Subtotal	473	471	100	10.8	B
EB	L	20	20	101	13.8	B
	T	300	296	99	6.8	A
	Subtotal	320	316	99	7.2	A
WB	T	330	325	98	12.5	B
	R	274	263	96	1.8	A
	Subtotal	604	588	97	7.7	A
Total		1,397	1,375	98	8.7	A

Intersection: Main Street & Arthur Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	389	394	101	0.9	A
	Subtotal	389	394	101	0.9	A
EB	L	29	25	86	2.7	A
	T	143	145	101	0.2	A
	R	477	468	98	0.3	A
	Subtotal	649	638	98	0.4	A
Total		1,038	1,032	99	0.6	A

APPENDIX C

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Existing (2024) Analysis

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB					NW			SB			SE		EB		WB				
	L	LT	R	T	TR	L	R	T	L	T	TR	L	T	L	TR	L	LTR	R	T	TR
01: Hawthorne Road & Quinn Road	50		50	100					75		125			75	125	75		50	75	
02: Pole Line Road & Quinn Road	75			75	100					150	100			125	125	50				50
03: Pole Line Road & Bullard Street																50		50		
04: Pole Line Road & Eldredge Road	75			50	75				50	75	75			100	75		75			
05: Hawthorne Road & Alameda Road		100	75						75		150					50				75
06: Main Street/Hawthorne Road & Garrett Way	75			100				50	150	200		100	75							

Intersection	NB				NE		N W	SB				SW		EB				WB					
	L	R	T	TR	L	T		L	R	T	TR	L	T	L	R	T	TR	L	LR	LT	R	T	TR
01: Alameda Road/Pocatello Creek Road & Jefferson Avenue/Hiline Road	100	100	125		75	125		225			175	225	125										
02: Jefferson Avenue & Alameda Road									75												75		
03: Jefferson Avenue & Redwood Road																		50					
04: Jefferson Avenue & Cedar Street	50													50	50								
05: Jefferson Avenue & Pine Street	50			125				50			200			50			50	75					75
06: Oak Street & Jefferson Avenue								125	100					100		125					75	100	
07: 13th Avenue & Oak Street							25																

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Existing (2024) Analysis

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB					SB					EB				WB				
	L	LT	R	T	TR	LT	R	T	TR		L	LT	T	TR	L	LT	R	T	TR
01: Arthur Avenue & Gould Street						250			225				50	75	200			75	
02: Main Street & Gould Street		100		100									75					175	
03: Arthur Avenue & Custer Street						225			250					175		100			
04: Main Street & Custer Street											125								
05: Arthur Avenue & Fremont St						50			50					100		75			
06: Arthur Avenue & Lander St						75		75							50				
07: Arthur Avenue & Clark Street						200			225					75		50			
08: Main Street & Clark Street		75			100						125								
09: Arthur Avenue & Center Street								75	75						75			100	
10: Main Street & Center Street		150		150													100	100	
11: Union Pacific Ave/Union Pacific Avenue & Center Street																			
12: Arthur Avenue & Lewis Street						75		50						100					
13: Main Street & Lewis Street				150	175					50		175							
14: Arthur Avenue & Benton Street						200			150					75	125			75	
15: Main Street & Benton Street		250	125								50	75						100	
16: Main Street & Arthur Avenue										50									

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Existing (2024) Analysis

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB					NW			SB			SE		EB		WB				
	L	LT	R	T	TR	L	R	T	L	T	TR	L	T	L	TR	L	LTR	R	T	TR
01: Hawthorne Road & Quinn Road	100		100	150					100		150			75	125	100		75	150	
02: Pole Line Road & Quinn Road	150			125	125				50	200	200			200	175	75				100
03: Pole Line Road & Bullard Street																75		50		
04: Pole Line Road & Eldredge Road	50			75	100				75	100	100			75	75		100			
05: Hawthorne Road & Alameda Road		150	75						75		125					75				100
06: Main Street/Hawthorne Road & Garrett Way	125			125			50	100	150	200		100	50							

Intersection	NB				NE		N W	SB				SW			EB				WB					
	L	R	T	TR	L	T	LR	L	R	T	TR	L	R	T	L	R	T	TR	L	LR	LT	R	T	TR
01: Alameda Road/Pocatello Creek Road & Jefferson Avenue/Hiline Road	150	150	375		100	250		250			275	300	50	250										
02: Jefferson Avenue & Alameda Road				175						100												125		
03: Jefferson Avenue & Redwood Road								50												50				
04: Jefferson Avenue & Cedar Street	75		50								50				75	75								
05: Jefferson Avenue & Pine Street	75			225				75			200				75			75	50					75
06: Oak Street & Jefferson Avenue								150	125						175		150					100	175	
07: 13th Avenue & Oak Street							50													50			50	

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Existing (2024) Analysis

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB					SB					EB				WB				
	L	LT	R	T	TR	LT	R	T	TR		L	LT	T	TR	L	LT	R	T	TR
01: Arthur Avenue & Gould Street						175			125				75		225			100	
02: Main Street & Gould Street		125		125									75				25	175	
03: Arthur Avenue & Custer Street						150			175				150			125			
04: Main Street & Custer Street											125								
05: Arthur Avenue & Fremont St													75			75			
06: Arthur Avenue & Lander St															50				
07: Arthur Avenue & Clark Street						150			125				100			50			
08: Main Street & Clark Street		75			100						100								50
09: Arthur Avenue & Center Street								75	50						50			50	
10: Main Street & Center Street		150		150													100	100	
11: Union Pacific Ave/Union Pacific Avenue & Center Street							50												
12: Arthur Avenue & Lewis Street						75		50					100						
13: Main Street & Lewis Street				125	150					75		150							
14: Arthur Avenue & Benton Street						175			150				75		150			75	
15: Main Street & Benton Street		150	75								50	75						125	
16: Main Street & Arthur Avenue																			

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Future (2050) Analysis

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB					NW			SB			SE		EB		WB				
	L	LT	R	T	TR	L	R	T	L	T	TR	L	T	L	TR	L	LTR	R	T	TR
01: Hawthorne Road & Quinn Road	50		75	100					100		175			75	175	75		50	75	
02: Pole Line Road & Quinn Road	75			75	100					175	125			150	150	50				75
03: Pole Line Road & Bullard Street																50		50		
04: Pole Line Road & Eldredge Road	75			75	75				50	100	100			100	100		75			
05: Hawthorne Road & Alameda Road		125	100						125		275					100				100
06: Main Street/Hawthorne Road & Garrett Way	100			125		50	50	50	150	200		125	100							

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Future (2050) Analysis

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB				NE		13 th W	SB				SW			EB				WB					
	L	R	T	TR	L	T		L	R	T	TR	L	R	T	L	R	T	TR	L	LR	LT	R	T	TR
01: Alameda Road/Pocatello Creek Road & Jefferson Avenue/Hiline Road	100	125	150		75	150		275			250	275		175										
02: Jefferson Avenue & Alameda Road										75												75		
03: Jefferson Avenue & Redwood Road																			75					
04: Jefferson Avenue & Cedar Street	75		25								50				50	75								
05: Jefferson Avenue & Pine Street	50			150				50			225				50			50	75					75
06: Oak Street & Jefferson Avenue								250	450						125		175				75	100		
07: 13th Avenue & Oak Street							50																	

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Future (2050) Analysis

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB				SB				EB				WB				
	LT	R	T	TR	LT	R	T	TR	L	LT	T	TR	L	LT	R	T	TR
01: Arthur Avenue & Gould Street					475			425			75	75	250			75	
02: Main Street & Gould Street	100		100						50		100				25	200	
03: Arthur Avenue & Custer Street					325			350				225		125			
04: Main Street & Custer Street										150							
05: Arthur Avenue & Fremont St					75			100				150		125			
06: Arthur Avenue & Lander St					100		125						50				
07: Arthur Avenue & Clark Street					250			275				100		75			
08: Main Street & Clark Street	100			125					150								
09: Arthur Avenue & Center Street							75	100					75			100	
10: Main Street & Center Street	175		175												100	100	
11: Union Pacific Ave/Union Pacific Avenue & Center Street						25											
12: Arthur Avenue & Lewis Street					100		75					125					
13: Main Street & Lewis Street			175	200					75		200						
14: Arthur Avenue & Benton Street					225			175				100	150			100	
15: Main Street & Benton Street	375	175								75	75					125	
16: Main Street & Arthur Avenue									50								

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Future (2050) Analysis

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB					NW			SB			SE		EB		WB				
	L	LT	R	T	TR	L	R	T	L	T	TR	L	T	L	TR	L	LTR	R	T	TR
01: Hawthorne Road & Quinn Road	175		150	200					125		200			125	150	125		125	200	
02: Pole Line Road & Quinn Road	175			175	150				50	250	250			325	250	75				150
03: Pole Line Road & Bullard Street					50											75		50		
04: Pole Line Road & Eldredge Road	50			100	125				75	100	125			75	100		125			
05: Hawthorne Road & Alameda Road		175	100						175		375					150				175
06: Main Street/Hawthorne Road & Garrett Way	150			175		50	75	150	150	200		125	75							

Intersection	NB				NE			N W	SB				SW			EB				WB					
	L	R	T	TR	L	R	T		L	R	T	TR	L	R	T	L	R	T	TR	L	LR	LT	R	T	TR
01: Alameda Road/Pocatello Creek Road & Jefferson Avenue/Hiline Road	175	275	400		225	175	375		375			350	500	100	475										
02: Jefferson Avenue & Alameda Road			250	125							125												175		
03: Jefferson Avenue & Redwood Road									75		50									50					
04: Jefferson Avenue & Cedar Street	100		75									50				100	100								
05: Jefferson Avenue & Pine Street	100			350					125			250				75		75		75					100
06: Oak Street & Jefferson Avenue									175	125						225		125					125	175	
07: 13th Avenue & Oak Street								75													75				

SimTraffic Queueing Report

Project: Pocatello Intersection Analysis for Safe Streets Plan

Analysis: Future (2050) Analysis

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT23-2674

Intersection	NB					SB					EB				WB				
	L	LT	R	T	TR	LT	R	T	TR		L	LT	T	TR	L	LT	R	T	TR
01: Arthur Avenue & Gould Street						200			150				50	75	275			100	
02: Main Street & Gould Street	125			150							50		100				25	225	
03: Arthur Avenue & Custer Street						200			225					175		150			
04: Main Street & Custer Street	50				50						150								
05: Arthur Avenue & Fremont St													75			75			
06: Arthur Avenue & Lander St														100	75				
07: Arthur Avenue & Clark Street						175			175						50				
08: Main Street & Clark Street	100				125						125								50
09: Arthur Avenue & Center Street								75	75						75			75	
10: Main Street & Center Street	150			175													125	100	
11: Union Pacific Ave/Union Pacific Avenue & Center Street							50												
12: Arthur Avenue & Lewis Street						100		75						100					
13: Main Street & Lewis Street				150	175						75		175						
14: Arthur Avenue & Benton Street						200			175					75	175			100	
15: Main Street & Benton Street	200	100									75	75						150	
16: Main Street & Arthur Avenue																			

APPENDIX D

Improvement Concepts

H-5; Pole Line Rd (1 of 3)



Proposed Sidewalk and
Curb and Gutter

Pole Line Rd

Pole Line Rd

Exsiting Sidewalk and
Curb and Gutter

Quinn Rd

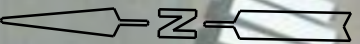
Heron Ave

Northgate Dr

Wingate Dr

Tanager Dr

H-5; Pole Line Rd (2 of 3)



Proposed Sidewalk and
Curb and Gutter

Pole Line Rd

Pole Line Rd

Exsiting Sidewalk and
Curb and Gutter

Tanager Dr

Berryman Dr

Berryman Dr

Nxon Rd

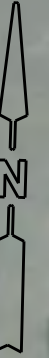
H-5; Pole Line Rd (3 of 3)



Proposed Sidewalk and
Curb and Gutter

Exsiting Sidewalk and
Curb and Gutter

H-6; Berryman Dr / Pole Line Rd



For the Proposed Fourth Leg
of Development to the East

Proposed Traffic

Berryman Dr

Pole Line RD

Existing Edge of Roadway

H-7; Eldredge Rd / Pole Line Rd



Eldredge Rd

Pole Line Rd

Proposed Widening of Road for
Realignment of Intersection
with Sidewalk

Existing Edge of Roadway

H-8; Hawthorne Rd / US-30



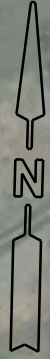
Alameda RD

Reprogram both Signals to be Synced Together

US-30

Existing Edge of Roadway

H-10; Alameda Rd, West of Pole Line Rd



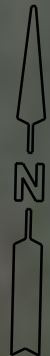
Proposed Bike Lane Striping

Alameda RD

Existing Edge of Roadway

Pole Line RD

A-2; Cedar St Transit Stop



Existing Power Pole

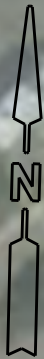
Proposed Bus Waiting Shelter

Proposed Edge of Bus Parking / Loading Area
60' Space for Bus Parking

Existing Edge of Roadway

Cedar St

D-1; Custer St / Arther Ave



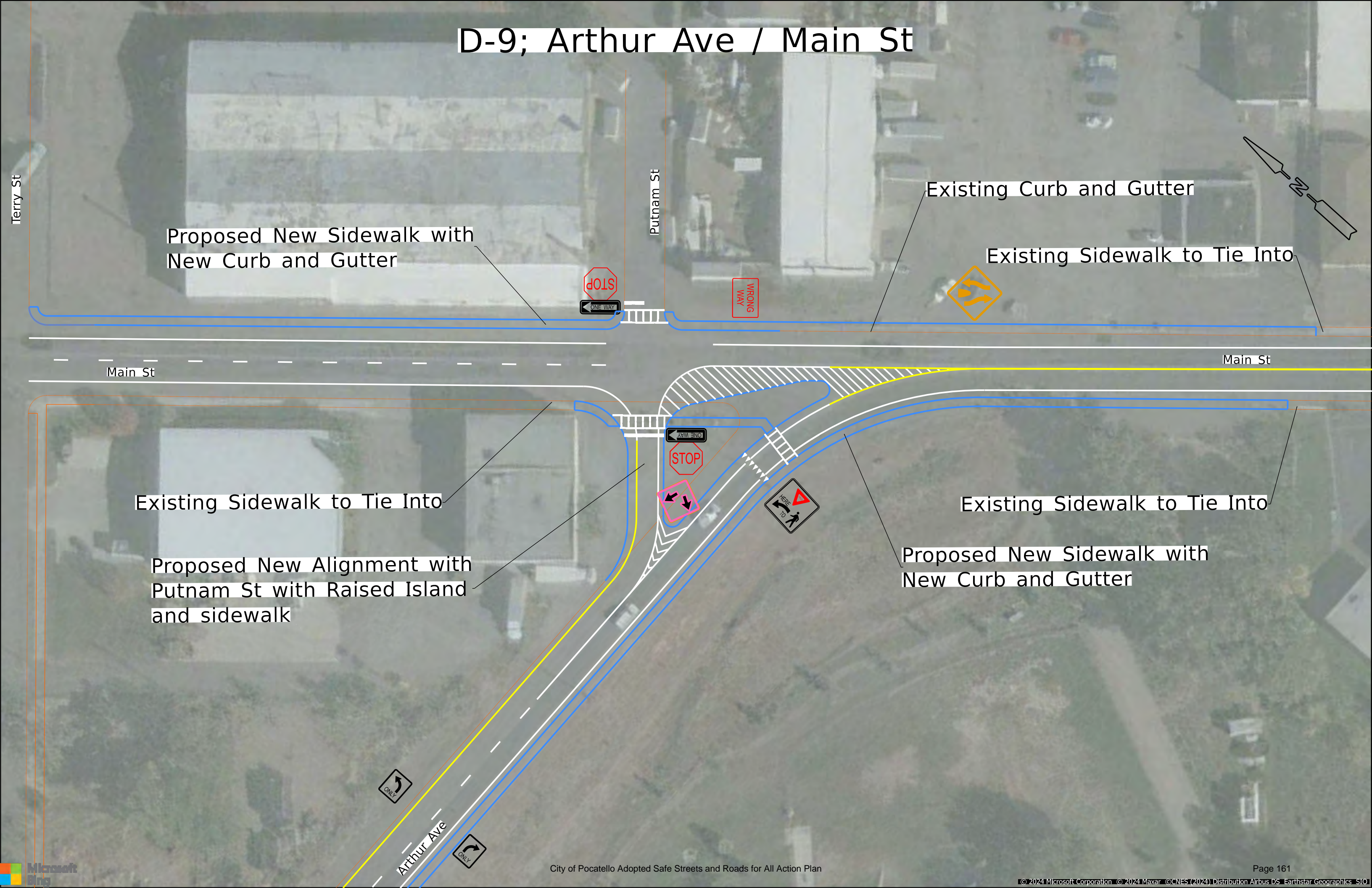
Existing Edge of Roadway

Proposed New Traffic Light System

Custer St

Arthur Ave

D-9; Arthur Ave / Main St



Terry St

Putnam St

Main St

Arthur Ave

Proposed New Sidewalk with New Curb and Gutter

Existing Curb and Gutter

Existing Sidewalk to Tie Into

Existing Sidewalk to Tie Into

Proposed New Alignment with Putnam St with Raised Island and sidewalk

Existing Sidewalk to Tie Into

Proposed New Sidewalk with New Curb and Gutter

City of Pocatello
Intersection Analysis for Safe Streets Plan
Safety Study



September 2024

HALES  **ENGINEERING**
innovative transportation solutions

 **CivilScience**
Engineers | Surveyors | Solutions



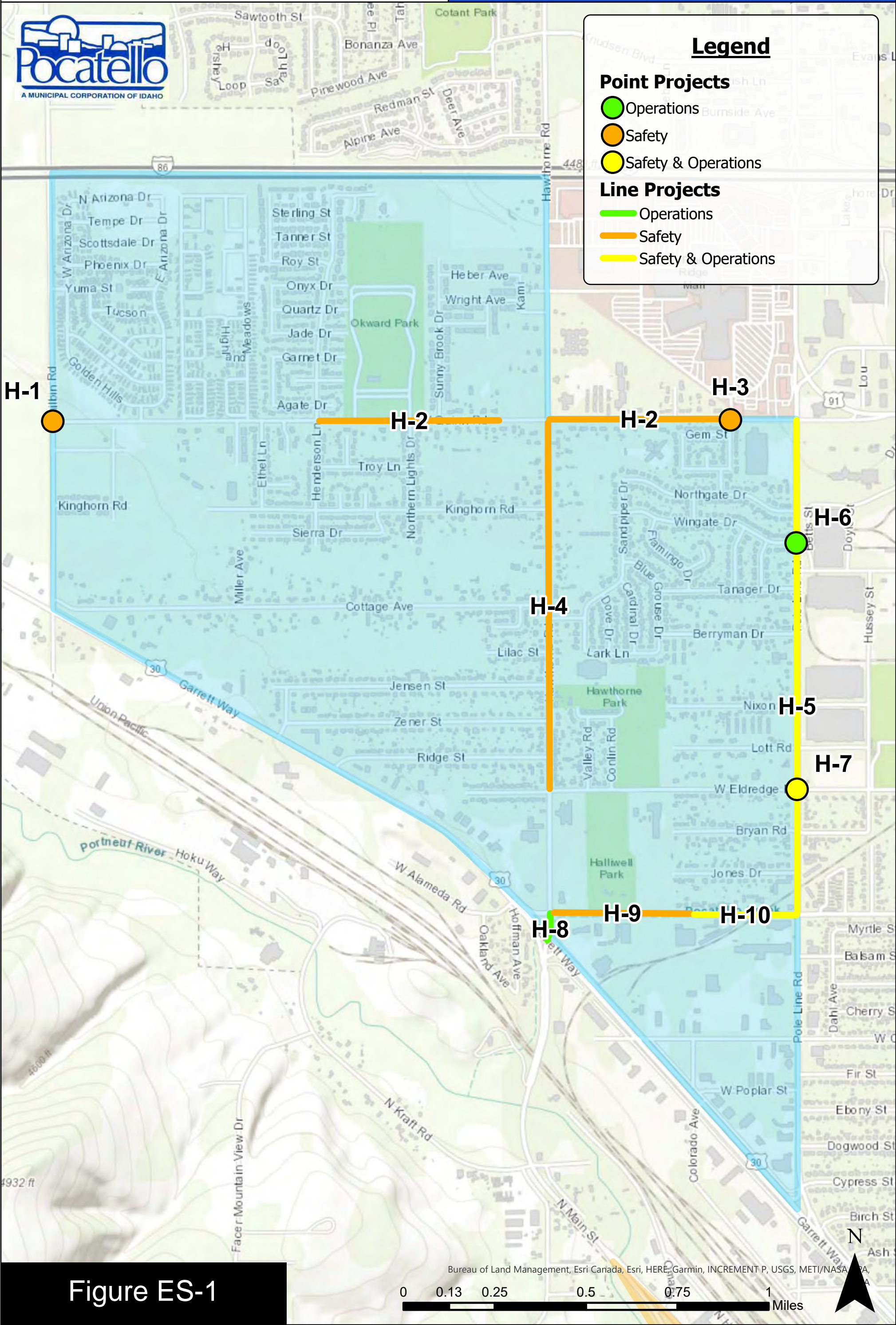
EXECUTIVE SUMMARY

The purpose of this study is to analyze the multi-modal safety within three identified regions as part of the Intersection Analysis for Safe Streets Plan in Pocatello, Idaho, by analyzing crash history, utilizing public comment, and making field observations and recommend improvements, as needed. An exhibit of the recommended safety and operations improvements is shown in Figure ES-1.

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Based on the most recent 5-year historical crash data, there were 30 reported severe or fatal crashes and 39 reported pedestrian related crashes within the study areas. Additional safety concerns were identified through online surveys, public open houses, and field observations. The following safety improvements are recommended based on that collected information:

- **Quinn Road / Philbin Road (H-1):** Relocate or bury power lines, and stripe edge line on Philbin.
- **Quinn Road (H-2):** Add sidewalk, curb and gutter where missing.
- **Teal Avenue / Quinn Road (H-3):** Realign intersection to eliminate offset between the Pine Ridge Mall access and remove storm drainage dip on north leg.
- **Hawthorne Road (H-4):** Install sidewalks, bike lanes, and traffic calming measures.
- **Pole Line Road (H-5):** Add or improve sidewalks.
- **Eldredge Road / Pole Line Road (H-7):** Rebuild signal with improved ADA compliant pedestrian facilities, including sidewalks, crosswalks, pedestrian ramps, and pedestrian signals.
- **Alameda Road (H-9):** Install sidewalks, curb and gutter east of Hawthorne Road along Hallwell Park with a crosswalk south of Hallwell Park.
- **Alameda Road (H-10):** Add bike lanes.
- **Pershing Avenue (A-3):** Add edge striping to travel lanes.
- **Yellowstone Avenue (A-4):** Manage access control and improve sidewalks and bike facilities.
- **Walnut Street (A-5):** Add edge striping to travel lanes.
- **Maple Street / Yellowstone Avenue (A-6):** Narrow travel lanes, add pedestrian bulb-outs, add pedestrian warning signage, and implement flashing yellow arrow delay.
- **Alameda Neighborhood (A-7):** Restrict parking near intersections.
- **Oak Street (A-8):** Manage access control and street intersection proximity, add edge line for travel lanes, add sidewalk where missing, and add crosswalks with safety enhancements.
- **15th Avenue / Oak Street (A-9):** Improve ped facilities and crosswalk locations near school.
- **Custer Street / Arthur Avenue (D-1):** Improve pedestrian ramp facilities
- **Sublette Street / Main Street (D-2):** Relocate bus stop to the north side of Sublette Street, add RRFBs to crosswalk, and add crosswalk to northeast leg of the intersection.
- **Fremont Street / Arthur Avenue (D-3):** Install RRFBs.
- **Lander Street / Arthur Avenue (D-4):** Install bulb-outs at crosswalks with RRFBs.
- **Main Street (D-5):** Install programmable lenses on signal heads from Lewis Street to Clark Street
- **Benton Street / Arthur Avenue (D-7):** Restrict parking near intersection.
- **Main Street (D-8):** Install additional wrong-way and one-way signs.
- **Arthur Avenue / Main Street (D-9):** Install sidewalks, curb and gutter near intersection and connecting to existing facilities on Main Street and Arthur Avenue.
- **All Signalized Intersections (G-1):** Install APS pedestrian signals to crosswalk locations.





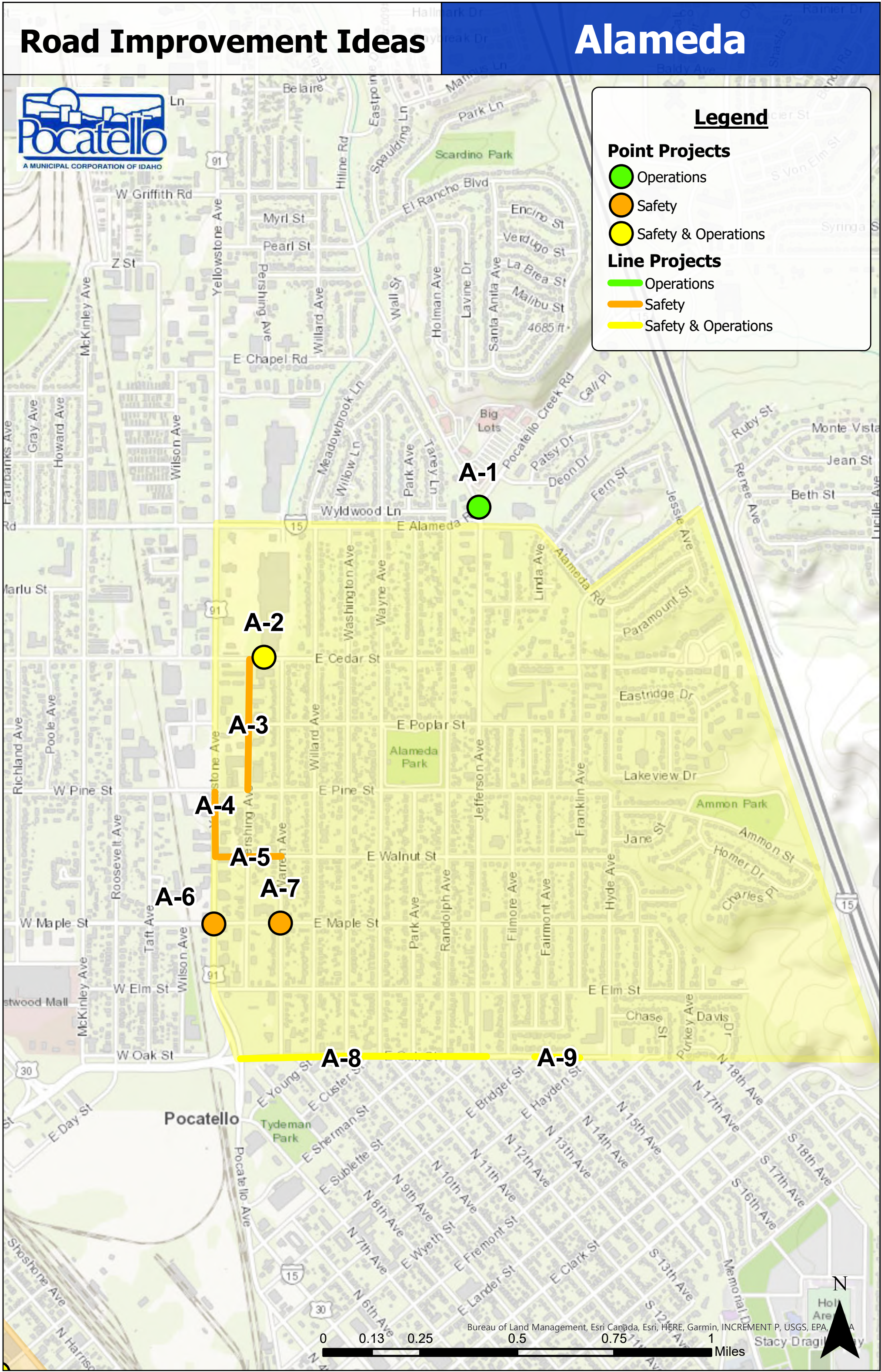
Legend

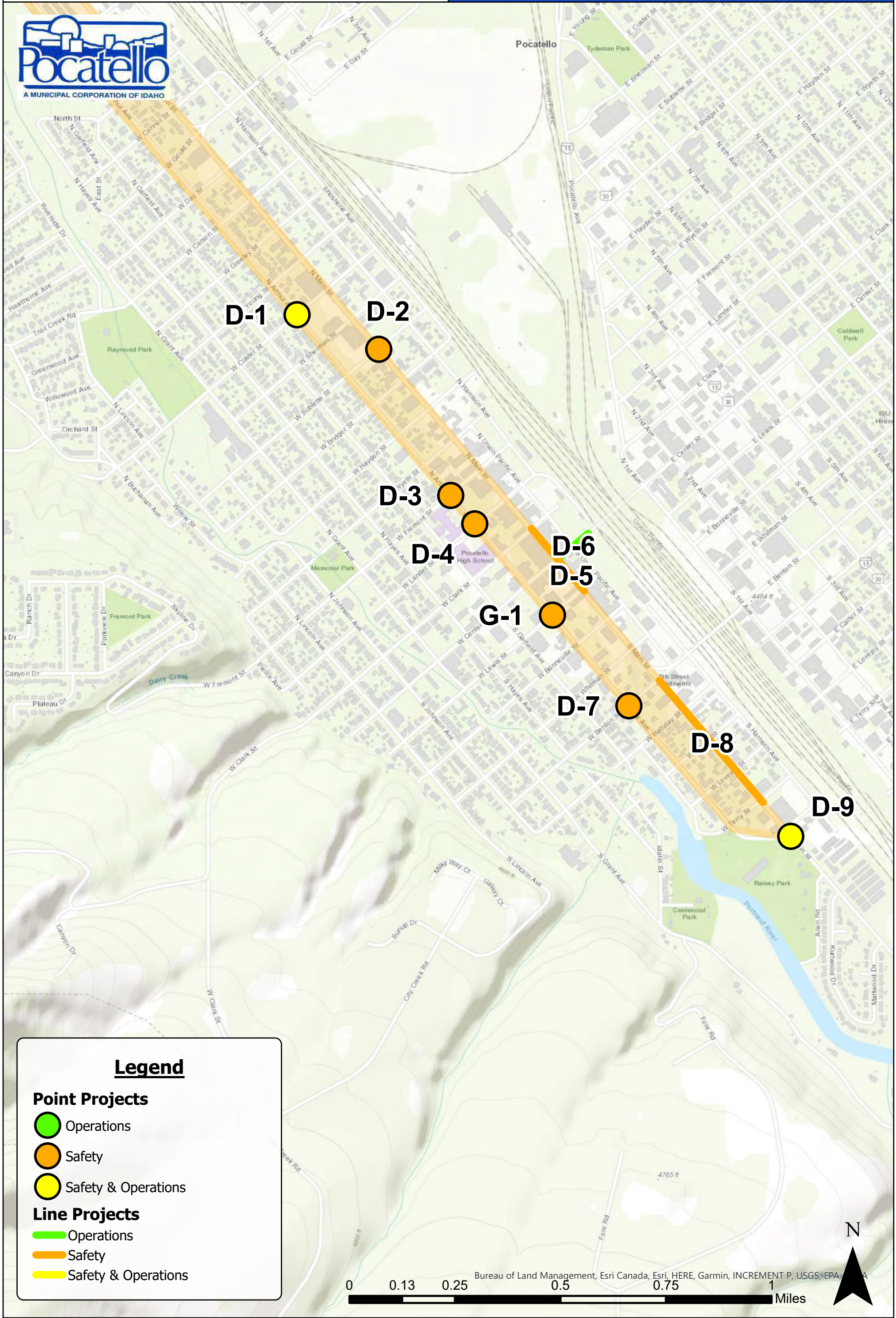
Point Projects

- Operations
- Safety
- Safety & Operations

Line Projects

- Operations
- Safety
- Safety & Operations





Legend

Point Projects

- Operations
- Safety
- Safety & Operations

Line Projects

- Operations
- Safety
- Safety & Operations

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I. INTRODUCTION

A. Purpose

This study analyzes the vehicle and pedestrian safety within three identified regions as part of the Intersection Analysis for Safe Streets Plan in Pocatello, Idaho. Figure 1 shows a vicinity map of the study areas analyzed.

The purpose of this safety study is to analyze crash history, utilize public comment, and make field observations within identified regions and recommend improvements, as needed.



Figure 1: Vicinity map showing the project location in Pocatello, Idaho

B. Scope

The study area was defined based on conversations with Pocatello City staff. This study was scoped to evaluate the traffic operational performance of intersections within the following areas:

- Hawthorne Neighborhood
- Alameda Neighborhood
- Downtown Corridor

C. Analysis Methodology

Three methods were used to identify areas where safety recommendations should be prioritized including:

- Locations where severe or pedestrian related crashes have occurred
- Areas identified through public comment
- Areas identified through field observations

Where a severe or pedestrian related crash was reported, crash reports were used to identify the most likely cause and whether or not the crash could have been deterred through safety improvements. If the cause could have been deterred, safety improvements were recommended at the location or along the corridor.

Public comments were collected through online surveys and in-person public settings to identify safety concerns from citizens. If these concerns identified a safety deficiency within a study area that was confirmed in the field and/or crash data, a recommended improvement was made.

In addition, field observations were made for all major streets and intersections within the study areas to proactively identify safety improvements that could be made to improve vehicle and pedestrian safety.

II. SAFETY ANALYSIS

A. Purpose

The purpose of the crash analysis is to collect historical crash data and identify hot spots for severe and fatal crashes, pedestrian and bicycle related crashes, and significant trends. Through this analysis, safety deficiencies can be identified and improvements recommended, as needed.

B. Crash Data

Crash data were collected from the Idaho Transportation Department (ITD). The most recent available five years (2018 – 2022) of crash data were used in the study. Any crashes within 250 feet of an intersection were assigned to that intersection and other crashes were assigned to the segment of road.

Figure 2 shows the location of severe crashes within the City and each study area, while Figure 3 shows the location of pedestrian related crashes.

C. Severe Crash Analysis

Based on the collected crash data, it was determined that 30 severe or fatal crashes occurred within the study areas, as shown in Table 1. Of those 30 crashes, 10 occurred within the Hawthorne Neighborhood study area, 13 occurred within the Alameda Neighborhood study area, and 7 occurred within the Downtown Corridor study area. Only one of these crashes was a fatal crash.

Table 1: Severe Crash Data Summary by Study Area

Study Area	Crash Severity		Total Severe Crashes in Study Area
	Fatal	Suspected Serious Injury	
Hawthorne Neighborhood	1	9	10
Alameda Neighborhood	0	13	13
Downtown Corridor	0	7	7
TOTAL	1	29	30

Source: Idaho Transportation Department, September 2024

Severe Crashes



Legend

Severe Crashes

Severity

●

 Fatal Accident

●

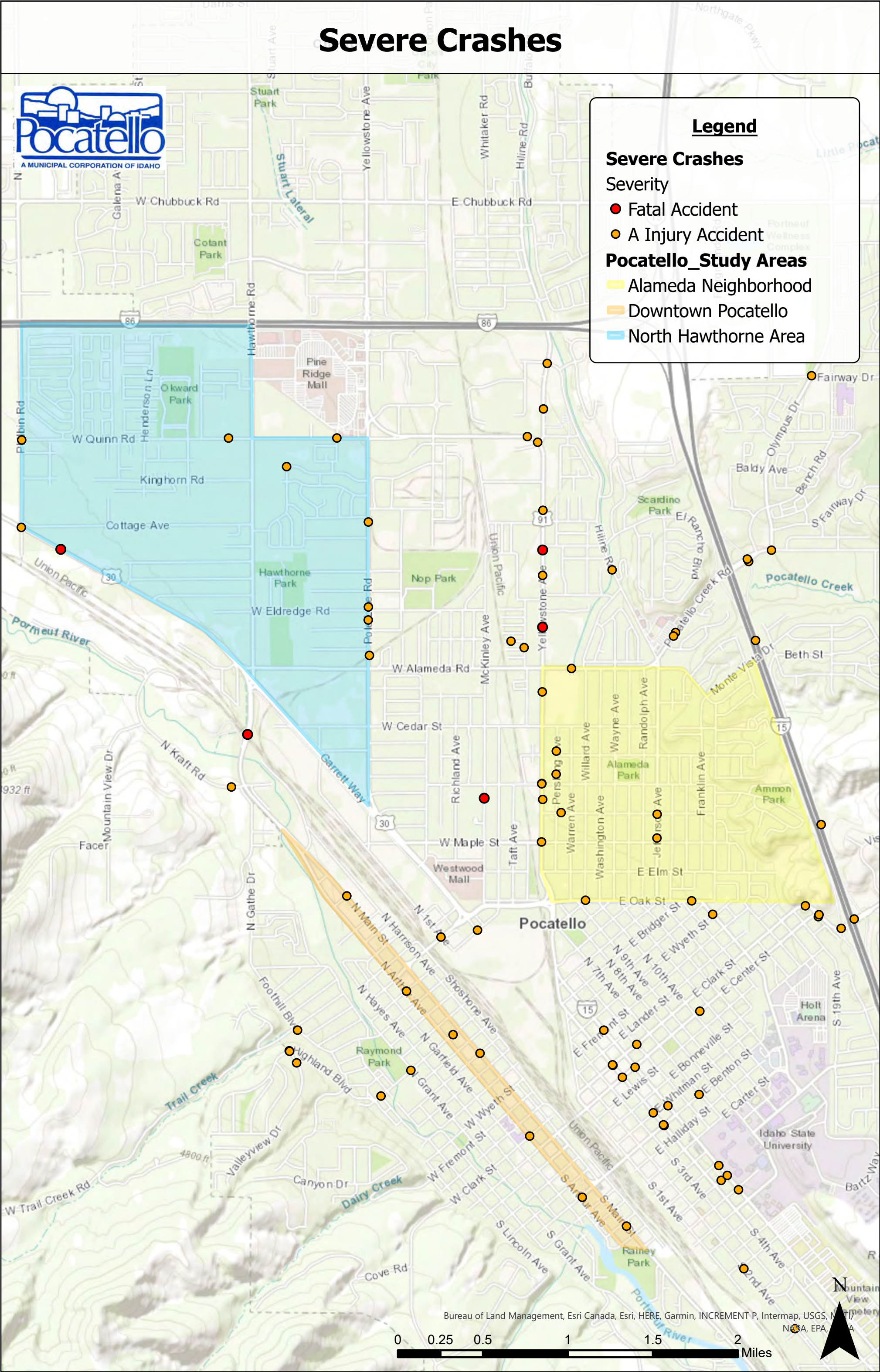
 A Injury Accident

Pocatello_Study Areas

Alameda Neighborhood

Downtown Pocatello

North Hawthorne Area



Pedestrian Related Crashes

Pocatello
A MUNICIPAL CORPORATION OF IDAHO

Legend

Pedestrian Related Crashes

1st Harmful Event

- Pedalcycle
- Pedestrian

Pocatello Study Areas

- Alameda Neighborhood
- Downtown Pocatello
- North Hawthorne Area

Map labels include: Stuart Park, Cotant Park, Okward Park, Hawthorne Park, Nop Park, Alameda Park, Ammon Park, Raymond Park, Rainey Park, Scardino Park, Portneuf Wellness Complex, Holt Arena, Idaho State University, and various streets such as W Chubbuck Rd, E Chubbuck Rd, W Quinn Rd, Kinghorn Rd, Cottage Ave, W Eldredge Rd, W Alameda Rd, W Cedar St, W Maple St, N Main St, N Harrison Ave, N 1st Ave, N 2nd Ave, N 3rd Ave, N 4th Ave, N 5th Ave, N 6th Ave, N 7th Ave, N 8th Ave, N 9th Ave, N 10th Ave, E Clark St, E Center St, E Lander St, E Fremont St, E Lewis St, E Whitman St, E Bonnevill St, E Edmon St, E Carter St, S 1st Ave, S 2nd Ave, S 3rd Ave, S 4th Ave, S 5th Ave, S 6th Ave, S 7th Ave, S 8th Ave, S 9th Ave, S 10th Ave, S 11th Ave, S 12th Ave, S 13th Ave, S 14th Ave, S 15th Ave, S 16th Ave, S 17th Ave, S 18th Ave, S 19th Ave, S 20th Ave, S 21st Ave, S 22nd Ave, S 23rd Ave, S 24th Ave, S 25th Ave, S 26th Ave, S 27th Ave, S 28th Ave, S 29th Ave, S 30th Ave, S 31st Ave, S 32nd Ave, S 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D. Pedestrian Related Crash Analysis

Based on the collected crash data, it was determined that 39 pedestrian related crashes occurred within the study areas, as shown in Table 2. Of those 39 crashes, 6 occurred within the Hawthorne Neighborhood study area, 18 occurred within the Alameda Neighborhood study area, and 15 occurred within the Downtown Corridor study area. 19 crashes were pedestrian related and 20 crashes were bicycle related.

Table 2: Pedestrian Related Crash Data Summary by Study Area

Study Area	Crash Involvement		Total Pedestrian Related Crashes in Study Area
	Pedestrian	Bicycle	
Hawthorne Neighborhood	2	4	6
Alameda Neighborhood	8	10	18
Downtown Corridor	9	6	15
TOTAL	19	20	39
Source: Idaho Transportation Department, September 2024			

E. Public Comment

The following public outreach was made to collect comments from citizens that live in, work in, or regularly commute through the study areas:

Online Surveys

- 1st Survey: Roadway Safety and Traffic Operations
 - Open between April 30, 2024, and June 14, 2024
 - 111 survey responses
 - Included questions regarding local experience with both roadway safety and traffic operations.
- 2nd Survey: Project Feedback
 - Open between June 18, 2024, and July 22, 2024
 - 9 survey responses
 - Included questions regarding the proposed projects, asking for feedback.

Detailed information related the survey format, content, and responses are found in Appendix A.

Open House

Hales Engineering held an open house on June 17, 2024 at the Pocatello Public Works Annex to discuss the progress of the study and to receive feedback from residents on the draft project list. Several posters were displayed and project team and City staff were in attendance to answer questions to talk with the attendees. Physical surveys were provided (aligned with the questions

of the 2nd survey) for attendees to provide feedback. The posters shown at the open house are included in Appendix B.

Based on the online survey results and the findings from the public open house, the following safety concerns were identified:

- Bury the power lines near or within roadways and sidewalks, specifically along Quinn Road and Pole Line Road.
- Add bike lanes and crosswalks on Hawthorne Road.
- Where applicable, add streetscape trees and street lighting and add/improve sidewalks.
- Where applicable, improve accessible pedestrian signals (APS) and Americans with Disabilities Act (ADA) compliant sidewalks, crosswalks, and pedestrian ramps.
- Improve access in and out of Deon Drive and Patsy Drive neighborhood.
- Add crosswalks and diagonal parking near Alameda Park.
- Use alleys in Alameda Neighborhood as bike paths to Alameda Park.
- Add more crosswalks and traffic calming on Oak Street.
- Improve streetscaping and traffic calming in downtown corridor.

A detailed list of public comments can be found in Appendix A

F. Field Observations

Field visits were made to all major streets and intersections within the study areas. Based on those visits, the following additional safety concerns were made:

- **Eldredge Road / Pole Line Road:** Traffic signal heads are on span wire and hang lower than standard. Mast arms and power poles at the corners of the intersection have been hit repeatedly. Insufficient sidewalks and pedestrian ramps. Substandard turn lanes.
- **Alameda Park:** Wide roadway widths and no pavement striping near the park.
- **Custer Street / Arthur Avenue:** The existing signal is a span wire signal with signal heads that are too low off the ground.
- **Arthur Avenue / Main Street:** No sidewalks or crosswalks near the intersection. No pedestrian connections to Pocatello Community Charter School and the Portneuf Greenway Trail System

III. IMPROVEMENT RECOMMENDATIONS

A. Purpose

The purpose of the improvement recommendations section is to compile all collected crash data, public comment, and field observations and decide on a list of the most critical safety improvements needed within the study areas.

B. Improvement Recommendations

To address the previously listed safety concerns and crash locations, the following improvements are recommended:

- **Quinn Road / Philbin Road (H-1):** Relocate or bury power lines, and stripe edge line on Philbin
- **Quinn Road (H-2):** Add sidewalk, curb and gutter where missing.
- **Teal Avenue / Quinn Road (H-3):** Realign intersection to eliminate offset between the Pine Ridge Mall access and remove storm drainage dip on north leg.
- **Hawthorne Road (H-4):** Install sidewalks, bike lanes, and traffic calming measures with future roadway construction project.
- **Pole Line Road (H-5):** Add or improve sidewalks.
- **Eldredge Road / Pole Line Road (H-7):** Rebuild signal with improved ADA compliant pedestrian facilities, including sidewalks, crosswalks, pedestrian ramps, and pedestrian signals.
- **Alameda Road (H-9):** Install sidewalks, curb and gutter east of Hawthorne Road along Hallwell Park with a crosswalk south of Hallwell Park.
- **Alameda Road (H-10):** Add bike lanes.
- **Pershing Avenue (A-3):** Add edge striping to travel lanes.
- **Yellowstone Avenue (A-4):** Manage access control and improve sidewalks and bike facilities.
- **Walnut Street (A-5):** Add edge striping to travel lanes.
- **Maple Street / Yellowstone Avenue (A-6):** Narrow travel lanes, add pedestrian bulb-outs, add pedestrian warning signage, and implement flashing yellow arrow delay.
- **Alameda Neighborhood (A-7):** Restrict parking near intersections.
- **Oak Street (A-8):** Manage access control and street intersection proximity, add edge line for travel lanes, add sidewalk where missing, and add crosswalks with safety enhancements between 10th Avenue & Washington Avenue and Park Avenue & Sherman Street.
- **15th Avenue / Oak Street (A-9):** Improve pedestrian facilities and crosswalk locations near school.
- **Custer Street / Arthur Avenue (D-1):** Improve pedestrian ramp facilities
- **Sublette Street / Main Street (D-2):** Relocate bus stop to the north side of Sublette Street, add RRFB to crosswalk, and add crosswalk to northeast leg of the intersection.
- **Fremont Street / Arthur Avenue (D-3):** Install RRFBs.
- **Lander Street / Arthur Avenue (D-4):** Install bulb-outs at crosswalks with RRFBs.
- **Main Street (D-5):** Install programmable lenses on signal heads from Lewis Street to Clark Street
- **Benton Street / Arthur Avenue (D-7):** Restrict parking near intersection.
- **Main Street (D-8):** Install additional wrong-way and one-way signs.
- **Arthur Avenue / Main Street (D-9):** Install sidewalks, curb and gutter near intersection and connecting to existing facilities on Main Street and Arthur Avenue.
- **All Signalized Intersections (G-1):** Install APS pedestrian signals to crosswalk locations.

C. Estimated Improvement Costs

The estimated costs to implement the recommended operational improvements is provided in Table 3. The conceptual improvements are provided in Appendix C.

Table 3: Estimated Improvement Costs

Project Number	Estimated Costs	Project Number	Estimated Costs	Project Number	Estimated Costs
H-1	\$440	A-3	\$1,300	D-1	700,000*
H-2	\$300,000	A-5	\$1,500	D-2	\$20,000
H-3	\$235,000	A-7	\$3,000	D-3	\$30,000
H-4	\$100,000	A-8	\$34,500	D-4	\$105,000
H-5	\$950,000*	A-9	\$20,250	D-7	\$180,000
H-7	\$1,250,000*	G-1	\$6,300 / int	D-8	\$1,000
H-9	\$900,000			D-9	\$650,000*
H-10	\$1,000*				

* Project may contain elements of both operational and safety improvements. See the Operation Study for more details

Source: Civil Science, September 2024



APPENDIX A

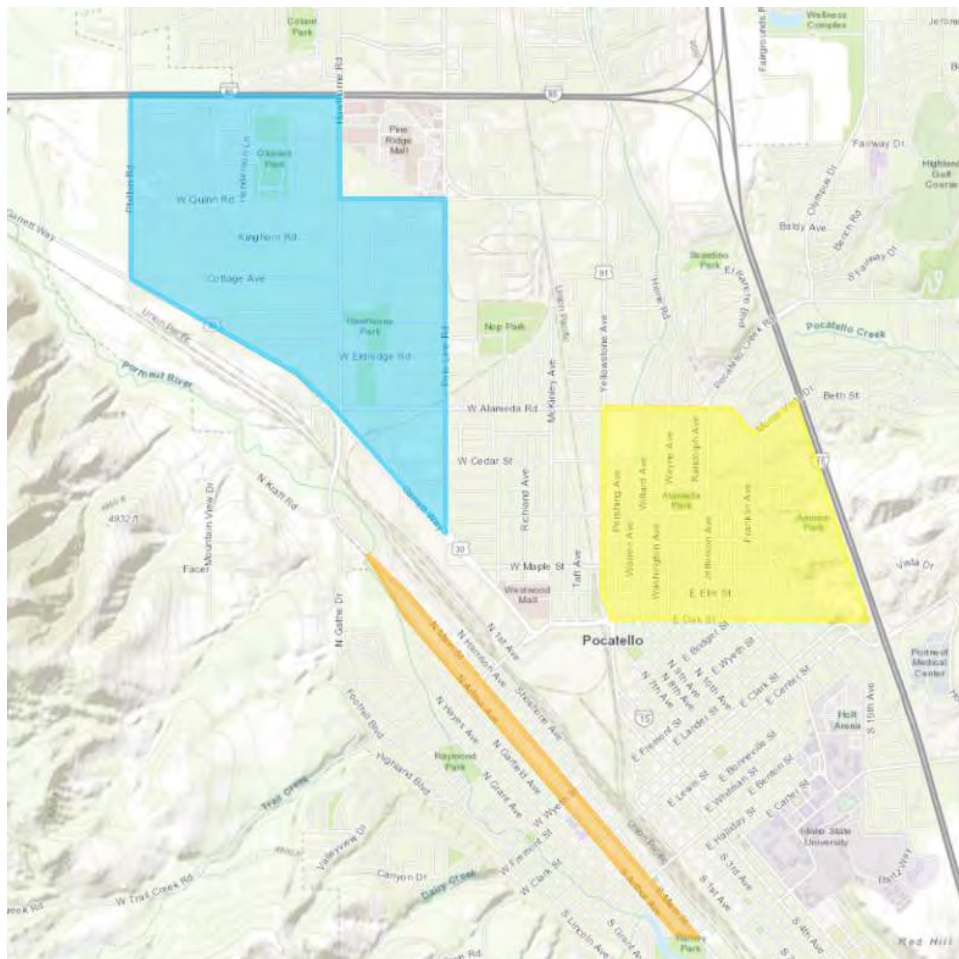
Survey Summary and Comments

Survey: Pocatello Roadway Safety and Operations

The City of Pocatello is completing a Safe Streets Plan to address roadway and transportation safety issues within the City. Hales Engineering is providing support to City staff with the completion of an Intersection Analysis to supplement the Safe Streets Plan. The goal of this analysis is to identify potential improvements to roadway safety and traffic operations in three focus areas.

We need your input! Please answer the below survey questions to help the City and project team understand your personal experience with roadway safety and operations within the City.

The survey questions will focus on the three study areas shown below (**Downtown**, **Alameda**, **Hawthorne**).



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Survey: Pocatello Roadway Safety and Operations

Instructions

The questions that follow focus on the topics of **roadway safety** and **traffic operations**.

Roadway safety includes how safe the transportation system is for all modes of transportation (vehicles/drivers, bicyclists, pedestrians, and transit riders). Examples of roadway safety issues include:

- Frequent crashes
- Insufficient sight distance around corners
- Unsafe vehicle/pedestrian conflict

Traffic operations includes how efficient the transportation system is in carrying traffic volumes from point A to point B. Examples of traffic operations issues include:

- Long delays
- Long queues
- Peak hour congestion

The following pages include area-specific questions related to the scope of the project.

[Back](#)[Next](#)

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Survey: Pocatello Roadway Safety and Operations

Downtown Area

Please respond to these questions if you have comments on the Downtown area.

The Downtown area includes Main Street and Arthur Avenue from approximately W Terry Street (south) to Omaha Street (north). As outlined in **orange** above.

How would you rate the current ROADWAY SAFETY of the transportation system in the Downtown area?

"Roadway safety" of the transportation system includes safety for all modes (vehicle/driver, bicyclist, pedestrian, transit rider)

☐ Very unsafe ☐ Unsafe ☐ Neutral ☐ Safe ☐ Very safe

How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Downtown area?

"Traffic operations" includes traffic flow, congestion, travel speeds, ease of navigation, etc.

☐ Congested ☐ Slow ☐ Neutral ☐ Good flow ☐ Free flow

Please describe the top specific roadway safety or traffic operations concern that you have in the Downtown area and how you think it should be addressed:

Location:

Issue:

Description:

Solution:

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Survey: Pocatello Roadway Safety and Operations

Alameda Area

Please respond to these questions if you have comments on the Alameda area.

The Alameda area includes the area bordered by Oak Street (south), Yellowstone Ave (west), Alameda Road (north), and I-15 (east), as shown in **yellow** above.

How would you rate the current ROADWAY SAFETY of the transportation system in the Alameda area?

"Roadway safety" of the transportation system includes safety for all modes (vehicle/driver, bicyclist, pedestrian, transit rider)

☐ Very unsafe ☐ Unsafe ☐ Neutral ☐ Safe ☐ Very safe

How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Alameda area?

"Traffic operations" includes traffic flow, congestion, travel speeds, ease of navigation, etc.

☐ Congested ☐ Slow ☐ Neutral ☐ Good flow ☐ Free flow

Please describe the top specific roadway safety or traffic operations concern that you have in the Alameda area and how you think it should be addressed:

Location:

Issue:

Description:

Solution:

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Survey: Pocatello Roadway Safety and Operations

Hawthorne Area

Please respond to these questions if you have comments on the Hawthorne area.

The Hawthorne area includes the area bordered by US-30 (south), Philbin Road (west), I-86 (north), and Pole Line Road (east) as shown in [blue](#) above.

How would you rate the current ROADWAY SAFETY of the transportation system in the Hawthorne area?

"Roadway safety" of the transportation system includes safety for all modes (vehicle/driver, bicyclist, pedestrian, transit rider)

☐ Very unsafe ☐ Unsafe ☐ Neutral ☐ Safe ☐ Very safe

How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Hawthorne area?

"Traffic operations" includes traffic flow, congestion, travel speeds, ease of navigation, etc.

☐ Congested ☐ Slow ☐ Neutral ☐ Good flow ☐ Free flow

Please describe the top specific roadway safety or traffic operations concern that you have in the Hawthorne area and how you think it should be addressed:

Location:

Issue:

Description:

Solution:

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Survey: Pocatello Roadway Safety and Operations

General Info

Where do you live?*

☐

Downtown

☐

Alameda

☐

Hawthorne

☐

Other

Where do you work?*

☐

Downtown

☐

Alameda

☐

Hawthorne

☐

Other

Where do you shop?*

☐

Downtown

☐

Alameda

☐

Hawthorne

☐

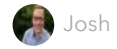
Other

What is your overall concern with roadway safety in Pocatello?

What is your overall concern with traffic operations and congestion in Pocatello?

Do you have any other thoughts related to roadway safety and operations in Pocatello that you would like to share with the City and project team?

Saved



1000

Please provide your email address if you would like to receive updates during the course of the project:

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Submit

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Survey: Pocatello DRAFT Project Ideas Feedback

The City of Pocatello is completing a Safe Streets Plan to address roadway and transportation safety issues within the City. Hales Engineering is providing support to City staff with the completion of an Intersection Analysis to supplement the Safe Streets Plan. The goal of this analysis is to identify potential improvements to roadway safety and traffic operations in three focus areas.

We need your input! Our project team has created a [DRAFT Project Ideas map](#) for your review. Please review the map and answer the below survey questions to provide input on the proposed project ideas.

[Next](#)

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Survey: Pocatello DRAFT Project Ideas Feedback

Downtown Area

Please respond to these questions if you have comments on the Downtown area.

The Downtown area includes Main Street and Arthur Avenue from approximately W Terry Street (south) to Omaha Street (north). As outlined in **orange** above.

What feedback do you have for the proposed projects in the Downtown Area?

Do the projects address the perceived safety and/or operations issues?

1000

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Survey: Pocatello DRAFT Project Ideas Feedback

Alameda Area

Please respond to these questions if you have comments on the projects in the Alameda area.

The Alameda area includes the area bordered by Oak Street (south), Yellowstone Ave (west), Alameda Road (north), and I-15 (east), as shown in **yellow** above.

What feedback do you have for the proposed projects in the Alameda Area?

Do the projects address the perceived safety and/or operations issues?

1000

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Survey: Pocatello DRAFT Project Ideas Feedback

Hawthorne Area

Please respond to these questions if you have comments on the projects in the Hawthorne area.

The Hawthorne area includes the area bordered by US-30 (south), Philbin Road (west), I-86 (north), and Pole Line Road (east) as shown in [blue](#) above.

What feedback do you have for the proposed projects in the Hawthorne Area?

Do the projects address the perceived safety and/or operations issues?

1000

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Please describe the top specific roadway safety or traffic operations concern that you have in the Downtown area and how you think it should be addressed:	Please describe the top specific roadway safety or traffic operations concern that you have in the Alameda area and how you think it should be addressed:	Please describe the top specific roadway safety or traffic operations concern that you have in the Hawthorne area and how you think it should be addressed:	Where do you live?	Where do you work?	What is your overall concern with roadway safety in Pocatello?	What is your overall concern with traffic operations and congestion in Pocatello?	Do you have any other thoughts related to roadway safety and operations in Pocatello that you would like to share with the City and project team?	How would you rate the current ROADWAY SAFETY of the transportation system in the Downtown area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Downtown area?	How would you rate the current ROADWAY SAFETY of the transportation system in the Alameda area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Alameda area?	How would you rate the current ROADWAY SAFETY of the transportation system in the Hawthorne area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Hawthorne area?
			Alameda	other	Unsafe in many area for bicyclists - lack of sidewalk/bike lanes in areas where no alternative exist to arterials			4	3	4	3	3	2
			other	other	Pedestrian needs better safety crossings		Better bus system that's cheap would help bus needs to go all over. safer walk crossings.	2	3	3	3	3	3
Location: downtown streets Issue: bicycle safety Description: lack of bike lanes Solution:create bike lanes or corridors		Location: Hawthorne road Issue: no bike lane from Quinn to Garret Way Description: road varies in width and does not have bike lanes Solution:establish consistent road width and install bike lanes	Highland	other	Very inconsistent bike lanes			2	3	4	4	2	3
Location: all downtown signalized intersections Issue: no accessible pedestrian signal for blind and low vision travelers Description: cane travel it's and low vision pedestrians cannot determine appropriate crossing opportunities Solution: install accessible pedestrian signals	Location: all signalized pedestrian crossings Issue: no accessible pedestrian cross walk signals Description: Pocatello is growing and blind and low vision travelers are using city streets. Without the proper accessible pedestrian signals (APS) they need to cross streets, they risk injury Solution: install APS	Location: signalized intersections with pedestrian crossings Issue: blind and low vision travelers cannot determine appropriate walk phase at the locations Description: lack of accessible pedestrian signals Solution:install accessible pedestrian signals	other	other	Accessibility	None	There are a lack of truncated domes to alert blind and low vision travelers to a street crossing	2	4	2	4	2	4
			Highland	Alameda	Pedestrians being hit by cars.	Long lights.		2	4	4	4	2	4
			Hawthorne	Downtown	People speeding people on their phones	Police officers don't write many tickets anymore	Whoever was in charge of the Hawthorne and Quinn intersection plan and forgot to order street lights should be fired.	1	1	3	3	1	1
	Location: intersection of Oak and Yellowstone Issue: the light takes forever, and that merger from eastbound Oak to southbound Yellowstone is tricky Description: Solution: not sure...I think it works because everyone knows it's weird and makes allowances		Indian Hills	ISU	Yellowstone is always slow and has a reputation for being unsafe	Traffic is increasing, but it seems the main roads aren't designed to handle it.	Yellowstone has improved immensely in the last 5 years, due to efforts to restrict turning	5	4	3	3		
			Bonneville	Warehouse Area	More of just poor drivers is what make the roads unsafe			1	4	4	4	2	3
Location: streets Issue: out of towners unable to drive during winter Description: people who have never driven in snow have had more car accidents during Snow. Solution:offer driving classes on how to drive during snowy weather		Location: Issue: Description: people driving faster than limit Solution:	other	other	The amount of people who are unable to drive during the snow have increased dramatically since people have been moving here	People who can't drive in the snow	Keep your eyes open for motorcycles 10 speeds and just people walking	2	3	3	1	2	3
Location: Blocks around Central downtown area Issue: cars parked both sides and traffic feel too tight Description: Solution: parking on one side only		Location: Hawthorne to Quinn Issue: width of road Description: too many cars - little space Solution: Widen the road	Alameda	other	Areas that get congested	Solutions that cannot be changed		2	2	3	3	2	2
Location: main and Arthur streets Issue: too narrow for two lanes with parked cars. Description: Especially with the Coke trucks next to their facility. Solution: get rid of run down buildings and create more off street parking. Eliminate project cars in RR parking lot too free up more parking back there.			other	other	Streets are crowded and nothing is being done to get ahead of the problem.	Streets are crowded and nothing is being done to get ahead of the problem.		2	1	3	3	3	3
			Chubbuck	Hawthorne	No concern			4	5	4	4	5	5
Location: Pocatello highschool Issue: parking violation Description: people/students parking in residential parking making it so people who live there have to drive in circles around the block. Solution: start towing people who are parked in residential parking without a pass. Have the highschool remove students from class to force them to move there cars. Bigger signs. More police presence from 8am-9am and 12:30pm to 1:30pm to actually properly fine/tow to the people/students. There's literally no where else for residents to park unless we want to get towed. We pay money to park in the small strip of parking we do have.	Location: Hawthorne/Alameda Issue: stop light Description: to many times has that small stop light interval been so bad people are sitting in the median Solution:link the lights to run green at the same time	Location: bus stops Issue: to many people speed and don't stop for any bus Description: Solution:	Downtown	other	People parking where they are not supposed to	People parking where they are not supposed to	Repremend people parking where they are not supposed to a \$35 ticket is not enough	2	1	1	1	2	1

Please describe the top specific roadway safety or traffic operations concern that you have in the Downtown area and how you think it should be addressed:	Please describe the top specific roadway safety or traffic operations concern that you have in the Alameda area and how you think it should be addressed:	Please describe the top specific roadway safety or traffic operations concern that you have in the Hawthorne area and how you think it should be addressed:	Where do you live?	Where do you work?	What is your overall concern with roadway safety in Pocatello?	What is your overall concern with traffic operations and congestion in Pocatello?	Do you have any other thoughts related to roadway safety and operations in Pocatello that you would like to share with the City and project team?	How would you rate the current ROADWAY SAFETY of the transportation system in the Downtown area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Downtown area?	How would you rate the current ROADWAY SAFETY of the transportation system in the Alameda area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Alameda area?	How would you rate the current ROADWAY SAFETY of the transportation system in the Hawthorne area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Hawthorne area?
	Location: yellowstone ave Issue: congestion Description: too many lights too close to each other Solution: get rid of some lights, make more of the streets perpendicular to Alameda 1-way streets		ISU	ISU	Walking/biking infrastructure sucks	The only way to go from one side of town to the other is through Yellowstone (Jefferson is useless because it's mostly homes on each side), and Garret way is empty, so Yellowstone is getting too congested	I would like the area south of center st (between center st and ISU) to be reconfigured to only 1-way streets and avenues, and use some of the gain in space to widen sidewalks. Use that as tryout area for improved walking and biking infrastructure	4	3	2	1	3	2
	Location: Jefferson near maverick and tendoy Issue: people turning left over double yellow. It backs up traffic and is unsafe Description: Solution: extend island or install the elevated lane markers like on Yellowstone		other	other	Pedestrian and bike safety	People turn over double yellows around busy intersections and it's unsafe	Hiline really needs sidewalks/bike lane from Alameda to at least Syringa. People walk in the road there all the time.			2	2		
			Downtown	Hawthorne	Yellowstone Ave is ridiculously unsafe			2	4	1	1	1	1
		Location: intersection on Alameda and Hawthorne light. Issue: Description: you sit thru 3 cycles Solution:	other	other	Fewer accidents if motorists would pay attention			3	3	3	3	2	1
			Downtown	other				2	1	2	2	2	2
Location: Issue: my concern is the speed through town. It should be 20 mph. The conditions of sidewalks all over town are unsafe. People race through red lights and seem to aim at or ignore peds. The stop light going west on center at Arthur has been turned the wrong direction for months Description: Solution:	Location: again, speed, and lack of attention to peds, plus sidewalk quality dissuade people from wanting to walk. Lack of trees, green areas like grass parkings and trees make the area look like a slum Issue: Description: Solution:	Location: the questions seem interested only on cars when we should be getting people out of cars walking Issue: Description: Solution:	Downtown	other	High speed, inattentive driving, rudeness, lack of awareness of bikes and peds.	As above	We need better drivers ed. classes. People are rude, and seem entitled.	2	1	2		2	
			ISU	ISU	Crosswalks need more lighting, seperate bike lanes	Lack of fast and efficient public transit makes it hard for people to consider taking the bus to cut down on congestion.		2	2	1	1	1	1
	Location: Alameda and Hiline is a mess! Issue: Super congested, long delays, it's a nightmare to drive through this area. Description: Solution: what can be done? You've allowed explosive building without improving our roads first		other	Downtown	It's a mess! Explosive building without improved road ways has caused incredible congestion.	People get irritated and the delays cause them to drive like morons.	Sync the lights so traffic can move. All we do is drive from one red to the next!	1	1	1	1	3	2
	Location: Cedar st Issue: poor traffic lane management Description: Solution: implement bike lanes	Location: Hawthorne rd Issue: intermittent bike lanes Description: bike lanes are inconsistent along Hawthorne Rd despite available space Solution: add bike lanes	other	Hawthorne	Traffic safety along Yellowstone hwy	Poor light management along the Hawthorne / Alameda / Hwy 30 intersection		4	3	3	3	4	2
Location: high school neighborhood Issue: high amounts of young pedestrian traffic as school starts and gets out Description: pedestrian/vehicle conflicts in uncontrolled (read "1 signaled")crosswalks Solution: consider placing traffic signals at the intersection of Arthur and Fremont, Main and Fremont, and Garfield and Fremont. Upgrade pedestrian facilities at those intersections. Remove crosswalks at Lander and Arthur	Location: the length of E. Pine St. Issue: presence of Valley gutters on a through street Description: this is one of the most insane ideas I've seen in traffic operations. If you're going to have a Street, don't put valley gutters on it so you have to essentially stop at every intersection any way. Solution: reconfigure drainage of Pine Street, so it flows along Pine Street instead of across it. Then remove those awful valley, gutters and make pine Street a true through Street, that it is signed to be.	Location: Hawthorne Ave Issue: undeveloped safety features on arterial road Description: Hawthorne Road has grown into an arterial roadway. It has no safety features such as sidewalk curb and gutter through most of it. Also, it's a narrow two-lane road. This will be an expensive endeavor. Solution: purchase sufficient right of way to allow at least a three lane roadway with full sized curb, gutter and sidewalk. Construct the three lane roadway segment from Quinn to Alameda, including appropriate lighting and consider a traffic signal at Hawthorne Avenue and Jensen Street	ISU	South Town	Increased a societal emphasis on bicycle / scooter / pedestrian transportation without the underlying infrastructure being upgraded to allow that to occur safely.	We try to push/scooters/pedestrians to utilize route designed for four-wheel vehicles and it slows down historic traffic.	The free running right lanes at Oak and Yellowstone should be preserved. Make the acceleration lanes longer and better marked so people understand how to use them.	5	4	4	2	2	2
			other	Downtown			I work with clients from low ses backgrounds. One thing our city really needs is better public transportation and bike accessibility.	2	2	2	1	2	1
Location: Center Street both sides of underpass Issue: one way/two way confusion, speeds coming out of underpass Description: the one ways on the west side going east/west are the absolute worst and most confusing. Solution: removing one ways on west side, slow down traffic coming out of underpass	Location: Yellowstone, Jefferson, Oak, Alameda Issue: lack of pedestrian infrastructure Description: none of these roads are safe walking or biking, especially crossing the road, Oak Street really needs crossings between Jefferson and Yellowstone. Solution: focus on non-auto infrastructure, add a lot more ped crossings	Location: Hawthorne, Pole Line Issue: lack of sidewalks Description: auto oriented disaster areas Solution: focus on pedestrian and bike infrastructure	Alameda	Bonneville	Lack of focus on pedestrian/bike infrastructure	The perception that bigger, wider roads are better. The one ways are abysmal, remove them!		2	4	2	5	2	4

Please describe the top specific roadway safety or traffic operations concern that you have in the Downtown area and how you think it should be addressed:	Please describe the top specific roadway safety or traffic operations concern that you have in the Alameda area and how you think it should be addressed:	Please describe the top specific roadway safety or traffic operations concern that you have in the Hawthorne area and how you think it should be addressed:	Where do you live?	Where do you work?	What is your overall concern with roadway safety in Pocatello?	What is your overall concern with traffic operations and congestion in Pocatello?	Do you have any other thoughts related to roadway safety and operations in Pocatello that you would like to share with the City and project team?	How would you rate the current ROADWAY SAFETY of the transportation system in the Downtown area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Downtown area?	How would you rate the current ROADWAY SAFETY of the transportation system in the Alameda area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Alameda area?	How would you rate the current ROADWAY SAFETY of the transportation system in the Hawthorne area?	How would you rate the current TRAFFIC OPERATIONS of the transportation system in the Hawthorne area?
		Location: Robin coming in or out towards Wilcox. End of Hawthorne going into Old Town Alameda intersection. Hawthorne and Quinn coming towards Alameda. Issue: congestion, accidents, road racing, lack of crosswalks. Cars running light, stopping and sticking out of middle area not enough space to get through. Hard to see speed limit sign. Description: cars are racing, school hours can not exit onto Hawthorne, during evening early morning we have racing. recently there have been cars crashing into fences. Not enough space at intersection when coming in onto Hawthorne road before Alameda not enough of a warning or space to switch lanes when getting into Hawthorne and trying not to turn into Alameda. Speed limit right on the corner coming into area easy to miss when entering area. Solution: need a cross walk, slow warning signs, maybe a stop sign. Needs a new set up. Move sign back into area easier to see and not be watching all the cars at the intersection.	Hawthorne	Pole Line	Congestion and racers	Overall it's too congested main businesses on Yellowstone but can not enter or exit unless you are turning left if you can get in the left lane.	Fire department next across from big lots up from Alameda has an emergency light to allow fire department to exit. However when visiting the other businesses in that area leaving can be very difficult as it is so congested could use a full time light for entering and exiting. Less risk when exiting the area.	2	1	3	1	1	1
Location: One way streets downtown Issue: Traffic moving too fast along those streets Description: Focus has been too much on moving traffic swiftly through the area and not enough on keeping pedestrians safe. Traffic should move slowly through there, so people on foot are more comfortable walking the sidewalks and crossing streets. Solution: Make the one way streets single lane with angled parking and huge bumpout corners, midblock crosswalks, and greatly slowed speed limit.	Location: 3 blocks surrounding Alameda Park Issue: Cars traveling too fast Description: Long stretches of roadway protected by stop signs on the side streets, which makes drivers think they can go faster along those stretches. No marked crosswalks or slower speed limits around park Solution: Remove the stop signs on the side streets so they stop protecting the through streets; put in cross walks on all corners surrounding Alameda Park, drop the speed limit on all streets around the park for two blocks in all directions.	Location: Hawthorne Road and side streets off Hawthorne Road Issue: No protected spaces for pedestrians and bike riders--all near a neighborhood school. Description: Children walking to school along Hawthorne or the side streets leading to Hawthorne have no protected space to walk/bike, so often have to walk in the roadway. Solution: Get some sidewalks or bike paths in place along Hawthorne; enforce the hell out of the speed limits there; and put in some bumpouts from the corners to make crossings safer.	Alameda	ISU	Pedestrian and cyclist safety have taken a backseat to the desire to move traffic quickly. People are literally being run down and killed on our streets, all so that drivers can get from A to B 3 minutes faster.	There is no traffic congestion to speak of. People think traffic is a massive problem if the traffic signal goes through a cycle and they haven't made it through the intersection yet.	Prioritize pedestrians and cyclists if you want downtown and neighborhoods to thrive. You should have a "zero death" goal for the city with regard to pedestrian and cycle accidents. We are choosing, instead, to continue traffic fatalities because we don't want traffic too backed up. It's appalling. We should adopt the goals of Vision Zero: traffic deaths are preventable. We just have to decide it's a priority.	2	4	2	4	2	4
			Hawthorne	other	Streetsight at Quinn and Hawthorne needs finished it is dangerous for cars and pedestrian			4	4	4	4	4	4
			Chubbuck	Hospital	4 way stops are dangerous. We need more traffic lights and roundabouts to replace these, especially on Hilline and El Rancho.	There is not enough room on our roads to accommodate our population anymore.		4	2	2	1	2	1
			Center Street	Center Street	People drive too fast on center Street. There are many kids that live in the area and the people drive too fast	What traffic	Actually do something about the speed limit on center Street.	3	2	4	4	1	1
Location: main and arthur street Issue: sidewalks and bike lanes Description: it's always really stressful for everyone involved when the high schoolers get out and want to go downtown for either food or just the fun of it. It feels dangerous, almost illegal Solution: install bike lanes and better markings for crosswalks		Location: Hawthorne road Issue: room for pedestrians Description: middle schoolers get out of school and some of them have to walk home. There's not a lot of walking room and some cars don't have common courtesy to move over to make sure they are take safety precautions and making others feel a little bit safer Solution: either side walks or some sort of walkable marked path	Downtown	Hawthorne	Safety for pedestrians and clear markings for bike lanes and cross walks	Downtown roads can get congested	Nope, thank you for conducting this survey	2	1	3	3	3	1
Location: benton Issue: surface and traffic flow Description: Solution:	Location: jefferson Issue: cars not stopping for pedestrians Description: cars zoom but don't stop for pedestrians Solution: better signs and more patrol with officers actually doing something	Location: Hawthorne and quinn Issue: slow project Description: Solution: finish the project	Highland	Highland	Drivers are going too fast cutting in and out of traffic and patrols don't see or do anything about it	Traffic engineering changes lights and messes up traffic flow	There are other areas that need help. Highland area around the wellness center is quickly becoming a dangerous area. Lights are needed. Patrols are needed when there are events at the wellness center	3	3	2	3	3	2
			Chubbuck	Downtown	Bicycle lanes	Weird intersections		4	4	2	2	1	2
			Hawthorne	Hawthorne				2	2	2	2	1	2
		Location: hawthorne specific spots without sidewalks Issue: no sidewalks Description: gravel, grass, weeds Solution: put in sidewalks so pedestrians can utilize the street for the full length	9th Street	other	My over all issue is that we do not encourage pedestrians to look both ways when crossing a roadway.	Jefferson Street is to congested at peak hours		5	4	4	4	1	4
		Location: Diverging Diamond Description: Long lights slow traffic so it backs up clear to Chubbuck Road on the north and to the southern most Pine Ridge Mall entrance. Solution: I have no idea except to remove the DD.	other	Inkom	Pedestrian lights: They allow right hand turns which are dangerous for pedestrians.	long lights; traffic flow near Walmart		5	4	4	4	3	2

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Location: Pocatello High School parking on Arthur Issue: too casual during crossing Arthur Description: students do not watch traffic during crossing Solution: pedestrian bridge	Location: alameda and Jefferson Issue: to slow in light changes Description: too many cars for street width and current lighting Solution:?	Location: Hawthorne from Quinn to Hwy30 Issue: traffic volume is too high for current design and will be much worse in the future Description: need 4 lanes for traffic Solution: get the easements and ownership needed now before property develops even more	Highland	other	Intersections are not handling volume quickly enough.	Current infrastructure was not built to accommodate present traffic volume	We need to think 30-50 years in the future.	2	1	3	1	2	1
Location: Issue: lack of bike lanes Description: Solution:			other	other	Poor driver attention	Yellowstone is awful.		3	2	3	3	3	3
Location: Lewis-Clark Streets Issue: pedestrian safety, traffic flow Description: between all the parked cars, cars on the road, and pedestrians at the crosswalks (crossing whether they have the go or not), it is very condensed, fairly inaccessible, and difficult to go through. Arthur and Main are the two main roads in downtown, and critical connections to the shopping in the area as well as travel from one side of town to the other. Solution: I'd love to see no street parking at all on those sections, and implementation of either a downtown bus, or use of the trolley to ferry people from parking lots to a few drop off locations along Arthur and Main. Traffic could still flow and the trolley could even have its own lane if there were no options for street parking. It would also be nice to see bike lanes put in and maintained by the city. So often bike lanes across town aren't swept after all the snow removal sand and gravel is cleared anyway. Small scooters like at ISU are also good.	Location: Oak St and Pine St. Issue: pedestrian traffic, congestion (Oak) and unnecessarily deep bumps (Pine) Description: there are no sidewalks as Oak turns into Gould, and there aren't safe ways for pedestrians to cross Yellowstone on Oak. Pine St. has deep and poorly maintained grooves every block, which means no vehicle can do the speed limit, slowing traffic and causing damage to our cars. Solution: Adding sidewalks and accessible foot traffic on Oak would be ideal. This would also include bike lanes. It might even be nice to have three lanes heading towards Gould for cars turning onto Garrett Way. If you travel that road every day, people are constantly cutting in line and jamming traffic in the right lane. As for Pine, smoothing the road while adding in those long speed bumps around the park might be an option (I've seen them in Meridian). It keeps traffic mindful around the park and still flowing on the rest of Pine toward Yellowstone.	Location: Pole Line and Garrett/Philbin intersection Issue: Congestion, lack of turn lane for portion, not walkable, poorly lit Description: Driving along Pole Line, especially between Alameda and Quinn, can be quite cumbersome. Narrow lanes, turning vehicles, poor lighting at night, and no sidewalks make this area unsafe for anyone not in a car. Garrett Way toward Philbin is also not walkable, and the traffic light is often unhelpful, especially in high-traffic times around school pick up and drop off. Solution: Pole Line: widening the road a bit, if it's possible, would allow for a turn lane into neighborhoods and hopefully help reduce accidents. Adding sidewalks and a bike lane, more lighting for pedestrian and vehicle safety. For Philbin and Garrett Way, maybe the construction of an over/underpass to help traffic continue along the old highway toward Simplot and allow traffic from Philbin to not have to stop and simply merge onto Garrett Way back into town would be cool.	Downtown	Alvin Ricken Drive	Highly concerned. Too many individual vehicles and not enough public transportation options to reduce congestion and cost of living.	We need to realize Pocatello is only going to grow, and we should be ahead of the game by implementing public transport options like trams in addition to busses.	Ensuring places are accessible to people on foot or with limited mobility is paramount.	3	2	1	1	1	2
	Location: Cedar and Purshing Issue: Transit vehicles block the road Description: There is a transit stop next to an intersection and high-traffic area. Cars use the turn lane, which causes issues. There is also a lot of pedestrian crossings in the area, with no defined crosswalks. Solution:	Location: Hawthorne Road Issue: Too slow Description: The road speed limit is lower than Kinghorn. The street is a major corridor but the speed prevents additional use. Solution: Increase the speed limit	Alameda	other	There is a lot of red light running			4	4	4	4	3	4
		Location: Hawthorne and W Quinn Issue: Description: delay of traffic signals Solution:	other	other	Width of some streets creates traffic flow issues	Width of streets and parking blocks visibility		3	3	4	3	2	
Location: Downtown. Issue: Congestion, not accessible for wheelchairs, Bikes, Disabled Scooters, Electric scooters, electric Bikes. Description: Old Town is Blossoming for tourism. People slow down and want to see store fronts. Side Walks are often blocked by festival displays. A few inpatient locals want to get home. A lot of people struggle with parallel parking. Solution: widen side Walks, provide Bike Lanes, Remove Street Parking by investing in parking garages. Offer Golf Cart Rentals and other electric accessible options. Install speed bumps on Harrison and direct more traffic that way.	Location: A lot of the area Issue: Not safe for Bikes or other electric mini vehicles such as electric scooters and bikes. Not good for pedestrians. Description: Solution:provide more side Walks and Bike Lanes. (Plant more trees)	Location: Issue: Description: Solution: More Side Walks and Bike lanes	Ross Park	other	It isn't safe for kids to walk and ride bikes.	Kids need safer places.	You should put a round about on Benton before the railroad bridge next to Albertsons because people are having to make u turns.	2	1	2	5	3	3
Location: Downtown Issue: lack of bicycle lanes and options, the two roads that have bike lanes are shared with parked cars and garbage cans. Not a safe riding area Description: Solution: Potentially could have parking on your one side and bike lane on other side if street is to narrow	Location: Issue: Description: bike lanes Solution:		Downtown	South Valley	No safe way to connect shopping and work locations with human power transportation			1	4	2	3	3	2
Location: Arthur St. connects to Bannock Highway Issue: The merge Y there needs to have something to keep people from speeding up to get onto Bannock Hwy. Some drivers do not get in the right lane & speed up to get over. Description: Dangerous drivers! Solution: There should be a sign, blinking sign or even painted on the road, that lets the drivers know that there is a Y in the road coming up around the corner. They need to be in the right lane to go South on Bannock Hwy.	Location: Not sure Issue: Description: I don't know how Yellowstone can go WEST - North & South; Alameda is not north, it is East & West. I-15 is North or South - so I am not sure where any of these roads are located. Oak Street doesn't really have South unless it is that area where Green Acres School is. Then I think what is there is sufficient. Solution: Didn't see map in YELLOW, as I didn't see it "above".	Location: Hawthorne & Quinn Issue: None Description: Installed stop lights. Solution: Cannot see the BLUE - The light will provide the needed flow & the congestion will be less.	other	other	The South Valley Connector really needs a 3-way stop on the Bannock Hwy. connection. Too many close calls I have seen & almost had. The 5th Street connection has a light - so why isn't there one on the Bannock Hwy. side?	The South Valley Connector is a problem. Bannock Hwy. has a lot of speeders daily in the evenings. It would be beneficial to put speed bumps or something that could slow these people down. There are children that walk along there & there are no sidewalks	I wish that they could put speed bumps on some of the roads, as speeders & motorcycles, seem to think that they can go as fast as they want on roads. I would think that the engineers would have some idea of what to do for the speeding issues.	3	4	2	4	4	4

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Location: All of Main St and all of Arthur St Issue: Bicycles Description: No bike lanes, no option for riding bikes safely, especially not on the N to S streets Solution: Sadly, probably none on Main or Arthur but adding bike lanes maybe on other N to S streets would be much appreciated! I would love Pocatello to become a substantially more bicycle friendly city.	Location: Oak, Alameda, Yellowstone steets Issue: Not bicycle friendly Description: No bicycle infrastructure Solution: Build bicycle infrastructure! It would be great to have safe corridors cyclists that connect Pocatello to Chubbuck	Location: Poline, Philbin, US-30 Issue: Unsafe for cycling Description: No bicycle infrastructure Solution: Built bicycle infrastructure! Build safe and accessible bicycle corridors so cyclists can safely commute between Pocatello and Chubbuck. There is absolutely nothing to tie Pocatello and Chubbuck together. I've tried cycling between the two cities and it is treacherous, seriously unsafe and inaccessible.	Downtown	Downtown	Minimal to non-existent bicycle infrastructure	Minimal to non-existent bicycle infrastructure	Seriously please, let's make Pocatello a bicycle friendly city! Right now large areas of the city are treacherous to ride in. If the bicycle infrastructure is invested in people will use it!	2	2	2	2	2	3
Location: N Grant/Hayden and N Grant/Wyeth Intersections Issue: No stop or yield signage Description: There is no signage in either direction at these intersections creating unsafe intersections near schools with young drivers. This ultimately leads to crashes. Solution: install at least a yield if not a stop sign for the East/west roads (Hayden and Wyeth) This applies to all other intersections in the Downtown area with no signage. It's a simple fix.	Location: Yellowstone Ave Issue: No bike lane Description: Yellowstone is the main corridor through town and those that choose to commute via bike don't have a safe, dedicated lane to do so. Solution: add a bike lane. Even if it means reducing car lanes.	Location: Pole Line Issue: Narrow road, No bike lane; inconsistent sidewalk Description: The right lanes traveling in either direction are barely wide enough for vehicles putting the cars on the shoulders where there may be pedestrians walking (with no sidewalks). Solution: widen the road (need less than 1 lane width) and add sidewalks. You may need to claim some private property along the roadway to have the space, but safety is ultimately more important.	Downtown	Hawthorne	Pedestrians, cyclists, and cars don't currently have the infrastructure to safely share the road. Bike lanes and sidewalks are needed everywhere.	Traffic more or less flows fine through Pocatello. Pocatello Creek/Alameda/Hilline/Jefferson definitely can see congestion.		2	3	3	2	2	2
Location: Main St & Arthur Issue: Pocatello High School students lack safe crossing to school Description: Because the north end of these streets lack traffic lights and most drivers don't observe school zone speed limits, I've witnessed multiple near collisions between students and vehicles. These aren't instances of jaywalking. The students are using the crosswalks. Solution: If I'm dreaming big, the busiest sections of Main Street and Arthur are pedestrian and bike traffic only or there are elevated crossings from the main student parking areas over to the school. More realistically, traffic lights on the north end of those streets.		Location: Hawthorne Road Issue: Inadequate access for pedestrians and bicyclists Description: The shoulder/bike lane are inadequate for safe travel using these modes Solution: Dedicated non-motor traffic lane separated by curbing. https://altgo.com/separated-bike-lanes/#	Downtown	Chubbuck	Our roadways are very unsafe to travel on foot or by bike.	There aren't safe alternatives to car travel, so congestion cannot be eased by individual choice to travel by a different mode. When I looked into using our bus system for my work commute, it would have taken me over an hour to get from home to work.	I suspect I'm not in the majority, but I would love our city to adopt a bold vision for alternatives to car travel. I would love dedicated, separate lanes for foot and bike travel that make it possible to live without a car. I would love a public transit system robust enough to allow citizens to live without a car. I experienced this kind of bus system while living in Spokane, WA and wish we could achieve something similar.	1	3	3	3	2	2
			Downtown	Hawthorne	Hawthorne	Lack of traffic lights, unequal distribution when construction is happening		3	2			1	1
	Location:Jefferson from oak to Pine Issue: speed Description: have seen 5 accidents between Maple and Walnut. Parked cars damaged. Stop sing run and cars totaled. Can't get out of our driveways safely Solution:stop light at Maple and Jefferson		Alameda	Alameda	Need to stop the traffic on Jefferson more often		Maple is the best kept secret in Pocatello. Shshsh. Don't tell anyone ☺	4	4	2	1		
			Alameda	ISU				4	4	4	4	4	4
	Location: Entire alameda side streets Issue: Speed of traffic Description: people use the residential side streets for bypassing main roads which is hazardous to residents Solution: Increase stop signs, include bike lanes, complete sidewalks for handicap accessible.	Location: Hawthorne side streets Issue: same issues as Alameda. Description: Solution:increase stop signs, include bike lanes, finish sidewalks for handicap accessibility.	Alameda	other	Needs more focus on walking/biking.			3	3	2	3	2	2
			Alameda	other	Some streets are too narrow for bikes and pedestrians to feel safe with the vehicle traffic.	There are issues, especially near schools (Tendoy, PHS, HMS, etc.), but I don't know how to fix any of them.		3	3	2	2	3	3
	Location: Warren crossing Maple Issue: visibility of on coming traffic Description: parked cars on Maple make it so you have to pull out a little bit onto Maple Street before you can tell if there are oncoming cars. This is true for both directions but worse from the side closest to oak Street. Solution: possibly mirrors that a driver sitting on Warren avenue could view what traffic is coming towards the them. The problem with that solution is that the mirrors would be subject to vandalism.		Alameda	other			I actually shop in all three areas. But the stores off of Yellowstone are the places where I most often go.			2	3		
			other	Downtown				3	2	4	2	3	3
		Location: Quinn Issue: there's no sidewalks on Quinn road and people go way over the speed limit making it even more unsafe. Description: Solution: add sidewalks	other	Hawthorne			I wish there were sidewalks along Pocatello creek. It makes it very unsafe for pedestrians.	3	3	3	3	2	2

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Location: old town Issue: bicycle and pedestrians vs cars. Description: it is difficult to see pedestrians crossing at corners especially during peak travel time. One lane may stop while next lane doesn't. There is absolutely no room for a bicycle to navigate the old town area, especially if the rider isn't brave enough to ride nearly touching a car. Solution: maybe the pedestrian flags or a crossing light a walker could push to alert drivers. A bike lane would be great.			Johnny Cree	other	I would love to ride my bike to shop but getting over Benton and back to Arthur is scary. No way I would attempt to ride into Old Town.	Our legal turns on a red light are great, but sometimes they're not done safely. The downtown lights are off sync lately. If someone wants to park, it backs up traffic and is unsafe		2	3	3	3	3	3
Location: Main St, Arthur Issue: stoplight timing Description: stoplights appear to be on timers only, so frequently this leads to traffic on main and Arthur waiting at a red light with no cross traffic. Solution: install sensors so stoplights can be used more efficiently			Old Town	NW Industrial Area	Safe Biking options are limited. Sidewalks are frequently in poor condition or nonexistent.	Stoplights need updating to work with traffic flow.		3	2	3	3	3	3
Location: entire area Issue: No designated bike lanes Description: Pocatello does not have designated bike lane in main traffic corridors, this is a major safety issue and reduces the public's ability to use this form of transportation safely. Solution:	Location: Yellowstone All and Alameda All Issue: pot holes and crumbling side walks Description: major maintenances issues cause safety issues for all users. City does a poor job of maintaining sidewalks in this area and asphalt is constantly in need of repair. Solution: Fix water flow issues for asphalt stability, reroute heavy vehicles out of area, more frequent asphalt repair, and budget for sidewalk maintained zones and bike lanes.		Alameda	Downtown	Lack of pedestrian safe area including side walks, snowplow removal and water damage of roads due to lack of snow removal, bike safety lanes and general road maintenance.	Timing of lights during peak travel times, aggressive driving, frequent pedestrian car interactions, not enough crossing areas.		2	3	2	2	3	3
	Location: intersections Issue: every other street is a stop sign. Description: Solution:	Location: Hawthorne Issue: congestion Description: to many cars stopping Solution: get lights operating	Alameda	other	Pedestrian- bikes-	To many cars on to few major arteries		3	3	2	2	1	1
Location: pocatello high school crossings Issue: kids crossing with traffic Description: congestion Solution: build bridges for pedestrian traffic to simply walk over road			Alameda Sagewood Hills	other other	Yellowstone Snow plows not servicing east center above hospital during storms			2	3	3	3	3	3
		Location: Hawthorne Issue: Description: Solution: needs sidewalks	Downtown	ISU	Need more sidewalks	It's not very congested where I travel	More Bike lane would be awesome. Drivers are hostile to both cyclists and pedestrians. It can be scary to walk anywhere.	3	4	2	4	1	2
	Location: maple and Jefferson Issue: multiple crashes and close calls Description: I noticed this more when working from home in 2020, but there were 3+ big crashes at that corner in 6 months that year. I'm not sure if it's continued at the same rate since, though I do know there have been some other crashes at or near that corner. (In one crash, a car went through the fence at my rental place.) Solution: stop sign or stop light.		Alameda	Hospital	Corners that are hard to see around, esp. with heavy traffic--> concern about crashes	Generally fine. 15th and Clark/Center gets bad the first few weeks of fall semester at ISU	Other concerns: signs on poles and road markings that contradict each other or are too faint to see. Sometimes the bike lanes are hard to figure out (from the point of view of the car driver) which can lead to dangerous situations.	3	4	2	5		
Location: S. Main Issue: Cars go too fast heading north from Benton Description: Solution: Make cars on Benton STOP before turning onto Main.	Location: Hilline Issue: Super unsafe for all the pedestrians Description: Solution: Separated trail!	Location: Hawthorne Issue: Sidewalks? Description: Solution: Sidewalks! Or better yet, a greenway trail. Prioritize pedestrian safety instead of how fast cars can travel.	Downtown	Downtown	Not enough ped/bike facilities for safe travel.	Not enough ped/bike facilities for safe travel. Bike lanes are not good for most users. We want separated bike paths.	People like to live in communities where it is safe to bike and walk. Slower traffic speed is acceptable (people will complain, but they will move here). Not as many people will move to a community that is not safe for pedestrians and cyclists.	2	3	2	3	2	3
		Location: Issue: It does not feel as though drivers go the same speed it varies from 15mph to 45 mph Description: Solution:	Downtown	other	lots of potholes and cracks in the road	speed limit is not well enforced in some areas		4	4	3	1	2	1
			Blackfoot	City Hall	Road surface	better traffic light ordering for specific times.		3	3	3	2	3	3
Location: main and Arthur Issue: narrow streets, no bicycle lane, a lot of blind spots with lots of businesses in the area. Description: Solution: remove park lane and widen the street and build a parking garage.	Location: alameda in between Poleline and Hawthorne Issue: narrow street the merges to one lane and terrible traffic lights on the intersection or Hawthorne and alameda. Description: Solution: redesign traffic light and or road.	Location: all of Hawthorne Issue: one lane road in a school zone. Too many people use that road to be a one lane road. Description: Solution: Widen the street	Siphon	other	Streets are to narrow	One lane roads with parking lanes and no traffic flow	Look at other cities in Idaho and get ideas from them. Don't cut corners and fix things the right way. Push to widen roads.	1	2	3	3	1	1
Location: clark& 5th/4th Issue: slow lights, long queue Description: light on clark, between 7am and 9 am gets congested due to short and infrequent light changes Solution: adjust light timing to longer greens on Clark Street crossing 5th in the morning hours			other Alameda	other Downtown	General road smoothness, makes smooth ambulance transfers difficult, and is rough on vehicles	Tall front yard fences in the Alameda area make some corners blind and slows traffic/s unsafe		3 4	2 4	4 5	4 5	2 4	1 4

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Location: all of pocatello Issue: not bike friendly Description: bikes have to ride in traffic lanes with traffic and this is dangerous. Street parking makes it scary to move with traffic Solution: Close main street to vehicle traffic or create bike lanes	Location: all of pocatello Issue: not bike friendly Description: bikes have to ride in traffic lanes with traffic and this is dangerous. Street parking makes it scary to move with traffic Solution: Close main street to vehicle traffic or create bike lanes	Location: all of pocatello Issue: not bike friendly Description: bikes have to ride in traffic lanes with traffic and this is dangerous. Street parking makes it scary to move with traffic Solution: Close main street to vehicle traffic or create bike lanes	other	City Hall	We need bike lanes connecting greenways and neighborhoods.	fast speed limits in neighborhoods		2	4	2	3	2	3
Location: Area around Pocatello High School Issue: There does not seem to be a School Zone sign posted with a speed limit. Description: Many times there are cars driving around the high school that seem to be going faster than 20 mph Solution: Post a School Zone sign with prominent speed limit noted on it.			Downtown	Downtown	High speeds and too little enforcement of speed limits	It is fairly uncongested, but could be improved	By the new storage units on Bannock Highway there is a very hazardous area where there is a big, unmarked hole where the drainage ditch seems to be encroaching into the street. This could easily cause a huge accident if it is not repaired or at least marked.	3	3	4	3	3	3
Location: Main street Issue: congestion and parking along with bike travel Description: Main street is tight especially as people are trying to parallel park. There is no bike path either. Solution: Reduce to one lane, add bike lane, and change the parking			Indian Hills	West of town	Drivers	The need for secondary routes to take pressure off of the main routes		3	2	3	3	3	3
			Alameda	Wilson Ave				2	3	4	5	4	5
Location: North of Fremont on Main. Issue: 35 MPH speed limit is too high for residential streets with curbside sidewalk. People drive 40+, the road width and setbacks were seemingly not configured for those speeds. Speed should be reduced to 25 MPH until reaching Day or Gould. Description: Most of the pedestrian street crossings occur on the north side of the W Lander Main/ Arthur intersections (PHS) and the north side of the W Fremont Main /Arthur intersections. Neither of those intersections have had the bulb-out improvements for ped safety. Solution: Install "bulb-out" curb ramps in high pedestrian traffic areas instead of for aesthetics.		Location: Alameda/ HWY 30 / Hawthorne cluster intersection. Issue: No way for a pedestrian to leave Hoffman area safely without trespassing on RR property. No ped signals or crosswalks at Alameda/ HWY 30 / Hawthorne cluster. Traffic traveling south from Hawthorne to Garrett Way risk head-on collision with vehicles travelling N from the Main extension in the outside turning lane. Western Recycling entry is too close to Alameda Hawthorne intersection. Ball field parking is not adequate for baseball and PHS football games and people park along the already narrow street. There are too many places for ingress and egress into the ballfield parking lot and lots on the south side of the road to safely monitor all potential risks while driving. Children and teens use Alameda for travel as there are 3 schools nearby but no crosswalks on Alameda from Poleline to westerly end.	Hawthorne	other	no money to help property owners replace aging and dangerous curb and sidewalk.	our streets may not be able to keep up with the growth	Be prouder of our association with the railroad and ISU. Work better with them and Chubbuck.	2	3	3	3	1	3
Location: All corners; Bike lanes Issue: Hard to see around the cars parked on the street when trying to turn; when cars are parked on the road there is very little room to ride a bike out of the way of car traffic. Description: Solution:I dont know	Location: various places Issue: No sidewalk Description: There is sidewalk missing throughout some areas of this section making runners or walkers travel in the road Solution: Add sidewalks where possible	Location: Busy roads Issue: no sidewalk or bike lane Description: on mostly the bigger/busier roads there is sidewalk missing which makes it scary to travel on foot in these areas. There are also areas on the busy roads that do not have much room for bikers to be out of the way in fast car traffic. Solution: Add sidewalks and/or bike lanes with plenty of room to roads with faster traffic	Downtown	Alameda	Pedestrian travel is not very safe with missing sidewalks and bike lanes. There are often corners that are hard to see around because of on street parking or sometimes even bushes and fences.	It is mostly good but there are a few places that get very busy and slow things down which can be dangerous for all kinds of travellers.	Thanks for prioritizing this!	3	3	4	3	3	4
			ISU	Downtown		Congestion in the Downtown area. Lookout point has only made it more worse. Closing Garfield for events and the added vehicles and trying to find parking makes it very dangerous to walk and drive in the area.	It has been a nightmare for traffic at peak times (morning, lunch and 5-6 commute times) to have 1 lane of Benton street closed while the Center street underpass is also closed. It is unsafe to drive on Benton at those times with 1 lane closed around 2nd Ave that driver's can't tell is closed until they are at the top of the overpass.	2	2	4	4	4	4
			other	East Whitman	Areas with no sidewalk available for pedestrians.			4	4	4	3	3	3
			West Bench	Downtown	More bike lanes, wider paved shoulders	Traffic flow in areas on major routes at rush hour is very congested		2	4	2	2	2	1
Location: Garfield and W Clark Issue: 4 way stop Description: this intersection needs a 4 way stop, with poly HS parking there is always accidents or close to accidents Solution: 4 way stop	Location: Jefferson and E Cedar St. and Jefferson and poplar Issue: congestion Description: always traffic trying to cross or turn onto Jefferson Solution: roundabouts		Chubbuck	Alameda	Ingestion and 2-way stops			2	4	4	4	5	5

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			other	Downtown	Potholes, pedestrians, bicyclists, and congestion.	During peak hours it can be very difficult to get across town safely. I would love to see more roundabouts, or better traffic patterns to keep traffic flowing safely.	More visible crosswalks, maybe better flashing lights. Painting of the roadways wears off too easily, and would be nice to see other alternatives that mark the lanes. Better/more bike lanes. Increased hours/accessibility to public transportation.	2	2	2	2	2	4
			Chubbuck	other	Hiline & El rancho intersection.	na	Beautification, Plant more grass & trees or shrubs to make intersections with medians and unused areas look better.	3	3	4	4	4	3
		Location: All Issue: Pedestrian designated routes and safety zones Description: High speed travel without clear pedestrian travel lanes limits this option Solution: Provide alternate routes or establish pedestrian safe travel lanes	other	Downtown	Pedestrian vs motor vehicles		The greenway foundation has made great strides toward provided safe alternate routes. The city can also establish pedestrian travel paths and lanes of travel every time they do new construction or update a section.	3	3	3	3	2	3
Location: Main Street and Arthur Street Issue: traffic operations Description: stopping at red lights without any cross traffic present Solution: install sensors at each stop light and only stop traffic when there is cross traffic.			Downtown	other	Not safe for bikers, need bike lanes and easier/safer ways for cars to pass bikers.	I get stopped at stop lights for very little reason!		4	2	3	3	3	3
			Hawthorne	other				2	2	4	4	3	1
			Downtown	Downtown	congestion on yellowstone and the congestion by wal mart and when the mall gets redone the traffic will be horrible		yellowstone by the mall and Wal Mart, what is going to be done with that mess once the mall rehab is finished?	4	4	2	1	4	2
Location: Arthur Issue: Parking close to intersections Description: When pulling onto arthur, difficult to see due to cars parked close to the intersection. Solution: Larger no parking areas			Downtown	other			Thank you for not putting in roundabouts.	2	4	4	4	3	4
Location: Downtown Issue: Congestion and obstructed sight lines. Description: Parking close to intersections obscures ability to see pedestrians. Also some buildings have short setbacks that may contribute. Solution: Possibly adjust parking zones.	Location: Issue: High traffic on Jefferson that doesn't seem to be built to accommodate that volume. Description: Solution:	Location: Hawthorne Road Issue: Congestion Description: Area is congested, particularly during peak hours. Lack of sidewalks. The area of Hawthorne and Quinn is a high-volume area for response. There are numerous assisted living centers in the area. Congestion results in delayed response and potential for accidents. Solution: Widen road for better traffic flow. Use traffic pre-emption via GPS, rather than opticom, to clear area prior to arrival of emergency units. Relocate ambulance North of Quinn road to better serve the area. Establish automatic aid with Chubbuck Fire Department to respond into that area.	ISU	ISU	Overall, congested. Some concern with the high volume of traffic on roads such as Jefferson that were not designed for that volume.	Movement of traffic, particularly emergency vehicles.		2	2	3	3	2	1
Location: Gould south Issue: Bike lane could be continued Description: Solution:	Location: Pocatello Creek, Alameda, Jefferson, Poleline intersection Issue: Congestion Description: This intersection is crazy. A little better now that E. Alameda has no access southbound, but that presents its own problems. Solution:	Location: Garrett Way, Hawthorne, Alameda. Issue: Terrible intersection. Description: This intersection is poorly designed. The lights are too close together and are not coordinated. Traffic flow is disjointed and seems to have too much going on for one intersection. 6 roads enter this intersection. (Alameda, Hawthorne, Garrett Way NW & SE, N. Main, & access road West of Alameda Automotive) Solution: Re-design traffic flow, and the way the roads merge and enter the intersection. Time or coordinate the traffic lights. Add bike lanes.	other	Downtown	My only suggestion for improvement would be more bike lanes, and sweep the ones we have.	2 intersections. Alameda/Pocatello creek/Jefferson & Alameda/Hawthorne/Garrett Wy.	Very happy with the light and intersection of Quinn & Hawthorne. That should eliminate congestion.	4	4	5	4	4	4
	Location: Oak Street and Randolph Ave, Oak Street and Jefferson Ave Issue: The roadway has a large amount of traffic and the turn onto Randolph Ave, specifically, is very unsafe, as there is limited visibility and congested turning lanes. Description: Solution:		Alameda	Alameda	Accidents from limited visibility and congestion	Lack of space for emergency response vehicles in instances of an accident in a congested area		2	2	1	1	3	3
			Hawthorne	Alameda				3	2	4	4	4	2
			other	other	Safety	Safety	No	1	1	1	1	1	1

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Location: 1. 900 block of N. Main and Custer St. 2. Also, Main St. between Pocatello High and Gould St. Issue: 1. When trying to cross N. Main, even though there is a crosswalk at the intersection, cars rarely stop for patrons waiting to cross. 2. Increased traffic on Main St is making it increasingly difficult to turn onto Main St. from all side streets. Description: see above Solution: 1. blinking lights at the crosswalk. 2. The only solution I can come up with, is to stop letting people move to Pocatello, but I know that is not realistic.			Downtown	other	Areas of the city where STOP or YIELD signs should be but are not.	The traffic congestion being created by all the new people moving here.	Please consider putting a yield sign where cars enter the Gould St. Bridge from Garrett Way. I have almost been hit several times there.	1	1				
Location: pedestrian crossings on Arthur south of Clark Issue: No pedestrian crossing signals/lights Description: Specifically near Pocatello High School, there are no crossing indicators for pedestrians at intersections and mid block crossings. Solution: Add pedestrian crossing signals		Location: Hawthorn and Pole Line Issue: Missing sidewalks Description: Pedestrians using Hawthorn or Pole line forced to be near travel lane, especially where fences or trees are on the edge of property lines, Solution: Add side walk or walking path on one side of the road.	Downtown	Alameda	Safe Bike Routes and Sidewalks	none		3	4	3	4	2	4
Location: There are no continuous bike lanes that allow for safe bike travel through downtown Issue: People in cars think bikes are a nuisance, note: coal rolling, side swiping, yelling, honking (which can scare and startle a bike rider) general discourteous behavior. Description: Solution: Well marked bike paths for transportation planned throughout the city connecting major areas of the city. The mall to the university to Ross Park. Neighbors connected to schools by bike paths. Educate people so motorists accept and are kind to bicyclists.	Location: The problem here is not within this area. The problem is crossing the major streets and riding a bicycle down the major streets. It is the lack of connectivity between the different neighborhoods that is the problem. Pocatello needs to create a bicycle transportation map so bicyclists can get from one major area to another safely. I mean from neighborhoods to areas of commerce, not within neighborhoods. Issue: Description: Solution:		ISU	other	There is virtually no accommodation for bicycles.	Congestion is not a problem.	Please see my previous comments	1	4	4	4		
Location: Union Pacific Avenue, S of Center St. Issue: Is it one way, both directions? Description: Solution: striping and signage could help.	Location: Jefferson Issue: everything Description: Solution: who knows.		Alameda	other				4	4	2	1	3	2
Location: Main st and Arthur Issue: No infrastructure for cyclists Description: There are no bike lanes or signs for cyclists Solution: on both Main and Arthur I believe the right hand lane should have a green stripe indicating that cyclists can take the full lane. This is the law and motorists and cyclists alike need constant reminder of the rights of cyclists. This will keep cyclists off the sidewalk which is safer for both cyclists and pedestrians.		Location: Poleline rd, Hawthorne and quinn Issue: lack of bicycle lanes Description: these roads are major thoroughways and they do not have any bicycle lanes and traffic moves very fast. Poleline is especially problematic as there is no shoulder for cyclists to ride on in either direction and it is extremely unsafe for cyclists to ride on side walks. Solution: add separated bicycle lanes to these roads. Or identify other north to south solutions for cyclists getting across town.	Mountain View	Hawthorne	Bicycle infrastructure.	I don't think there's a huge problem with congestion. Peak times can be problematic, but comparable to larger metros, it's not a huge issue. As the city grows, we should focus on alternative transportation solutions and not just making it easier to drive.	I'm partial to improving cycling infrastructure. Pocatello has a great trail system for mountain bikers, but little care has been put into cycling as a means of transportation. I think separated bike lanes need to be added throughout the city, but a numbered bicycle route plan can push cyclists to streets less used by motorists. I.e. a bicycle route down 10th street would help keep people off of 5th or Yellowstone.	2	3	3	3	1	3
			Northgate	other	Not enough safe infrastructure for cyclist. Cyclist would decrease congestion and increase road safety.	Slow times around rush hour.	Increase cycling infrastructure and making it safe would take vehicles off the road decreasing congestion and increasing safety. Alternative methods of commuting should be available and safe for residents to pursue.	4	3	3	3	3	3
Location: main Street and Further street Issue: timing of traffic lights causing people to speed in order to make the lights, many people running red lights. Description: Solution: put in cameras to ticket violators, better public transit, incentives to use alternate transportation.	Location: Pocatello Creek road to Yellowstone. Issue: too many lanes, too many cars. Description: Solution: Better public transit, incentives to use alternate transportation.	Location: hawthorn road to Chubbuck road. Issue: too many cars. Description: Solution: Better public transit, more frequent and streamlined routes.	Downtown	other	Too many cars! Not sufficient public transit, poor visibility around large vehicles parked too close to corners.	We need to stop accommodating more use of cars.	Repaint corners(2 car lengths) this will help to see around larger vehicles and help see bikes and pedestrians for drivers.	2	4	1	1	2	1
			other	other				4	4	3	3	3	3
		Location: Issue: Description: Solution:	West Bench	Barton Road	Safety for pedestrians and bicyclists is non-existent. We need bike lanes and better signed crosswalks	Congestion during busy times	Pocatello needs safer ways for bicyclists and pedestrians to get around.	2	4	2	2	2	2

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Location: All Issue: Narrowness between lanes and parked cars Description: Solution: One lane traffic or parking only on one side of the roads.	Location: All Issue: Not pedestrian or bike-friendly Description: We need to create walkable spaces along all major thoroughfares. Solution: Provide safe pedestrian access to shopping areas, recreation areas, restaurants, grocery stores, etc. I would walk everywhere, not just along our amazing trail system, to get exercise if there were safe places to do so.	Location: All Issue: No sidewalks or insufficient sidewalks Description: Solution: Provide safe pedestrian access to shopping areas, recreation areas, restaurants, grocery stores, etc. I would walk everywhere, not just along our amazing trail system, to get exercise if there were safe places to do so.	other	Alameda	My concern for years has been that this is not a pedestrian friendly community. When I travel, I choose locations that I can walk everywhere to...morning coffee, markets, grocery stores, shopping, restaurants, recreation - this is a vital lacking piece.	Roadways and parking are too narrow. Lack of pedestrian friendly, tree-lined avenues. Beautification is lacking. Lack of enforcement in neighborhoods for safe, clear sidewalks. Traffic operations should include foot traffic; other modes of transportation.		2	2	2	1	2	1
Location: Downtown Issue: backwards parking Description: its weird Solution: stop it			other	other	None I like it	None	Thank you	3	1	3	3	3	3
Location: Old Town Issue: bicyclists Description: There is no room for cyclists to ride on the main old town streets. Solution: It's difficult because there is not a lot of parking in old town. If there was a way to get more parking lots, then possibly one side of the street could have a dedicated bike lane.	Location: Alameda/Jefferson/Pocatello Cr Issue: The intersection there is awful. Busses have to go through a neighborhood to get to the school. Certain times a day accessing the light there is almost impossible. Description: Too much traffic congestion at peak times of the day, and unsafe for busses, and cyclists. Solution: Use the current vacant lot next to the church, to have a turn lane, bike lane or some other option.		Alameda	Downtown	Not enough bike lanes, and in busier areas like Yellowstone, and Main street, car lanes especially in peak hours.	Maybe we need more lights?		2	4	3	3	4	4
	Location: Intersection of Jefferson and redwood st Issue: congestion, impossible to enter Jefferson from Redwood certain times of day 7-8am and 4-6pm causing traffic build up on redwood. Description: School zone, Solution: unsure		Alameda	Downtown	Safety of all those who utilize the roads. Cars, bikes, scooters, pedestrians, etc. Not just cars.	That the city has grown to fast and that infrastructure like roads have not been designed or planned for the high traffic loads.	Do a better job of designing for future expansion and growth.	3	3	1	1	3	3
Location: Main Street Issue: Traffic and Parking Description: Traffic and Parking interfere with pedestrian use Solution: Shift traffic and parking off of Main street and convert it to a pedestrian only facility.	Location: Jefferson Issue: Bicycle and Pedestrian Safety and comfort Description: The pedestrian facilities on Jefferson are terrible and bicycle facilities are non-existent. Solution: Update sidewalks and provide alternate route for bicycles.	Location: Intersection of North Main, Hawthorne and Garrett Way Issue: Free running right turns pose a hazard to non-motorized travel and are a significant barrier. Description: Free running right turns are not justified and area land use is becoming more and more residential. Solution: Remove free running right turns and upgrade signal with pedestrian signals	Alameda	Alameda	Bicycle and pedestrian accidents often result in injuries and better facilities are needed.	The pedestrian warning flasher at Jefferson and Alameda is blocked by vegetation and I saw a pedestrian get hit because the driver could not see the warning flasher.	Sidewalks are largely absent in the Alameda neighborhood and a concerted effort is needed to add them to connect schools and parks.	4	4	2	2	3	3
Location: From Lewis to the merging of Arthur and Main in the NW Issue: Cycling unfriendly Description: This stretch of road for cyclists is too tight to comfortably share with traffic while having enough distance from potential door-opening collisions with parked vehicles along the road and/or the vehicle traffic speeds are quite high for the density of traffic. Solution: Establish safer and connected bicycle routes through this area.	Location: Entire area Issue: Maintenance / Upkeep Description: Sidewalks can get obstructed by weeds/trees/vehicles Solution: Active code enforcement with seasonal patrol		Alameda	Alameda	Maintenance and bicycle route safety	Major intersection congestion during peak use hours		2	4	4	4	4	3
Location: All routes Issue: 25 mph speed zone is too long Description: The existing 25 mph speed zone is too long and not enforced Solution: Reduce 25 mph from Hayden to Benton and then raise the existing 25 outside of this area to 30.	Location: Jefferson Ave Issue: Volume on Jefferson Description: Jefferson from Alameda to Oak is as capacity for traffic volumes Solution: Change Randolph and Jefferson into 1 way streets. Most of Randolph already has the width. This could also allow for additional on-street parking.	Location: Philbin Road Issue: Widen and/or additional turnbays. Quinn and Philbin would be a great location for bike lanes. Description: The amount of traffic on Philbin requires additional capacity and these are great connection for bikers. Solution: Add turnbays to Philbin for Quinn and add bike lanes.	other	other	Need additional bikers lanes and widths	Yellowstone is already at capacity and their is just not adequate alternate routes around town.	The signals look terrible in town with missing backplates.	3	4	3	3	4	4
As planners move forward, APS signals should be upgraded at all signalized intersections in Old town to allow for blind/low vision travelers to access shops, work, and regular community events taking place in that area. Pedestrian crossings at Lewis/Arthur & Center/Main especially hazardous during peak traffic hours. Blind and visually impaired pedestrians cannot determine safe crossing opportunities without appropriate installation of an APS.	At Jefferson and Alameda, please consider configuring the design to include the installation of APS signals for blind and low vision pedestrians as well as appropriately situated truncated domes for increased accessibility to this skewed intersection.	Again, advocating for the inclusion of APS at Eldredge and Pole Line for use by blind and low vision pedestrians attempting to access street crossings safely. If a traffic light is installed at Berryman and Pole Line, meeting APS requirements will improve access for future users. If you want bang for your buck, painting longitudinal bars instead of the traditional transverse crosswalk would also improve pedestrian access.											

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	What you do with Alameda Road leading up to the intersection of Jefferson, and transitioning to Pocatello Creek will have direct impact on Deon/Patsy area. We already can't get off our road without a light of traffic coming South down Poky Creek to Alameda where people speed, and use the center access lane as a third lane and block traffic from exiting Deon. You also have steady traffic coming up Alameda or turning right off Jefferson onto Pocatello Creek - there's barely a lull in traffic. Why could you not utilize the emergency light at Call Creek Drive by connecting Patsy drive to the back of Call Creek? It's an empty, open cul-de-sac and would then provide Patsy/Deon a secondary exit/entrance.												
	If additional lanes are added to increase capacity, what is going to be done to access the Deon/Patsy Drive neighborhood? There is only one access road and it's nearly impossible right now to make a left turn onto Pocatello Creek at certain times of the day. If traffic is increased, citizens / friends/ family/ patrons of this neighborhood will face more difficulty getting in and out of the neighborhood which may lead to safety issues and an increase in accidents at this intersection.												
I think that the improvements on the map for downtown really need to be done. I commute from the Indian Hills area thru Old Town every day, and the improvements would be a welcome change.	This is a terrible intersection and it really needs the proposed improvements.	The improvements are needed in this area as well.											
The idea of a downtown is to prioritize the pedestrian over auto traffic. Do these recommendations really prioritize the pedestrian experience? Improving the pedestrian experience would look like adding elements in the ROW that would encourage slower auto speeds such as more trees, on street parking, change in material at intersections or ped crossings, etc.	Oak street most definitely needs pedestrian improvements including sidewalk improvement and landscape strips, and most definitely, crosswalks! three crosswalks between Yellowstone and 35th Ave is not well below adequate. the addition of vertical elements along the auto lanes of travel will help slow traffic down and create a pleasant place to people to be.	Please bury the power lines on Quinn and Pole Line and Hawthorne (and everywhere else in town), get them out of the road and off the sidewalks. Improve the pedestrian experience by adding trees and street lights (not the highway cobra heads). Prioritize the pedestrian experience and slow down auto travel.											
	I can't view the map or proposed projects, however I just moved into a house on 715 E. Cedar St. Located off Alameda St. And Jefferson Ave. With just the day and a half of living at my new house, I have found that a lot of vehicles drive faster than 35mph on this road of Cedar St. I also noticed it may be one of the areas marked on the map for crash hotspots. It would be great to see some safety initiative taken here as we live just down the block from Alameda Park.												
	Use 362 Jefferson to measure traffic. There has been a large influx of traffic on Jefferson since the new additions on the north of Highline and will be more on Jefferson with the redevelopment on Ammon. One fix is one way street. Another might be move the light from Pine to Poplar and put a light at Maple. Sidewalks along the 300 block of Jefferson need some update.												
Change to single lane, one way, with refuge islands or bulbouts w/ planters and diagonal parking. Make it safe for pedestrians.	Diagonal parking on Pine next to Alameda Park. Put crosswalks in next to park. Use alleys for bike paths	Bike lanes, crosswalks											

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			Alameda	other	Unsafe in many area for bicyclists - lack of sidewalk/bike lanes in areas where no alternative exist to arterials			4	3	4	3	3	2
			other	other	Pedestrian needs better safety crossings		Better bus system that's cheap would help bus needs to go all over. safer walk crossings.	2	3	3	3	3	3
Location: downtown streets Issue: bicycle safety Description: lack of bike lanes Solution:create bike lanes or corridors		Location: Hawthorne road Issue: no bike lane from Quinn to Garret Way Description: road varies in width and does not have bike lanes Solution:establish consistent road width and install bike lanes	Highland	other	Very inconsistent bike lanes			2	3	4	4	2	3
Location: all downtown signalized intersections Issue: no accessible pedestrian signal for blind and low vision travelers Description: cane travel it's and low vision pedestrians cannot determine appropriate crossing opportunities Solution: install accessible pedestrian signals	Location: all signalized pedestrian crossings Issue: no accessible pedestrian cross walk signals Description: Pocatello is growing and blind and low vision travelers are using city streets. Without the proper accessible pedestrian signals (APS) they need to cross streets, they risk injury Solution: install APS	Location: signalized intersections with pedestrian crossings Issue: blind and low vision travelers cannot determine appropriate walk phase at the locations Description: lack of accessible pedestrian signals Solution:install accessible pedestrian signals	other	other	Accessibility	None	There are a lack of truncated domes to alert blind and low vision travelers to a street crossing	2	4	2	4	2	4
			Highland	Alameda	Pedestrians being hit by cars.	Long lights.		2	4	4	4	2	4
			Hawthorne	Downtown	People speeding people on their phones	Police officers don't write many tickets anymore	Whoever was in charge of the Hawthorne and Quinn intersection plan and forgot to order street lights should be fired.	1	1	3	3	1	1
	Location: intersection of Oak and Yellowstone Issue: the light takes forever, and that merger from eastbound Oak to southbound Yellowstone is tricky Description: Solution: not sure...I think it works because everyone knows it's weird and makes allowances		Indian Hills	ISU	Yellowstone is always slow and has a reputation for being unsafe	Traffic is increasing, but it seems the main roads aren't designed to handle it.	Yellowstone has improved immensely in the last 5 years, due to efforts to restrict turning	5	4	3	3		
			Bonneville	Warehouse Area	More of just poor drivers is what make the roads unsafe			1	4	4	4	2	3
Location: streets Issue: out of towners unable to drive during winter Description: people who have never driven in snow have had more car accidents during Snow. Solution:offer driving classes on how to drive during snowy weather		Location: Issue: Description: people driving faster than limit Solution:	other	other	The amount of people who are unable to drive during the snow have increased dramatically since people have been moving here	People who can't drive in the snow	Keep your eyes open for motorcycles 10 speeds and just people walking	2	3	3	1	2	3
Location: Blocks around Central downtown area Issue: cars parked both sides and traffic feel too tight Description: Solution: parking on one side only		Location: Hawthorne to Quinn Issue: width of road Description: too many cars - little space Solution: Widen the road	Alameda	other	Areas that get congested	Solutions that cannot be changed		2	2	3	3	2	2
Location: main and Arthur streets Issue: too narrow for two lanes with parked cars. Description: Especially with the Coke trucks next to their facility. Solution: get rid of run down buildings and create more off street parking. Eliminate project cars in RR parking lot too free up more parking back there.			other	other	Streets are crowded and nothing is being done to get ahead of the problem.	Streets are crowded and nothing is being done to get ahead of the problem.		2	1	3	3	3	3
			Chubbuck	Hawthorne	No concern			4	5	4	4	5	5
Location: Pocatello highschool Issue: parking violation Description: people/students parking in residential parking making it so people who live there have to drive in circles around the block. Solution: start towing people who are parked in residential parking without a pass. Have the highschool remove students from class to force them to move there cars. Bigger signs. More police presence from 8am-9am and 12:30pm to 1:30pm to actually properly fine/tow to the people/students. There's literally no where else for residents to park unless we want to get towed. We pay money to park in the small strip of parking we do have.	Location: Hawthorne/Alameda Issue: stop light Description: to many times has that small stop light interval been so bad people are sitting in the median Solution:link the lights to run green at the same time	Location: bus stops Issue: to many people speed and don't stop for any bus Description: Solution:	Downtown	other	People parking where they are not supposed to	People parking where they are not supposed to	Repremend people parking where they are not supposed to a \$35 ticket is not enough	2	1	1	1	2	1

	Location: yellowstone ave Issue: congestion Description: too many lights too close to each other Solution: get rid of some lights, make more of the streets perpendicular to Alameda 1-way streets		ISU	ISU	Walking/biking infrastructure sucks	The only way to go from one side of town to the other is through Yellowstone (Jefferson is useless because it's mostly homes on each side), and Garret way is empty, so Yellowstone is getting too congested	I would like the area south of center st (between center st and ISU) to be reconfigured to only 1-way streets and avenues, and use some of the gain in space to widen sidewalks. Use that as tryout area for improved walking and biking infrastructure	4	3	2	1	3	2
	Location: Jefferson near maverick and tendoy Issue: people turning left over double yellow. It backs up traffic and is unsafe Description: Solution: extend island or install the elevated lane markers like on Yellowstone		other	other	Pedestrian and bike safety	People turn over double yellows around busy intersections and it's unsafe	Hiline really needs sidewalks/bike lane from Alameda to at least Syringa. People walk in the road there all the time.			2	2		
			Downtown	Hawthorne	Yellowstone Ave is ridiculously unsafe			2	4	1	1	1	1
		Location: intersection on Alameda and Hawthorne light. Issue: Description: you sit thru 3 cycles Solution:	other	other	Fewer accidents if motorists would pay attention			3	3	3	3	2	1
			Downtown	other				2	1	2	2	2	2
Location: Issue: my concern is the speed through town. It should be 20 mph. The conditions of sidewalks all over town are unsafe. People race through red lights and seem to aim at or ignore peds. The stop light going west on center at Arthur has been turned the wrong direction for months Description: Solution:	Location: again, speed, and lack of attention to peds. plus sidewalk quality dissuade people from wanting to walk. Lack of trees, green areas like grass parkings and trees make the area look like a slum Issue: Description: Solution:	Location: the questions seem interested only on cars when we should be getting people out of cars walking Issue: Description: Solution:	Downtown	other	High speed, inattentive driving, rudeness, lack of awareness of bikes and peds.	As above	We need better drivers ed. classes. People are rude, and seem entitled.	2	1	2		2	
			ISU	ISU	Crosswalks need more lighting, seperate bike lanes	Lack of fast and efficient public transit makes it hard for people to consider taking the bus to cut down on congestion.		2	2	1	1	1	1
	Location: Alameda and Hiline is a mess! Issue: Super congested, long delays, it's a nightmare to drive through this area. Description: Solution: what can be done? You've allowed explosive building without improving our roads first		other	Downtown	It's a mess! Explosive building without improved road ways has caused incredible congestion.	People get irritated and the delays cause them to drive like morons.	Sync the lights so traffic can move. All we do is drive from one red to the next!	1	1	1	1	3	2
	Location: Cedar st Issue: poor traffic lane management Description: Solution: implement bike lanes	Location: Hawthorne rd Issue: intermittent bike lanes Description: bike lanes are inconsistent along Hawthorne Rd despite available space Solution: add bike lanes	other	Hawthorne	Traffic safety along Yellowstone hwy	Poor light management along the Hawthorne / Alameda / Hwy 30 intersection		4	3	3	3	4	2
Location: high school neighborhood Issue: high amounts of young pedestrian traffic as school starts and gets out Description: pedestrian/vehicle conflicts in uncontrolled (read "1 signaled") crosswalks Solution: consider placing traffic signals at the intersection of Arthur and Fremont, Main and Fremont, and Garfield and Fremont. Upgrade pedestrian facilities at those intersections. Remove crosswalks at Lander and Arthur	Location: the length of E. Pine St. Issue: presence of Valley gutters on a through street Description: this is one of the most inane ideas I've seen in traffic operations. If you're going to have a Street, don't put valley gutters on it so you have to essentially stop at every intersection any way. Solution: reconfigure drainage of Pine Street, so it flows along Pine Street instead of across it. Then remove those awful valley, gutters and make pine Street a true through Street, that it is signed to be.	Location: Hawthorne Ave Issue: undeveloped safety features on arterial road Description: Hawthorne Road has grown into an arterial roadway. It has no safety features such as sidewalk curb and gutter through most of it. Also, it's a narrow two-lane road. This will be an expensive endeavor. Solution: purchase sufficient right of way to allow at least a three lane roadway with full sized curb, gutter and sidewalk. Construct the three lane roadway segment from Quinn to Alameda, including appropriate lighting and consider a traffic signal at Hawthorne Avenue and Jensen Street	ISU	South Town	Increased a societal emphasis on bicycle / scooter / pedestrian transportation without the underlying infrastructure being upgraded to allow that to occur safely.	We try to push/scooters/pedestrians to utilize route designed for four-wheel vehicles and it slows down historic traffic.	The free running right lanes at Oak and Yellowstone should be preserved. Make the acceleration lanes longer and better marked so people understand how to use them.	5	4	4	2	2	2
			other	Downtown			I work with clients from low ses backgrounds. One thing our city really needs is better public transportation and bike accessibility.	2	2	2	1	2	1
Location: Center Street both sides of underpass Issue: one way/two way confusion, speeds coming out of underpass Description: the one ways on the west side going east/west are the absolute worst and most confusing. Solution: removing one ways on west side, slow down traffic coming out of underpass	Location: Yellowstone, Jefferson, Oak, Alameda Issue: lack of pedestrian infrastructure Description: none of these roads are safe walking of biking, especially crossing the road, Oak Street really needs crossings between Jefferson and Yellowstone. Solution: focus on non-auto infrastructure, add a lot more ped crossings	Location: Hawthorne, Pole Line Issue: lack of sidewalks Description: auto oriented disaster areas Solution: focus on pedestrian and bike infrastructure	Alameda	Bonneville	Lack of focus on pedestrian/bike infrastructure	The perception that bigger, wider roads are better. The one ways are abysmal, remove them!		2	4	2	5	2	4

		Location: Robin coming in or out towards Wilcox. End of Hawthorne going into Old Town Alameda intersection. Hawthorne and Quinn coming towards Alameda. Issue: congestion, accidents, road racing, lack of crosswalks. Cars running light, stopping and sticking out of middle area not enough space to get through. Hard to see speed limit sign. Description: cars are racing, school hours can not exit onto Hawthorne, during evening early morning we have racing. recently there have been cars crashing into fences. Not enough space at intersection when coming in onto Hawthorne road before Alameda not enough of a warning or space to switch lanes when getting into Hawthorn and trying not to turn into Alameda. Speed limit right on the corner coming into area easy to miss when entering area. Solution: need a cross walk, slow warning signs, maybe a stop sign. Needs a new set up. Move sign back into area easier to see and not be watching all the cars at the intersection.	Hawthorne	Pole Line	Congestion and racers	Overall it's to congested main businesses on Yellowstone but can not enter or exit unless you are turning left if you can get in the left lane.	Fire department next across from big lots up from Alameda has an emergency light to allow fire department to exit. However when visiting the other businesses in that area leaving can be very difficult as it is so congested could use a full time light for entering and exiting. Less risk when exiting the area.	2	1	3	1	1	1
Location: One way streets downtown Issue: Traffic moving too fast along those streets Description: Focus has been too much on moving traffic swiftly through the area and not enough on keeping pedestrians safe. Traffic should move slowly through there, so people on foot are more comfortable walking the sidewalks and crossing streets. Solution: Make the one way streets single lane with angled parking and huge bumpout corners, midblock crosswalks, and greatly slowed speed limit.	Location: 3 blocks surrounding Alameda Park Issue: Cars traveling too fast Description: Long stretches of roadway protected by stop signs on the side streets, which makes drivers think they can go faster along those stretches. No marked crosswalks or slower speed limits around park Solution: Remove the stop signs on the side streets so they stop protecting the through streets; put in cross walks on all corners surrounding Alameda Park,, drop the speed limit on all streets around the park for two blocks in all directions.	Location: Hawthorne Road and side streets off Hawthorne Road Issue: No protected spaces for pedestrians and bike riders--all near a neighborhood school. Description: Children walking to school along Hawthorne or the side streets leading to Hawthorne have no protected space to walk/bike, so often have to walk in the roadway. Solution: Get some sidewalks or bike paths in place along Hawthorne; enforce the hell out of the speed limits there; and put in some bumpouts from the corners to make crossings safer.	Alameda	ISU	Pedestrian and cyclist safety have taken a backseat to the desire to move traffic quickly. People are literally being run down and killed on our streets, all so that drivers can get from A to B 3 minutes faster.	There is no traffic congestion to speak of. People think traffic is a massive problem if the traffic signal goes through a cycle and they haven't made it through the intersection yet.	Prioritize pedestrians and cyclists if you want downtown and neighborhoods to thrive. You should have a "zero death" goal for the city with regard to pedestrian and cycle accidents. We are choosing, instead, to continue traffic fatalities because we don't want traffic too backed up. It's appalling. We should adopt the goals of Vision Zero: traffic deaths are preventable. We just have to decide it's a priority.	2	4	2	4	2	4
			Hawthorne	other	Streetlight at Quinn and Hawthorne needs finished it is dangerous for cars and pedestrian			4	4	4	4	4	4
			Chubbuck	Hospital	4 way stops are dangerous. We need more traffic lights and roundabouts to replace these, especially on Hilline and El Rancho.	There is not enough room on our roads to accommodate our population anymore.		4	2	2	1	2	1
			Center Street	Center Street	People drive too fast on center Street. There are many kids that live in the area and the people drive too fast	What traffic	Actually do something about the speed limit on center Street.	3	2	4	4	1	1
Location: main and arthur street Issue: sidewalks and bike lanes Description: it's always really stressful for everyone involved when the high schoolers get out and want to go downtown for either food or just the fun of it. it feels dangerous, almost illegal Solution: install bike lanes and better markings for crosswalks		Location: Hawthorne road Issue: room for pedestrians Description: middle schoolers get out of school and some of them have to walk home. There's not a lot of walking room and some cars don't have common courtesy to move over to make sure they are take safety precautions and making others feel a little bit safer Solution: either side walks or some sort of walkable marked path	Downtown	Hawthorne	Safety for pedestrians and clear markings for bike lanes and cross walks	Downtown roads can get congested	Nope, thank you for conducting this survey	2	1	3	3	3	1
Location: benton Issue: surface and traffic flow Description: Solution:	Location: jefferson Issue: cars not stopping for pedestrians Description: cars zoom but don't stop for pedestrians Solution: better signs and more patrol with officers actually doing something	Location: Hawthorne and quinn Issue: slow project Description: Solution: finish the project	Highland	Highland	Drivers are going too fast cutting in and out of traffic and patrols don't see or do anything about itv	Traffic engineering changes lights and messes up traffic flow	There are other areas that need help. Highland area around the wellness center is quickly becoming a dangerous area. Lights are needed. Patrols are needed when there are events at the wellness center	3	3	2	3	3	2
			Chubbuck Hawthorne	Downtown Hawthorne	Bicycle lanes	Weird intersections		4 2	4 2	2 2	2 2	1 1	2 2
		Location: hawthorn specific spots without sidewalks Issue: no sidewalks Description: gravel, grass, weeds Solution: put in sidewalks so pedestrians can utilize the street for the full length	9th Street	other	My over all issue is that we do not encourage pedestrians to look both ways when crossing a roadway.	Jefferson Street is to congested at peak hours		5	4	4	4	1	4
		Location: Diverging Diamond Description: Long lights slow traffic so it backs up clear to Chubbuck Road on the north and to the southern most Pine Ridge Mall entrance. Solution: I have no idea except to remove the DD.		other	Inkom	Pedestrian lights: They allow right hand turns which are dangerous for pedestrians.	long lights; traffic flow near Walmart	5	4	4	4	3	2
Location: Pocatello High School parking on Arthur Issue: too casual during crossing Arthur Description: students do not watch traffic during crossing Solution: pedestrian bridge	Location: alameda and Jefferson Issue: too slow in light changes Description: too many cars for street width and current lighting Solution: ?	Location: Hawthorne from Quinn to Hwy30 Issue: traffic volume is too high for current design Description: too many cars for street width and current lighting Description: need 4 lanes for traffic Solution: get the easements and ownership needed now before property develops even more	Highland	other	Intersections are not handling volume quickly enough.	Current infrastructure was not built to accommodate present traffic volume	We need to think 30-50 years in the future.	2	1	3	1	2	1

Location: Issue: lack of bike lanes Description: Solution:			other	other	Poor driver attention	Yellowstone is awful.		3	2	3	3	3	3
Location: Lewis-Clark Streets Issue: pedestrian safety, traffic flow Description: between all the parked cars, cars on the road, and pedestrians at the crosswalks (crossing whether they have the go or not), it is very condensed, fairly inaccessible, and difficult to go through. Arthur and Main are the two main roads in downtown, and critical connections to the shopping in the area as well as travel from one side of town to the other. Solution: I'd love to see no street parking at all on those sections, and implementation of either a downtown bus, or use of the trolley to ferry people from parking lots to a few drop off locations along Arthur and Main. Traffic could still flow and the trolley could even have its own lane if there were no options for street parking. It would also be nice to see bike lanes put in and maintained by the city. So often bike lanes across town aren't swept after all the snow removal sand and gravel is cleared anyway. Small scooters like at SU are also good.	Location: Oak St and Pine St. Issue: pedestrian traffic, congestion (Oak) and unnecessarily deep bumps (Pine) Description: there are no sidewalks as Oak turns into Gould, and there aren't safe ways for pedestrians to cross Yellowstone on Oak. Pine St. has deep and poorly maintained grooves every block, which means no vehicle can do the speed limit, slowing traffic and causing damage to our cars. Solution: Adding sidewalks and accessible foot traffic on Oak would be ideal. This would also include bike lanes. It might even be nice to have three lanes heading towards Gould for cars turning onto Garrett Way. If you travel that road every day, people are constantly cutting in line and jamming traffic in the right lane. As for Pine, smoothing the road while adding in those long speed bumps around the park might be an option (I've seen them in Meridian). It keeps traffic mindful around the park and still flowing on the rest of Pine toward Yellowstone.	Location: Pole Line and Garrett/Philbin intersection Issue: Congestion, lack of turn lane for portion, not walkable, poorly lit Description: Driving along Pole Line, especially between Alameda and Quinn, can be quite cumbersome. Narrow lanes, turning vehicles, poor lighting at night, and no sidewalks make this area unsafe for anyone not in a car. Garrett Way toward Philbin is also not walkable, and the traffic light is often unhelpful, especially in high-traffic times around school pick up and drop off. Solution: Pole Line: widening the road a bit, if it's possible, would allow for a turn lane into neighborhoods and hopefully help reduce accidents. Adding sidewalks and a bike lane, more lighting for pedestrian and vehicle safety. For Philbin and Garrett Way, maybe the construction of an over/underpass to help traffic continue along the old highway toward Simplot and allow traffic from Philbin to not have to stop and simply merge onto Garrett Way back into town would be cool.	Downtown	Alvin Ricken Drive	Highly concerned. Too many individual vehicles and not enough public transportation options to reduce congestion and cost of living.	We need to realize Pocatello is only going to grow, and we should be ahead of the game by implementing public transport options like trams in addition to busses.	Ensuring places are accessible to people on foot or with limited mobility is paramount.	3	2	1	1	1	2
	Location: Cedar and Pushing Issue: Transit vehicles block the road Description: There is a transit stop next to an intersection and high-traffic area. Cars use the turn lane, which causes issues. There is also a lot of pedestrian crossings in the area, with no defined crosswalks. Solution:	Location: Hawthorne Road Issue: Too slow Description: The road speed limit is lower than Kinghorn. The street is a major corridor but the speed prevents additional use. Solution: Increase the speed limit	Alameda	other	There is a lot of red light running			4	4	4	4	3	4
		Location: Hawthorne and W Quinn Issue: Description: delay of traffic signals Solution:	other	other	Width of some streets creates traffic flow issues	Width of streets and parking blocks visibility		3	3	4	3	2	
Location: Downtown. Issue: Congestion, not assessible for wheelchairs, Bikes, Disabled Scooters, Electric scooters, electric Bikes. Description: Old Town is Blossoming for tourism. People slow down and want to see store fronts. Side Walks are often blocked by festival displays. A few inpatient locals want to get home. A lot of people struggle with parallel parking. Solution: widen side Walks, provide Bike Lanes, Remove Street Parking by investing in parking garages. Offer Golf Cart Rentals and other electric assessible options. Install speed bumps on Harrison and direct more traffic that way.	Location: A lot of the area Issue: Not safe for Bikes or other electric mini vehicles such as electric scooters and bikes. Not good for pedestrians. Description: Solution: provide more side Walks and Bike Lanes. (Plant more trees)	Location: Issue: Description: Solution: More Side Walks and Bike lanes	Ross Park	other	It isn't safe for kids to walk and ride bikes.	Kids need safer places.	You should put a round about on Benton before the railroad bridge next to Albertsons because people are having to make u turns.	2	1	2	5	3	3
Location: Downtown Issue: lack of bicycle lanes and options, the two roads that have bike lanes are shared with parked cars and garbage cans. Not a safe riding area Description: Solution: Potentially could have parking on your one side and bike lane on other side if street is to narrow	Location: Issue: Description: bike lanes Solution:		Downtown	South Valley	No safe way to connect shopping and work locations with human power transportation			1	4	2	3	3	2
Location: Arthur St. connects to Bannock Highway Issue: The merge Y there needs to have something to keep people from speeding up to get onto Bannock Hwy. Some drivers do not get in the right lane & speed up to get over. Description: Dangerous drivers! Solution: There should be a sign, blinking sign or even painted on the road, that lets the drivers know that there is a Y in the road coming up around the corner. They need to be in the right lane to go South on Bannock Hwy.	Location: Not sure Issue: Description: I don't know how Yellowstone can go WEST - North & South; Alameda is not north, it is East & West. I-15 is North or South - so I am not sure where any of these roads are located. Oak Street doesn't really have South unless it is that area where Green Acres School is. Then I think what is there is sufficient. Solution: Didn't see map in YELLOW, as I didn't see it "above".	Location: Hawthorne & Quinn Issue: None Description: Installed stop lights. Solution: Cannot see the BLUE - The light will provide the needed flow & the congestion will be less.	other	other	The South Valley Connector really needs a 3-way stop on the Bannock Hwy. connection. Too many close calls I have seen & almost had. The 5th Street connection has a light - so why isn't there one on the Bannock Hwy. side?	The South Valley Connector is a problem. Bannock Hwy. has a lot of speeders daily in the evenings. It would be beneficial to put speed bumps or something that could slow these people down. There are children that walk along there & there are no sidewalks	I wish that they could put speed bumps on some of the roads, as speeders & motorcycles, seem to think that they can go as fast as they want on roads. I would think that the engineers would have some idea of what to do for the speeding issues.	3	4	2	4	4	4
Location: All of Main St and all of Arthur St Issue: Bicycles Description: No bike lanes, no option for riding bikes safely, especially not on the N to S streets Solution: Sadly, probably none on Main or Arthur but adding bike lanes maybe on other N to S streets would be much appreciated! I would love Pocatello to become a substantially more bicycle friendly city.	Location: Oak, Alameda, Yellowstone steets Issue: Not bicycle friendly Description: No bicycle infrastructure Solution: Build bicycle infrastructure! It would be great to have safe corridors cyclists that connect Pocatello to Chubbuck	Location: Poline, Philbin, US-30 Issue: Unsafe for cycling Description: No bicycle infrastructure Solution: Built bicycle infrastructure! Build safe and accessible bicycle corridors so cyclists can safely commute between Pocatello and Chubbuck. There is absolutely nothing to tie Pocatello and Chubbuck together. I've tried cycling between the two cities and it is treacherous, seriously unsafe and inaccessible.	Downtown	Downtown	Minimal to non-existent bicycle infrastructure	Minimal to non-existent bicycle infrastructure	Seriously please, let's make Pocatello a bicycle friendly city! Right now large areas of the city are treacherous to ride in. If the bicycle infrastructure is invested in people will use it!	2	2	2	2	2	3

Location: N Grant/Hayden and N Grant/Wyeth Intersections Issue: No stop or yield signage Description: There is no signage in either direction at these intersections creating unsafe intersections near schools with young drivers. This ultimately leads to crashes. Solution: install at least a yield if not a stop sign for the East/west roads (Hayden and Wyeth) This applies to all other intersections in the Downtown area with no signage. It's a simple fix.	Location: Yellowstone Ave Issue: No bike lane Description: Yellowstone is the main corridor through town and those that choose to commute via bike don't have a safe, dedicated lane to do so. Solution: add a bike lane. Even if it means reducing car lanes.	Location: Pole Line Issue: Narrow road, No bike lane; inconsistent sidewalk Description: The right lanes traveling in either direction are barely wide enough for vehicles putting the cars on the shoulders where there may be pedestrians walking (with no sidewalks). Solution: widen the road (need less than 1 lane width) and add sidewalks. You may need to claim some private property along the roadway to have the space, but safety is ultimately more important.	Downtown	Hawthorne	Pedestrians, cyclists, and cars don't currently have the infrastructure to safely share the road. Bike lanes and sidewalks are needed everywhere.	Traffic more or less flows fine through Pocatello. Pocatello Creek/Alameda/Hilene/Jefferson definitely can see congestion.		2	3	3	2	2	2
Location: Main St & Arthur Issue: Pocatello High School students lack safe crossing to school Description: Because the north end of these streets lack traffic lights and most drivers don't observe school zone speed limits, I've witnessed multiple near collisions between students and vehicles. These aren't instances of jaywalking. The students are using the crosswalks. Solution: If I'm dreaming big, the busiest sections of Main Street and Arthur are pedestrian and bike traffic only or there are elevated crossings from the main student parking areas over to the school. More realistically, traffic lights on the north end of those streets.		Location: Hawthorne Road Issue: Inadequate access for pedestrians and bicyclists Description: The shoulder/bike lane are inadequate for safe travel using these modes Solution: Dedicated non-motor traffic lane separated by curbing. https://altago.com/separated-bike-lanes/#	Downtown	Chubbuck	Our roadways are very unsafe to travel on foot or by bike.	There aren't safe alternatives to car travel, so congestion cannot be eased by individual choice to travel by a different mode. When I looked into using our bus system for my work commute, it would have taken me over an hour to get from home to work.	I suspect I'm not in the majority, but I would love our city to adopt a bold vision for alternatives to car travel. I would love dedicated, separate lanes for foot and bike travel that make it possible to live without a car. I would love a public transit system robust enough to allow citizens to live without a car. I experienced this kind of bus system while living in Spokane, WA and wish we could achieve something similar.	1	3	3	3	2	2
			Downtown	Hawthorne	Hawthorne	Lack of traffic lights, unequal distribution when construction is happening		3	2			1	1
	Location:Jefferson from oak to Pine Issue: speed Description: have seen 5 accidents between Maple and Walnut. Parked cars damaged. Stop sing run and cars totaled. Can't get out of our driveways safely Solution:stop light at Maple and Jefferson		Alameda	Alameda	Need to stop the traffic on Jefferson more often		Maple is the best kept secret in Pocatello. Shshsh. Don't tell anyone ☺	4	4	2	1		
			Alameda	ISU				4	4	4	4	4	4
	Location: Entire alameda side streets Issue: Speed of traffic Description: people use the residential side streets for bypassing main roads which is hazardous to residents Solution: Increase stop signs, include bike lanes, complete sidewalks for handicap accessible.	Location: Hawthorne side streets Issue: same issues as Alameda. Description: Solution:increase stop signs, include bike lanes, finish sidewalks for handicap accessibility.	Alameda	other	Needs more focus on walking/biking.			3	3	2	3	2	2
			Alameda	other	Some streets are too narrow for bikes and pedestrians to feel safe with the vehicle traffic.	There are issues, especially near schools (Tendoy, PHS, HMS, etc.), but I don't know how to fix any of them.		3	3	2	2	3	3
	Location: Warren crossing Maple Issue: visibility of on coming traffic Description: parked cars on Maple make it so you have to pull out a little bit onto Maple Street before you can tell if there are oncoming cars. This is true for both directions but worse from the side closest to oak Street. Solution: possibly mirrors that a driver sitting on Warren avenue could view what traffic is coming towards the them. The problem with that solution is that the mirrors would be subject to vandalism.		Alameda	other			I actually shop in all three areas. But the stores off of Yellowstone are the places where I most often go.			2	3		
			other	Downtown				3	2	4	2	3	3
		Location: Quinn Issue: there's no sidewalks on Quinn road and people go way over the speed limit making it even more unsafe. Description: Solution: add sidewalks	other	Hawthorne			I wish there were sidewalks along Pocatello creek. It makes it very unsafe for pedestrians.	3	3	3	3	2	2
Location: old town Issue: bicycle and pedestrians vs cars. Description: it is difficult to see pedestrians crossing at corners especially during peak travel time. One lane may stop while next lane doesn't. There is absolutely no room for a bicycle to navigate the old town area, especially if the rider isn't brave enough to ride nearly touching a car. Solution: maybe the pedestrian flags or a crossing light a walker could push to alert drivers. A bike lane would be great.			Johnny Cree	other	I would love to ride my bike to shop but getting over Benton and back to Arthur is scary. No way I would attempt to ride into Old Town.	Our legal turns on a red light are great, but sometimes they're not done safely. The downtown lights are off sync lately. If someone wants to park, it backs up traffic and is unsafe		2	3	3	3	3	3
Location: Main St, Arthur Issue: stoplight timing Description: stoplights appear to be on timers only, so frequently this leads to traffic on main and Arthur waiting at a red light with no cross traffic. Solution: install sensors so stoplights can be used more efficiently			Old Town	NW Industrial Area	Safe Biking options are limited. Sidewalks are frequently in poor condition or nonexistent.	Stoplights need updating to work with traffic flow.		3	2	3	3	3	3

Location: entire area Issue: No designated bike lanes Description: Pocatello does not have designated bike lane in main traffic corridors, this is a major safety issue and reduces the public's ability to use this form of transportation safely. Solution:	Location: Yellowstone All and Alameda All Issue: pot holes and crumbling side walks Description: major maintenances issues cause safety issues for all users. City does a poor job of maintaining sidewalks in this area and asphalt is constantly in need of repair. Solution: Fix water flow issues for asphalt stability, reroute heavy vehicles out of area, more frequent asphalt repair, and budget for sidewalk maintained zones and bike lanes.		Alameda	Downtown	Lack of pedestrian safe area including side walks, snowplow removal and water damage of roads due to lack of snow removal, bike safety lanes and general road maintenance.	Timing of lights during peak travel times, aggressive driving, frequent pedestrian car interactions, not enough crossing areas.		2	3	2	2	3	3
	Location: intersections Issue: every other street is a stop sign. Description: Solution:	Location: Hawthorne Issue: congestion Description: to many cars stopping Solution: get lights operating	Alameda	other	Pedestrian-bikes-	To many cars on to few major arteries		3	3	2	2	1	1
			Alameda	other	Yellowstone			2	3	3	3	3	3
Location: pocatello high school crossings Issue: kids crossing with traffic Description: congestion Solution: build bridges for pedestrian traffic to simply walk over road			Sagewood Hills	other	Snow plows not servicing east center above hospital during storms			4	3	4	4	4	4
	Location: Hawthorne Issue: Description: Solution: needs sidewalks		Downtown	ISU	Need more sidewalks	It's not very congested where I travel	More Bike lane would be awesome. Drivers are hostile to both cyclists and pedestrians. It can be scary to walk anywhere.	3	4	2	4	1	2
	Location: maple and Jefferson Issue: multiple crashes and close calls Description: I noticed this more when working from home in 2020, but there were 3+ big crashes at that corner in 6 months that year. I'm not sure if it's continued at the same rate since, though I do know there have been some other crashes at or near that corner. (In one crash, a car went through the fence at my rental place.) Solution: stop sign or stop light.		Alameda	Hospital	Corners that are hard to see around, esp. with heavy traffic → concern about crashes	Generally fine. 15th and Clark/Center gets bad the first few weeks of fall semester at ISU	Other concerns: signs on poles and road markings that contradict each other or are too faint to see. Sometimes the bike lanes are hard to figure out (from the point of view of the car driver) which can lead to dangerous situations.	3	4	2	5		
Location: S. Main Issue: Cars go too fast heading north from Benton Description: Solution: Make cars on Benton STOP before turning onto Main.	Location: Hilline Issue: Super unsafe for all the pedestrians Description: Solution: Separated trail!	Location: Hawthorne Issue: Sidewalks? Description: Solution: Sidewalks! Or better yet, a greenway trail. Prioritize pedestrian safety instead of how fast cars can travel.	Downtown	Downtown	Not enough ped/bike facilities for safe travel.	Not enough ped/bike facilities for safe travel. Bike lanes are not good for most users. We want separated bike paths.	People like to live in communities where it is safe to bike and walk. Slower traffic speed is acceptable (people will complain, but they will move here). Not as many people will move to a community that is not safe for pedestrians and cyclists.	2	3	2	3	2	3
		Location: Issue: It does not feel as though drivers go the same speed it varies from 15mph to 45 mph Description: Solution:	Downtown	other	lots of potholes and cracks in the road	speed limit is not well enforced in some areas		4	4	3	1	2	1
			Blackfoot	City Hall	Road surface	better traffic light ordering for specific times.		3	3	3	2	3	3
Location: main and Arthur Issue: narrow streets, no bicycle lane, a lot of blind spots with lots of businesses in the area. Description: Solution: remove park lane and widen the street and build a parking garage.	Location: alameda in between Poleline and Hawthorne Issue: narrow street the merges to one lane and terrible traffic lights on the intersection or Hawthorne and alameda. Description: Solution: redesign traffic light and or road.	Location: all of Hawthorne Issue: one lane road in a school zone. Too many people use that road to be a one lane road. Description: Solution: Widen the street	Siphon	other	Streets are to narrow	One lane roads with parking lanes and no traffic flow	Look at other cities in Idaho and get ideas from them. Don't cut corners and fix things the right way. Push to widen roads.	1	2	3	3	1	1
			other	other				3	2	4	4	2	1
Location: clark & 5th/4th Issue: slow lights, long queue Description: light on clark, between 7am and 9 am gets congested due to short and infrequent light changes Solution: adjust light timing to longer greens on Clark Street crossing 5th in the morning hours			Alameda	Downtown	General road smoothness, makes smooth ambulance transfers difficult, and is rough on vehicles	Tall front yard fences in the Alameda area make some corners blind and slows traffic/is unsafe		4	4	5	5	4	4
Location: all of pocatello Issue: not bike friendly Description: bikes have to ride in traffic lanes with traffic and this is dangerous. Street parking makes it scary to move with traffic Solution: Close main street to vehicle traffic or create bike lanes	Location: all of pocatello Issue: not bike friendly Description: bikes have to ride in traffic lanes with traffic and this is dangerous. Street parking makes it scary to move with traffic Solution: Close main street to vehicle traffic or create bike lanes	Location: all of pocatello Issue: not bike friendly Description: bikes have to ride in traffic lanes with traffic and this is dangerous. Street parking makes it scary to move with traffic Solution: Close main street to vehicle traffic or create bike lanes	other	City Hall	We need bike lanes connecting greenways and neighborhoods.	fast speed limits in neighborhoods		2	4	2	3	2	3
Location: Area around Pocatello High School Issue: There does not seem to be a School Zone sign posted with a speed limit. Description: Many times there are cars driving around the high school that seem to be going faster than 20 mph Solution: Post a School Zone sign with prominent speed limit noted on it.			Downtown	Downtown	High speeds and too little enforcement of speed limits	It is fairly uncongested, but could be improved	By the new storage units on Bannock Highway there is a very hazardous area where there is a big, unmarked hole where the drainage ditch seems to be encroaching into the street. This could easily cause a huge accident if it is not repaired or at least marked.	3	3	4	3	3	3
Location: Main street Issue: congestion and parking along with bike travel Description: Main street is tight especially as people are trying to parallel park. There is no bike path either. Solution: Reduce to one lane, add bike lane, and change the parking			Indian Hills	West of town	Drivers	The need for secondary routes to take pressure off of the main routes		3	2	3	3	3	3
			Alameda	Wilson Ave				2	3	4	5	4	5

Location: North of Fremont on Main. Issue: 35 MPH speed limit is too high for residential streets with curbside sidewalk. People drive 40+, the road width and setbacks were seemingly not configured for those speeds. Speed should be reduced to 25 MPH until reaching Day or Gould. Description: Most of the pedestrian street crossings occur on the north side of the W Lander Main/ Arthur intersections (PHS) and the north side of the W Fremont Main /Arthur intersections. Neither of those intersections have had the bulb-out improvements for ped safety. Solution: Install "bulb-out" curb ramps in high pedestrian traffic areas instead of for aesthetics.		Location: Alameda/ HWY 30 / Hawthorne cluster intersection. Issue: No way for a pedestrian to leave Hoffman area safely without trespassing on RR property. No ped signals or crosswalks at Alameda/ HWY 30 / Hawthorne cluster. Traffic traveling south from Hawthorne to Garrett Way risk head-on collision with vehicles travelling N from the Main extension in the outside turning lane. Western Recycling entry is too close to Alameda Hawthorne intersection. Ball field parking is not adequate for baseball and PHS football games and people park along the already narrow street. There are too many places for ingress and egress into the ballfield parking lot and lots on the south side of the road to safely monitor all potential risks while driving. Children and teens use Alameda for travel as there are 3 schools nearby but no crosswalks on Alameda from Poleline to westerly end.	Hawthorne	other	no money to help property owners replace aging and dangerous curb and sidewalk.	our streets may not be able to keep up with the growth	Be prouder of our association with the railroad and ISU. Work better with them and Chubbuck.	2	3	3	3	1	3
Location: All corners; Bike lanes Issue: Hard to see around the cars parked on the street when trying to turn; when cars are parked on the road there is very little room to ride a bike out of the way of car traffic. Description: Solution: i dont know	Location: various places Issue: No sidewalk Description: There is sidewalk missing throughout some areas of this section making runners or walkers travel in the road Solution: Add sidewalks where possible	Location: Busy roads Issue: no sidewalk or bike lane Description: on mostly the bigger/busier roads there is sidewalk missing which makes it scary to travel on foot in these areas. There are also areas on the busy roads that do not have much room for bikers to be out of the way in fast car traffic. Solution: Add sidewalks and/or bike lanes with plenty of room to roads with faster traffic	Downtown	Alameda	Pedestrian travel is not very safe with missing sidewalks and bike lanes. There are often corners that are hard to see around because of on street parking or sometimes even bushes and fences.	it is mostly good but there are a few places that get very busy and slow things down which can be dangerous for all kinds of travellers.	Thanks for prioritizing this!	3	3	4	3	3	4
			ISU	Downtown		Congestion in the Downtown area. Lookout point has only made it more worse. Closing Garfield for events and the added vehicles and trying to find parking makes it very dangerous to walk and drive in the area.	It has been a nightmare for traffic at peak times (morning, lunch and 5-6 commute times) to have 1 lane of Benton street closed while the Center street underpass is also closed. It is unsafe to drive on Benton at those times with 1 lane closed around 2nd Ave that driver's can't tell is closed until they are at the top of the overpass.	2	2	4	4	4	4
			other	East Whitman	Areas with no sidewalk available for pedestrians.			4	4	4	3	3	3
			West Bench	Downtown	More bike lanes, wider paved shoulders	Traffic flow in areas on major routes at rush hour is very congested		2	4	2	2	2	1
Location: Garfield and W Clark Issue: 4 way stop Description: this intersection needs a 4 way stop, with polky HS parking there is always accidents or close to accidents Solution: 4 way stop	Location: Jefferson and E Cedar St. and Jefferson and poplar Issue: congestion Description: always traffic trying to cross or turn onto Jefferson Solution: roundabouts		Chubbuck	Alameda	Ingestion and 2-way stops			2	4	4	4	5	5
			other	Downtown	Potholes, pedestrians, bicyclists, and congestion.	During peak hours it can be very difficult to get across town safely. I would love to see more roundabouts, or better traffic patterns to keep traffic flowing safely.	More visible crosswalks, maybe better flashing lights. Painting of the roadways wears off too easily, and would be nice to see other alternatives that mark the lanes. Better/more bike lanes. Increased hours/accessibility to public transportation.	2	2	2	2	2	4
			Chubbuck	other	Hiline & El rancho intersection.	na	Beautification, Plant more grass & trees or shrubs to make intersections with medians and unused areas look better.	3	3	4	4	4	3
		Location: All Issue: Pedestrian designated routes and safety zones Description: High speed travel without clear pedestrian travel lanes limits this option Solution: Provide alternate routes or establish pedestrian safe travel lanes	other	Downtown	Pedestrian vs motor vehicles		The greenway foundation has made great strides toward provided safe alternate routes. The city can also establish pedestrian travel paths and lanes of travel every time they do new construction or update a section.	3	3	3	3	2	3
Location: Main Street and Arthur Street Issue: traffic operations Description: stopping at red lights without any cross traffic present Solution: install sensors at each stop light and only stop traffic when there is cross traffic.			Downtown	other	Not safe for bikers, need bike lanes and easier/safer ways for cars to pass bikers.	i get stopped at stop lights for very little reason!		4	2	3	3	3	3
			Hawthorne Downtown	other Downtown	congestion on yellowstone and the congestion by wal mart and when the mall gets redone the traffic will be horrible		yellowstone by the mall and Wal Mart, what is going to be done with that mess once the lall rehab is finished?	2 4	2 4	4 2	4 1	3 4	1 2

Location: Arthur Issue: Parking close to intersections Description: When pulling onto arthur, difficult to see due to cars parked close to the intersection. Solution: Larger no parking areas			Downtown	other			Thank you for not putting in roundabouts.	2	4	4	4	3	4
Location: DOWNTOWN Issue: Congestion and obstructed sight lines. Description: Parking close to intersections obscures ability to see pedestrians. Also some buildings have short setbacks that may contribute. Solution: Possibly adjust parking zones.	Location: Issue: High traffic on Jefferson that doesn't seem to be built to accommodate that volume. Description: Solution:	Location: Hawthorne Road Issue: Congestion Description: Area is congested, particularly during peak hours. Lack of sidewalks. The area of Hawthorne and Quinn is a high-volume area for response. There are numerous assisted living centers in the area. Congestion results in delayed response and potential for accidents. Solution: Widen road for better traffic flow. Use traffic pre-emption via GPS, rather than optics, to clear area prior to arrival of emergency units. Relocate ambulance North of Quinn road to better serve the area. Establish automatic aid with Chubbuck Fire Department to respond into that area.	ISU	ISU	Overall, congested. Some concern with the high volume of traffic on roads such as Jefferson that were not designed for that volume.	Movement of traffic, particularly emergency vehicles.		2	2	3	3	2	1
Location: Gould south Issue: Bike lane could be continued Description: Solution:	Location: Pocatello Creek, Alameda, Jefferson, Poleline intersection Issue: Congestion Description: This intersection is crazy. A little better now that E. Alameda has no access southbound, but that presents its own problems. Solution:	Location: Garrett Way, Hawthorne, Alameda. Issue: Terrible intersection. Description: This intersection is poorly designed. The lights are too close together and are not coordinated. Traffic flow is disjointed and seems to have too much going on for one intersection. 6 roads enter this intersection. (Alameda, Hawthorne, Garrett Way NW & SE, N. Main, & access road West of Alameda Automotive) Solution: Re-design traffic flow, and the way the roads merge and enter the intersection. Time or coordinate the traffic lights. Add bike lanes.	other	Downtown	My only suggestion for improvement would be more bike lanes, and sweep the ones we have.	2 intersections. Alameda/Pocatello creek/Jefferson & Alameda/Hawthorne/Garrett Wy.	Very happy with the light and intersection of Quinn & Hawthorne. That should eliminate congestion.	4	4	5	4	4	4
	Location: Oak Street and Randolph Ave, Oak Street and Jefferson Ave Issue: The roadway has a large amount of traffic and the turn onto Randolph Ave, specifically, is very unsafe, as there is limited visibility and congested turning lanes. Description: Solution:		Alameda	Alameda	Accidents from limited visibility and congestion	Lack of space for emergency response vehicles in instances of an accident in a congested area		2	2	1	1	3	3
			Hawthorne	Alameda				3	2	4	4	4	2
			other	other	Safety	Safety	No	1	1	1	1	1	1
Location: 1. 900 block of N. Main and Custer St. 2. Also, Main St. between Pocatello High and Gould St. Issue: 1. When trying to cross N. Main, even though there is a crosswalk at the intersection, cars rarely stop for patrons waiting to cross. 2. Increased traffic on Main St is making it increasingly difficult to turn onto Main St. from all side streets. Description: see above Solution: 1. blinking lights at the crosswalk. 2. The only solution I can come up with, is to stop letting people move to Pocatello, but I know that is not realistic.			Downtown	other	Areas of the city where STOP or YIELD signs should be but are not.	The traffic congestion being created by all the new people moving here.	I have almost been hit several times there.	1	1				
Location: pedestrian crossings on Arthur south of Clark Issue: No pedestrian crossing signals/lights Description: Specifically near Pocatello High School, there are no crossing indicators for pedestrians at intersections and mid block crossings. Solution: Add pedestrian crossing signals		Location: Hawthorn and Pole Line Issue: Missing sidewalks Description: Pedestrians using Hawthorn or Pole line forced to be near travel lane, especially where fences or trees are on the edge of property lines. Solution: Add side walk or walking path on one side of the road.	Downtown	Alameda	Safe Bike Routes and Sidewalks	none		3	4	3	4	2	4
Location: There are no continuous bike lanes that allow for safe bike travel through downtown Issue: People in cars think bikes are a nuisance, note: coal rolling, side swiping, yelling, honking (which can scare and startle a bike rider) general discourteous behavior. Description: Solution: Well marked bike paths for transportation planned throughout the city connecting major areas of the city. The mall to the university to Ross Park. Neighborhoods connected to schools by bike paths. Educate people so motorists accept and are kind to bicyclists.	Location: The problem here is not within this area. The problem is crossing the major streets and riding a bicycle down the major streets. It is the lack of connectivity between the different neighborhoods that is the problem. Pocatello needs to create a bicycle transportation map so bicyclists can get from one major area to another safely. I mean from neighborhoods to areas of commerce, not within neighborhoods. Issue: Description: Solution:		ISU	other	There is virtually no accommodation for bicycles.	Congestion is not a problem.	Please see my previous comments	1	4	4	4		
Location: Union Pacific Avenue, S of Center St. Issue: Is it one way, both directions? Description: Solution: striping and signage could help.	Location: Jefferson Issue: everything Description: Solution: who knows.		Alameda	other				4	4	2	1	3	2

Location: Main st and Arthur Issue: No infrastructure for cyclists Description: There are no bike lanes or signs for cyclists Solution: on both Main and Arthur I believe the right hand lane should have a green stripe indicating that cyclists can take the full lane. This is the law and motorists and cyclists alike need constant reminder of the rights of cyclists. This will keep cyclists off the sidewalk which is safer for both cyclists and pedestrians.		Location: Poleline rd, Hawthorne and quinn Issue: lack of bicycle lanes Description: these roads are major thoroughways and they do not have any bicycle lanes and traffic moves very fast. Poleline is especially problematic as there is no shoulder for cyclists to ride on in either direction and it is extremely unsafe for cyclists to ride on side walks. Solution: add separated bicycle lanes to these roads. Or identify other north to south solutions for cyclists getting across town.	Mountain View	Hawthorne	Bicycle infrastructure.	I don't think there's a huge problem with congestion. Peak times can be problematic, but comparable to larger metros, it's not a huge issue. As the city grows, we should focus on alternative transportation solutions and not just making it easier to drive.	I'm partial to improving cycling infrastructure. Pocatello has a great trail system for mountain bikers, but little care has been put into cycling as a means of transportation. I think separated bike lanes need to be added throughout the city, but a numbered bicycle route plan can push cyclists to streets less used by motorists. I.e. a bicycle route down 10th street would help keep people off of 5th or Yellowstone.	2	3	3	3	1	3
			Northgate	other	Not enough safe infrastructure for cyclist. Cyclist would decrease congestion and increase road safety.	Slow times around rush hour.	Increase cycling infrastructure and making it safe would take vehicles off the road decreasing congestion and increasing safety. Alternative methods of commuting should be available and safe for residents to pursue.	4	3	3	3	3	3
Location: main Street and Further street Issue: timing of traffic lights causing people to speed in order to make the lights, many people running red lights. Description: Solution: put in cameras to ticket violators, better public transit, incentives to use alternate transportation.	Location: Pocatello Creek road to Yellowstone. Issue: too many lanes, too many cars. Description: Solution: Better public transit, incentives to use alternate transportation.	Location: hawthorn road to Chubbuck road. Issue: too many cars. Description: Solution: Better public transit, more frequent and streamlined routes.	Downtown	other	Too many cars! Not sufficient public transit, poor visibility around large vehicles parked too close to corners.	We need to stop accommodating more use of cars.	Repaint corners(2 car lengths) this will help to see around larger vehicles and help see bikes and pedestrians for drivers.	2	4	1	1	2	1
			other	other				4	4	3	3	3	3
		Location: Issue: Description: Solution:	West Bench	Barton Road	Safety for pedestrians and bicyclists is non-existent. We need bike lanes and better signed crosswalks	Congestion during busy times	Pocatello needs safer ways for bicyclists and pedestrians to get around.	2	4	2	2	2	2
Location: All Issue: Narrowness between lanes and parked cars Description: Solution: One lane traffic or parking only on one side of the roads.	Location: All Issue: Not pedestrian or bike-friendly Description: We need to create walkable spaces along all major thoroughfares. Solution: Provide safe pedestrian access to shopping areas, recreation areas, restaurants, grocery stores, etc. I would walk everywhere, not just along our amazing trail system, to get exercise if there were safe places to do so.	Location: All Issue: No sidewalks or insufficient sidewalks Description: Solution: Provide safe pedestrian access to shopping areas, recreation areas, restaurants, grocery stores, etc. I would walk everywhere, not just along our amazing trail system, to get exercise if there were safe places to do so.	other	Alameda	My concern for years has been that this is not a pedestrian friendly community. When I travel, I choose locations that I can walk everywhere to...morning coffee, markets, grocery stores, shopping, restaurants, recreation - this is a vital lacking piece.	Roadways and parking are too narrow. Lack of pedestrian friendly, tree-lined avenues. Beautification is lacking. Lack of enforcement in neighborhoods for safe, clear sidewalks. Traffic operations should include foot traffic; other modes of transportation.		2	2	2	1	2	1
Location: Downtown Issue: backwards parking Description: its weird Solution: stop it			other	other	None I like it	None	Thank you	3	1	3	3	3	3
Location: Old Town Issue: bicyclists Description: There is no room for cyclists to ride on the main old town streets. Solution: It's difficult because there is not a lot of parking in old town. If there was a way to get more parking lots, then possibly one side of the street could have a dedicated bike lane.	Location: Alameda/Jefferson/Pocatello Cr Issue: The intersection there is awful. Buses have to go through a neighborhood to get to the school. Certain times a day accessing the light there is almost impossible. Description: Too much traffic congestion at peak times of the day, and unsafe for busses, and cyclists. Solution: Use the current vacant lot next to the church, to have a turn lane, bike lane or some other option.		Alameda	Downtown	Not enough bike lanes, and in busier areas like Yellowstone, and Main street, car lanes especially in peak hours.	Maybe we need more lights?		2	4	3	3	4	4
	Location: Intersection of Jefferson and redwood st Issue: congestion, impossible to enter Jefferson from Redwood certain times of day 7-8am and 4-6pm causing traffic build up on redwood. Description: School zone, Solution: unsure		Alameda	Downtown	Safety of all those who utilize the roads. Cars, bikes, scooters, pedestrians, etc. Not just cars.	That the city has grown to fast and that infrastructure like roads have not been designed or planned for the high traffic loads.	Do a better job of designing for future expansion and growth.	3	3	1	1	3	3
Location: Main Street Issue: Traffic and Parking Description: Traffic and Parking interfere with pedestrian use Solution: Shift traffic and parking off of Main street and convert it to a pedestrian only facility.	Location: Jefferson Issue: Bicycle and Pedestrian Safety and comfort Description: The pedestrian facilities on Jefferson are terrible and bicycle facilities are non-existent. Solution: Update sidewalks and provide alternate route for bicycles.	Location: Intersection of North Main, Hawthorne and Garrett Way Issue: Free running right turns pose a hazard to non-motorized travel and are a significant barrier. Description: Free running right turns are not justified and area land use is becoming more and more residential. Solution: Remove free running right turns and upgrade signal with pedestrian signals	Alameda	Alameda	Bicycle and pedestrian accidents often result in injuries and better facilities are needed.	The pedestrian warning flasher at Jefferson and Alameda is blocked by vegetation and I saw a pedestrian get hit because the driver could not see the warning flasher.	Sidewalks are largely absent in the Alameda neighborhood and a concerted effort is needed to add them to connect schools and parks.	4	4	2	2	3	3
Location: From Lewis to the merging of Arthur and Main in the NW Issue: Cycling unfriendly Description: This stretch of road for cyclists is too tight to comfortably share with traffic while having enough distance from potential door-opening collisions with parked vehicles along the road and/or the vehicle traffic speeds are quite high for the density of traffic. Solution: Establish safer and connected bicycle routes through this area.	Location: Entire area Issue: Maintenance / Upkeep Description: Sidewalks can get obstructed by weeds/trees/vehicles Solution: Active code enforcement with seasonal patrol		Alameda	Alameda	Maintenance and bicycle route safety	Major intersection congestion during peak use hours		2	4	4	4	4	3

<p>Location: All routes</p> <p>Issue: 25 mph speed zone is too long</p> <p>Description: The existing 25 mph speed zone is too long and not enforced</p> <p>Solution: Reduce 25 mph from Hayden to Benton and then raise the existing 25 outside of this area to 30.</p>	<p>Location: Jefferson Ave</p> <p>Issue: Volume on Jefferson</p> <p>Description: Jefferson from Alameda to Oak is as capacity for traffic volumes</p> <p>Solution: Change Randolph and Jefferson into 1 way streets. Most of Randolph already has the width. This could also allow for additional on-street parking.</p>	<p>Location: Philbin Road</p> <p>Issue: Widen and/or additional turnbays. Quinn and Philbin would be a great location for bike lanes.</p> <p>Description: The amount of traffic on Philbin requires additional capacity and these are great connection for bikers.</p> <p>Solution: Add turnbays to Philbin for Quinn and add bike lanes.</p>	other	other	Need additional bikers lanes and widths	Yellowstone is already at capacity and their is just not adequate alternate routes around town.	The signals look terrible in town with missing backplates.	3	4	3	3	4	4
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APPENDIX B

Open House Material

Intersection Analysis for Safe Streets Plan



What is being studied?

Roadway safety and operations in the Downtown, Hawthorne, and Alameda areas of Pocatello.

Safety

Identify improvements for locations with trend of severe/fatal crashes, pedestrian/bike crashes, and high numbers of total crashes.

2018-2022 Crash History (Pocatello):

5,163

Total Crashes

135 (2.6%)

Severe/Fatal Crashes

697 (13.5%)

Distracted Driver Crashes

289 (5.6%)

DUI Crashes

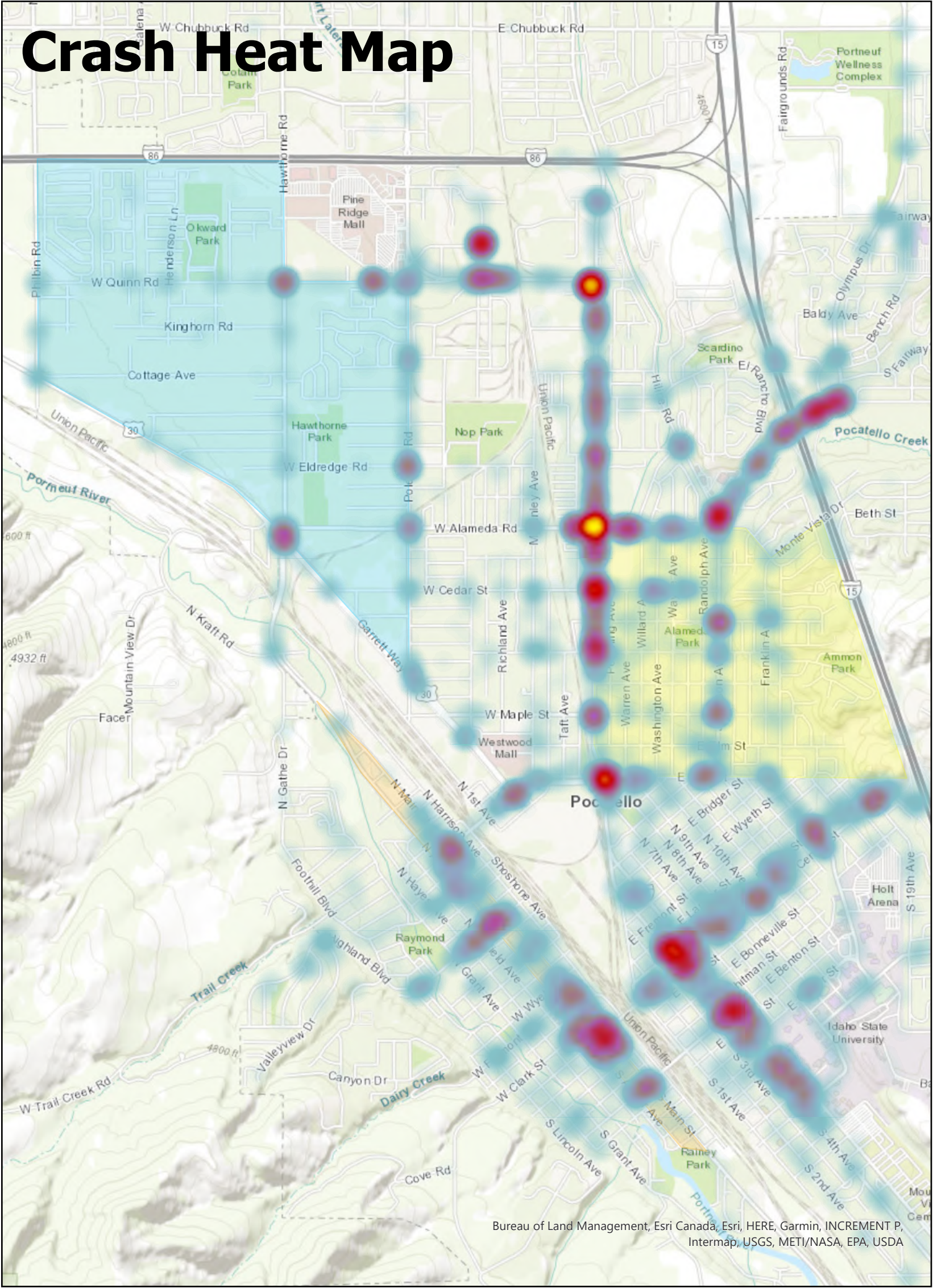
124 (2.4%)

Ped/Bike Crashes

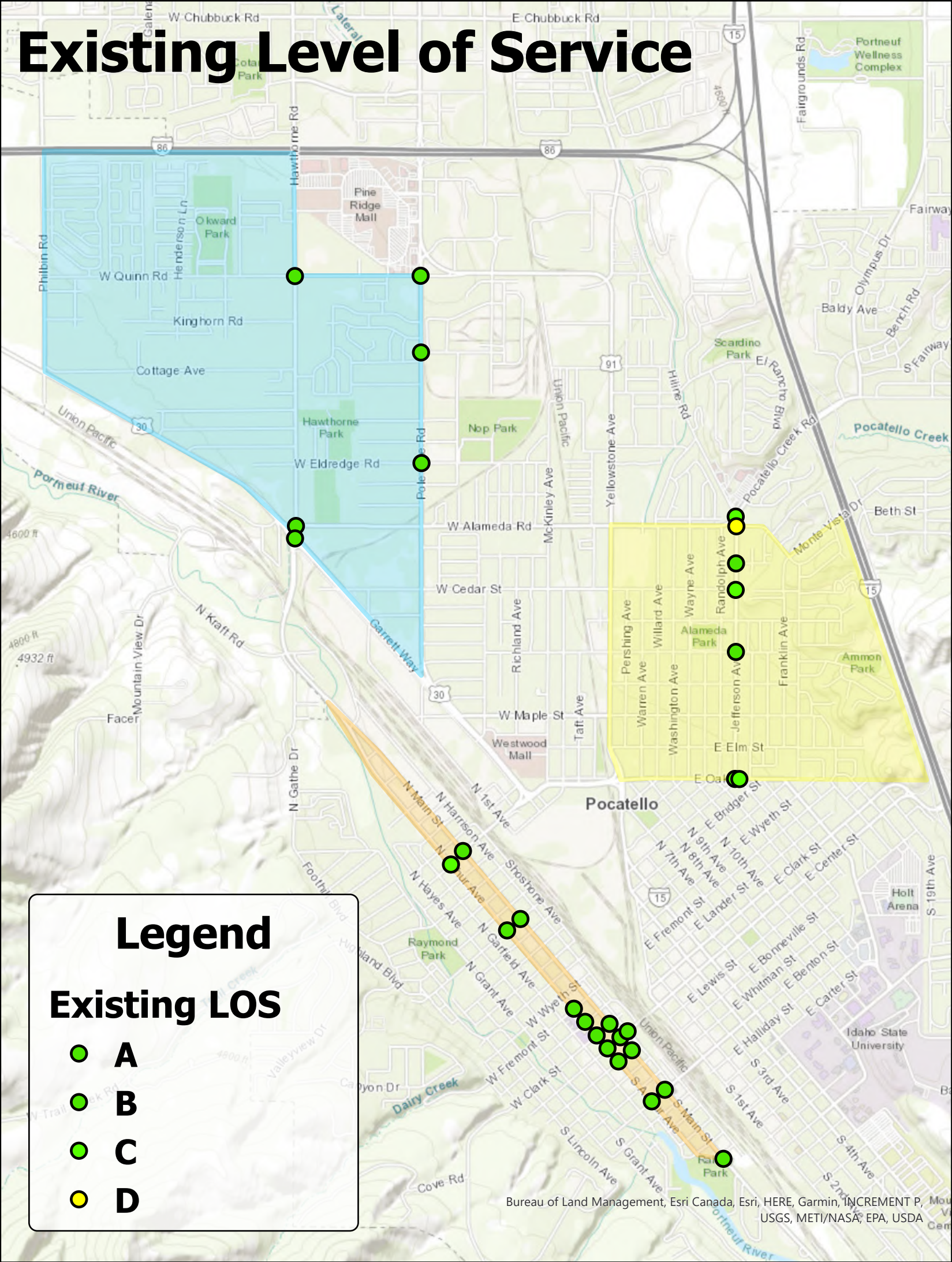
323 (6.3%)

Speed Related Crashes

Through the Safe Streets Plan, the City can receive funding through the FHWA Safe Streets for All (SS4A) program for future safety projects.

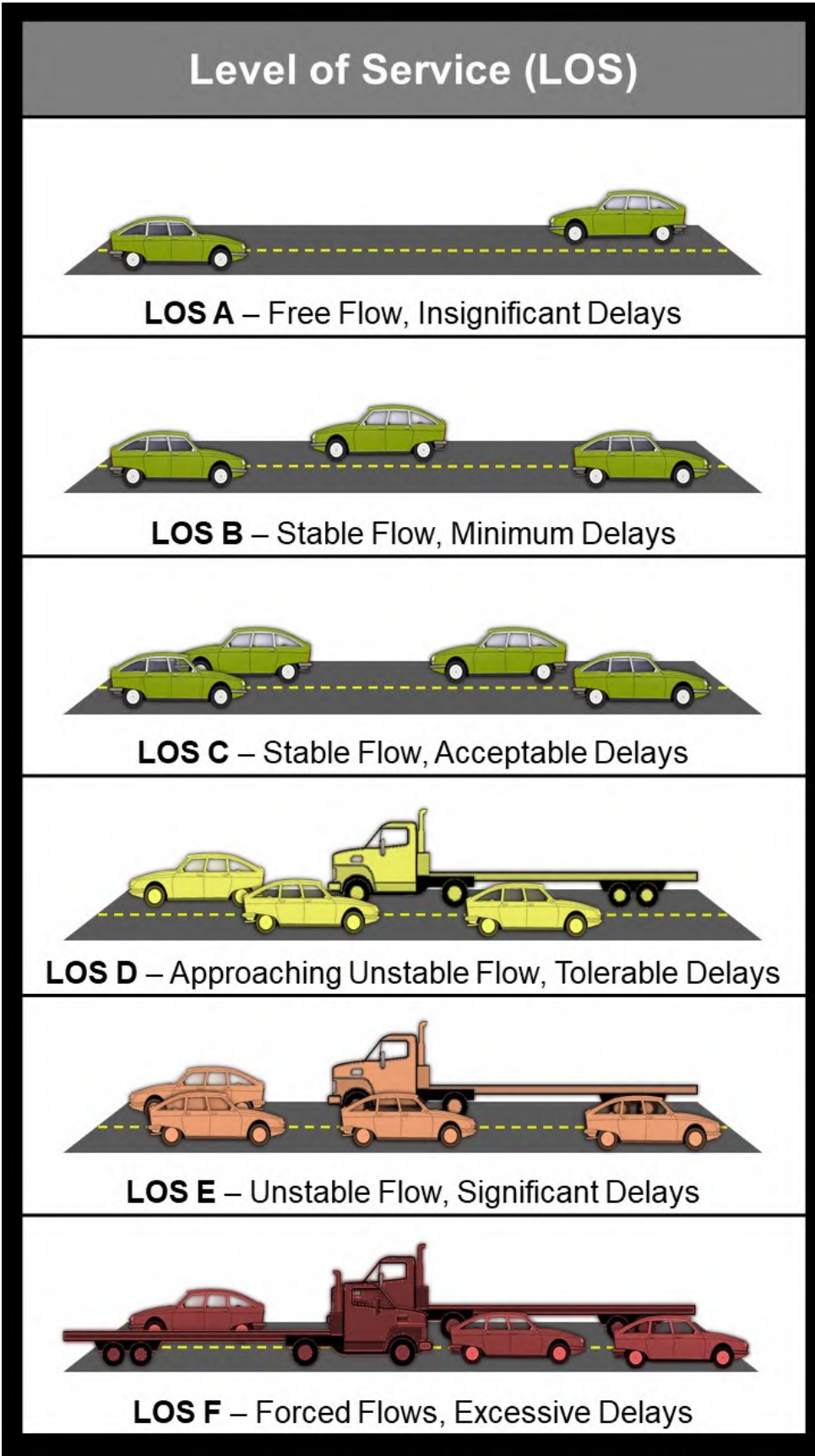


Existing Level of Service



Operations

Evaluate intersection traffic flow based on AM and PM peak hour delay, Level of Service (LOS) and queueing.





Legend

- Point Projects**
- Operations
 - Safety
 - Safety & Operations
- Line Projects**
- Operations
 - Safety
 - Safety & Operations

Jefferson Ave / Alameda Rd: Add lanes, increase capacity, and realign east Alameda Road connection

Cedar St, Transit Stop: Build transit hub with amenities such as sidewalk, benches, covered area, and pullout area for buses

Pershing Ave, Cedar St to Pine St: Add edge stripe to delineate travel area and to narrow the traveled way

Yellowstone: Access management, improve sidewalks and bike facilities

Warren Ave / Maple St: Restrict parking near intersections

Walnut St, Yellowstone to Warren Ave: Add edge stripe to delineate parking areas

Maple St / Yellowstone: Reduce ped crossing distance, add ped warning signage, consider delaying the flashing yellow arrow for peds

Oak St, Yellowstone to 11th Ave: Access management; restripe with edge line; add sidewalk; consider crosswalk(s) with safety enhancements

Oak St, 14th Ave to 15th Ave: Lengthen shift taper for eastbound thru lane; add pedestrian infrastructure



Road Improvement Ideas

Hawthorne



Legend

Point Projects

- Operations
- Safety
- Safety & Operations

Line Projects

- Operations
- Safety
- Safety & Operations

Quinn Rd / Philbin Rd: Relocate power poles, stripe edge line on Philbin

Quinn Rd, Henderson Ln to near Hawthorne Rd: Install sidewalk on south side

Teal Ave / Quinn Rd: Align intersection, remove dip on north end, install sidewalk

Quinn Rd, Teal Ave to Hawthorne Rd: Install sidewalks

Berryman Dr / Pole Line Rd: Potential future signal location

Pole Line Rd, Quinn Rd to Alameda Rd: Improve sidewalks

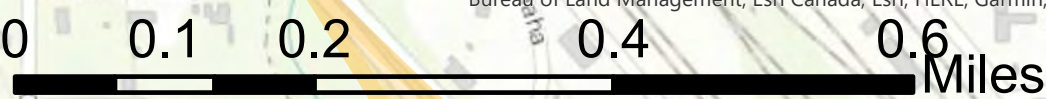
Eldredge Rd / Pole Line Rd: Rebuild signal, improve ped facilities including sidewalks, widen lanes to standard, add westbound left-turn lane, relocate utility poles

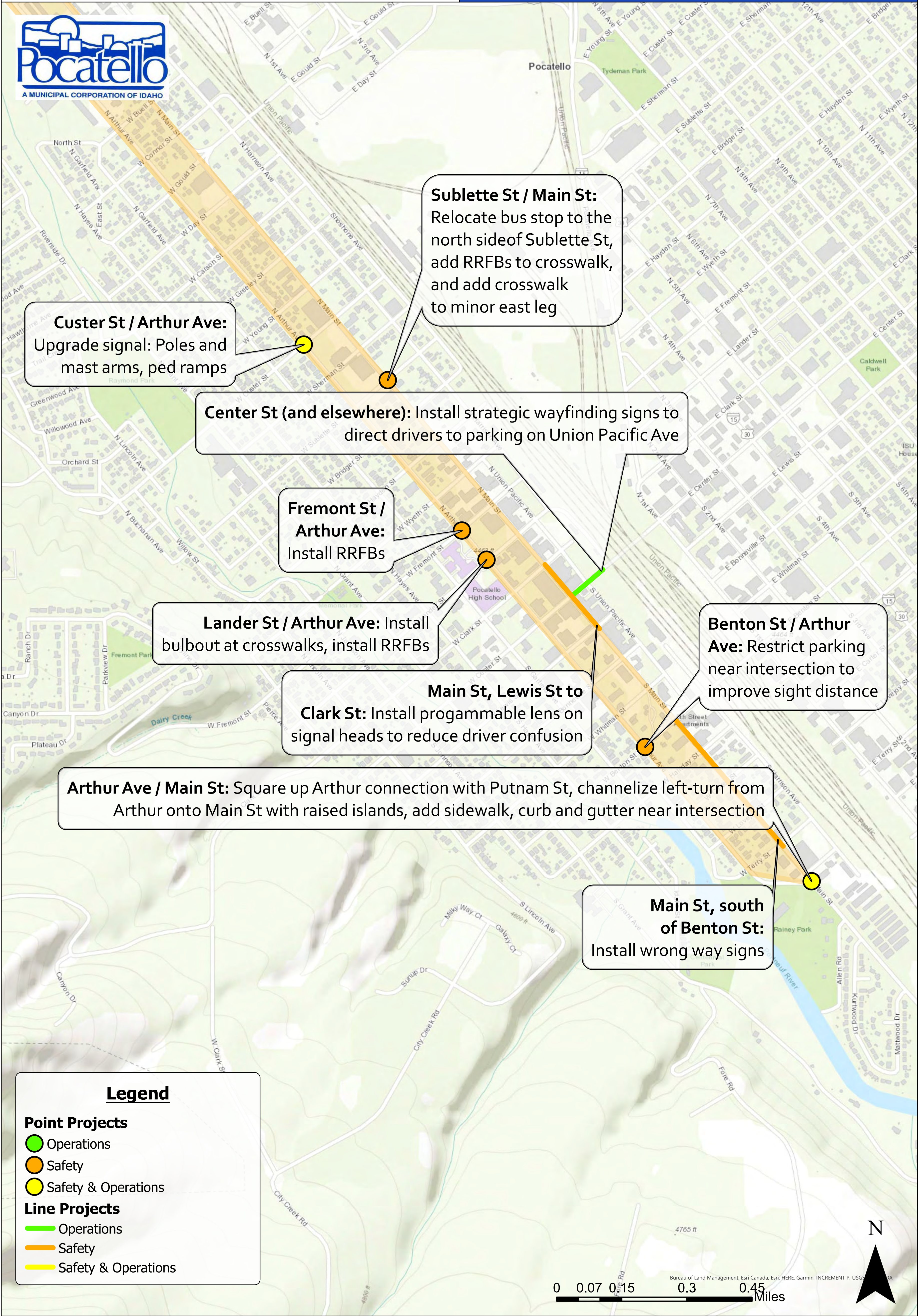
Hawthorne Rd, Quinn Rd to Eldredge Rd: Install sidewalks and bike lanes (with future project); consider traffic calming

Alameda Rd, east of Hawthorne Rd: Install sidewalks, curb and gutter, provide ped crosswalk south of Halliwell Park

Hawthorne Rd / US-30: Short-term: Coordinate signals; Long-term: realign Alameda to the north to increase separation between intersections

Alameda Rd, west of Pole Line Rd: Remove outside travel lanes by revising the striping, stripe bike lane



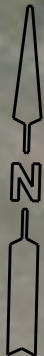




APPENDIX C

Improvement Concepts

H-1; Quinn Rd / Philbin Rd



Philbin Rd

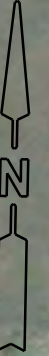
Quinn Rd

Existing Edge of Roadway

Power Poles in the Roadway

Proposed Painted Fog Line

H-2; Quinn Rd



Emerald Dr

Agate Dr

Henderson Ln

Sunny Brook Dr

Quinn Rd

Proposed Sidewalk and
Curb and Gutter

Existing Sidewalk and
Curb and Gutter

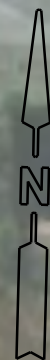
Henderson Ln

Gregg Cir

Northern Lights Dr

Troy Ln

H-3; Teal Ave / Quinn Rd



Proposed Realignment Location

To The Mall

Existing Edge of Roadway

Quinn Rd

Teal Ave

Gem St

H-4; Hawthorne Rd (1 of 2)



Proposed Sidewalk and
Curb and Gutter

Hawthorne Rd

Existing Edge of Roadway

Quinn Rd

Kinghorn Rd

Cottage Ave



H-4; Hawthorne Rd (2 of 2)

Proposed Sidewalk and
Curb and Gutter

Existing Sidewalk and
Curb and Gutter

Existing Edge of Roadway

Existing Edge of Roadway

H-5; Pole Line Rd (1 of 3)



Proposed Sidewalk and
Curb and Gutter

Pole Line Rd

Pole Line Rd

Exsiting Sidewalk and
Curb and Gutter

Quinn Rd

Heron Ave

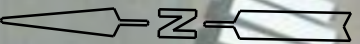
Northgate Dr

Wingate Dr

Tanager Dr



H-5; Pole Line Rd (2 of 3)



Proposed Sidewalk and
Curb and Gutter

Pole Line Rd

Pole Line Rd

Exsiting Sidewalk and
Curb and Gutter

Tanager Dr

Berryman Dr

Berryman Dr

Nxon Rd

H-5; Pole Line Rd (3 of 3)



Proposed Sidewalk and
Curb and Gutter

Exsiting Sidewalk and
Curb and Gutter

H-7; Eldredge Rd / Pole Line Rd



Eldredge Rd

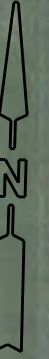
Pole Line Rd

Proposed Widening of Road for
Realignment of Intersection
with Sidewalk

Existing Edge of Roadway

H-9; Alameda Rd, East of Hawthorne Rd

Hawthorne Rd



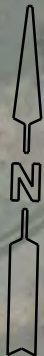
Proposed Sidewalks with
Proposed Curb and Gutter

Alameda RD

Existing Edge of Roadway

US-30

H-10; Alameda Rd, West of Pole Line Rd



Proposed Bike Lane Striping

Alameda RD

Existing Edge of Roadway

Pole Line RD

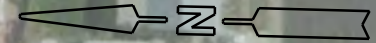
A-3: Pershing Ave, Cedar St to Pine St

Warren Ave

Cedar St

Poplar St

Pine St



Existing Edge of Roadway

Pershing Ave

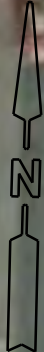
Proposed Striping

Yellowstone Ave

A-7; Warren Ave / Maple St

Pocatello Valley
Montessori School

Proposed "NO PARKING" Signs on Each Corner



Maple St

Existing Edge of Roadway

Warren Ave

Willard Ave

Pershing Ave

A-8; Oak St, Yellowtone Ave to 11th Ave



Washington Ave

Proposed Sign and Rectangular Rapid Flashing Beacon (RRFB) at Proposed Crosswalk

Wayne Ave

Park Ave

Proposed Sign and Rectangular Rapid Flashing Beacon (RRFB) at Proposed Crosswalk

Oak St

Proposed Sign and Rectangular Rapid Flashing Beacon (RRFB) at Proposed Crosswalk

Existing Edge of Roadway

Proposed Sign and Rectangular Rapid Flashing Beacon (RRFB) at Proposed Crosswalk

10th Ave

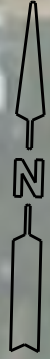
Custer St

11th Ave

Sherman St

A-9; Oak St, 14th Ave to 15th Ave

Greenacres
Elementary School



Proposed Sign and Rectangular Rapid Flashing Beacon (RRFB) at Proposed Crosswalk

Existing Edge of Roadway



Oak St

RIGHT LANE
MUST
TURN RIGHT

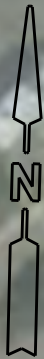
Proposed Lengthing Taper to a 15:1

Proposed Sign and Rectangular Rapid Flashing Beacon (RRFB) at Proposed Crosswalk

14th Ave

Hayden St

D-1; Custer St / Arther Ave



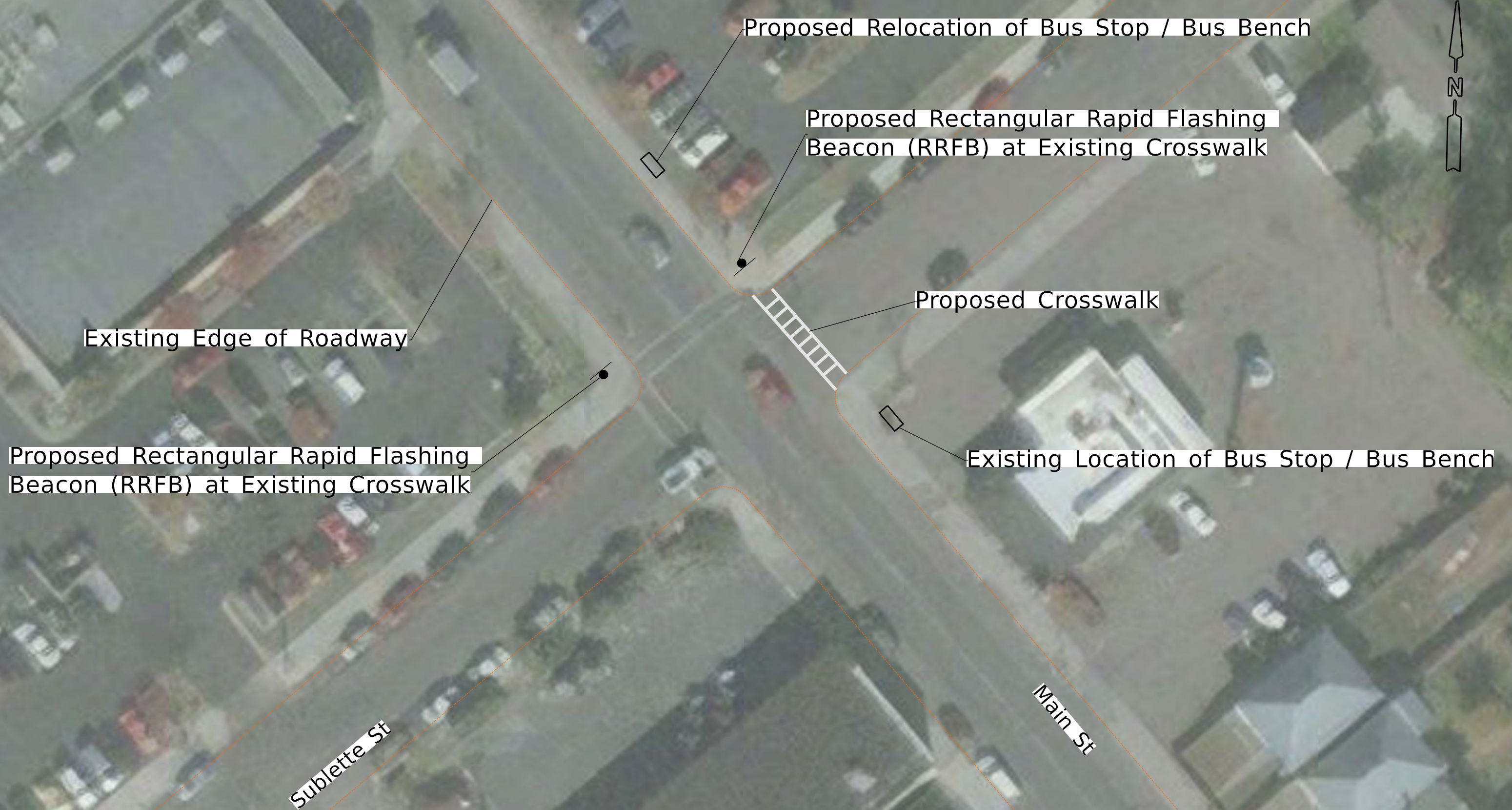
Existing Edge of Roadway

Proposed New Traffic Light System

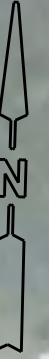
Custer St

Arthur Ave

D-2; Sublette St / Main St



D-3; Fremont St / Arthur Ave



Existing Edge of Roadway

Proposed Rectangular Rapid Flashing Beacon (RRFB) at Existing Crosswalk

Proposed Rectangular Rapid Flashing Beacon (RRFB) at Existing Crosswalk

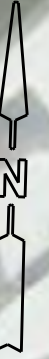
Fremont St

Pocatello High School

Arthur Ave

D-4; Lander St / Arthur Ave

Lander St



Existing Edge of Roadway

Proposed Rectangular Rapid Flashing Beacon (RRFB) at Existing Crosswalk

Proposed Rectangular Rapid Flashing Beacon (RRFB) at Existing Crosswalk

Proposed Proposed Bulbouts

Pocatello High School

Arthur Ave

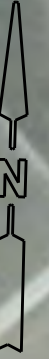
D-7; Benton St / Arthur Ave

Lander St

Arthur Ave

Existing Edge of Roadway

Proposed Proposed Bulbouts



D-8; Main St, South of Benton St



D-9; Arthur Ave / Main St

