

CHAPTER 11

TRANSPORTATION PLAN

The transportation system in the City of Victor includes a network of State Highways, and City streets. In order to serve the Area of City Impact, a number of the existing State Highway and County Road facilities will need to be upgraded to serve the needs of these areas for Collector and Arterial facilities as shown in the Master Transportation Plan.

Victor is linked with other communities by state highways, which are also the only arterial streets in the City. State Highway 33 links Victor with Driggs, the Teton County seat, and Rexburg.

State Highway 31 connects Victor with the regional trade center of Idaho Falls and Jackson, Wyoming. Traffic flows on these highways are relatively light at present but increasing.

The 2004 Average Daily Traffic (ADT) on Highway 33 north of Victor was 3,300 compared to 1,370 in 1990. ADT on Highway 31 to the southeast was 4,000 compared to 1,200 in 1990, and to the southwest it is currently 1,800 compared to a count of 920.

The City of Victor maintains approximately 2.1 miles of local streets. Teton County shares in the maintenance of the Cedron Highway, the Old Jackson Highway, Elm Street, and the road along the western border of the City: about 1.7 miles of local streets.

MAJOR TRAFFIC THOROUGHFARES

For an area of over 400 square miles, Teton County has a very limited network of improved highways. Timing, location, and expansion of transportation networks are important issues affecting future access.

The majority of vehicle transportation in Teton County occurs on one of three paved State Highways.

- State Highway 33 from the Madison County line southeasterly to the Wyoming State line.
- State Highway 31 from the Victor City limits to the top of Pine Creek Pass and the Bonneville County line.
- State Highway 32 from Bitch Creek and the Fremont County line south to its intersection with Highway 33 north of Tetonia.

The Teton County Road and Bridge Department is responsible for maintenance, and construction of roads in the county. The department is currently working on road ordinances that will be part of the revised county comprehensive plan. These ordinances will address future needs to facilitate population growth as well as fire protection requirements and access needs.

Road funds come largely from County, State and Federal sources, augmented by PILT funds paid by the surrounding National Forests.

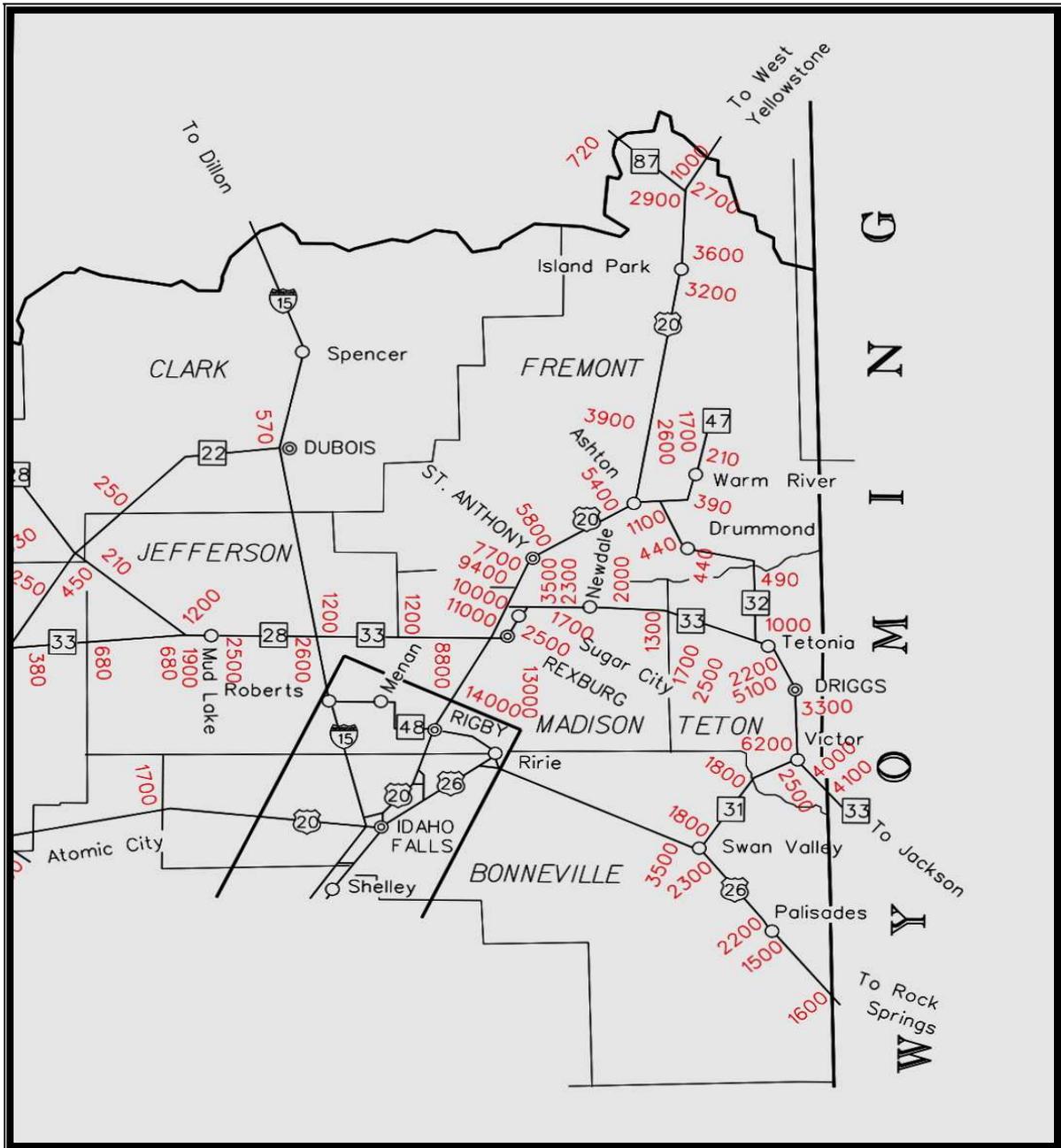


FIGURE 11.1a: Rural Traffic Flow Map-2004 Average Daily Traffic Figures
 Source: Idaho Transportation Department

DISTRICT SIX
2004



RURAL TRAFFIC FLOW MAP
STATE OF IDAHO

Average Daily Traffic Figures Obtained at Road Intersections and Other Points Having Influence on the Traffic Pattern.

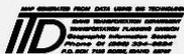
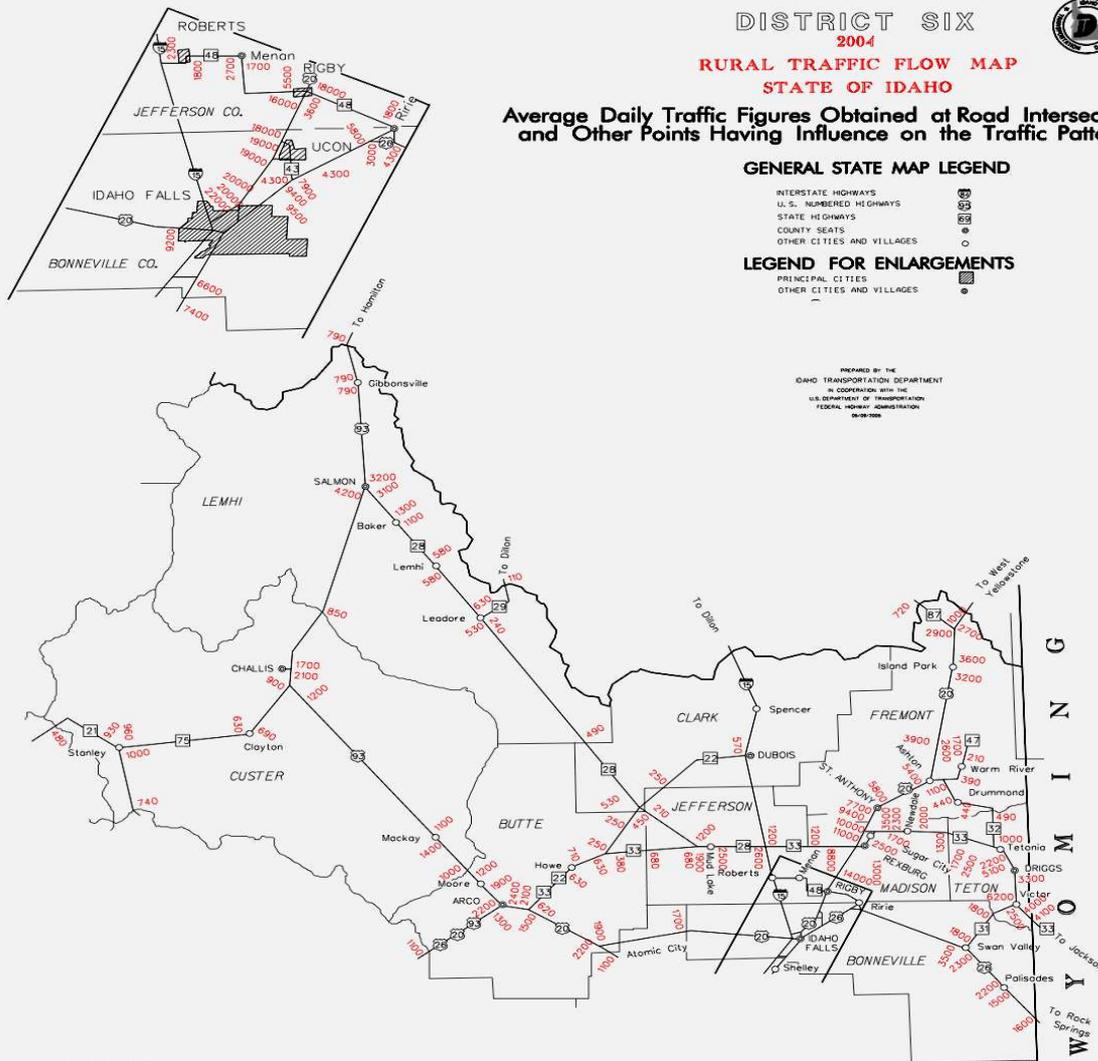
GENERAL STATE MAP LEGEND

- INTERSTATE HIGHWAYS
- U. S. NUMBERED HIGHWAYS
- STATE HIGHWAYS
- COUNTY SEATS
- OTHER CITIES AND VILLAGES

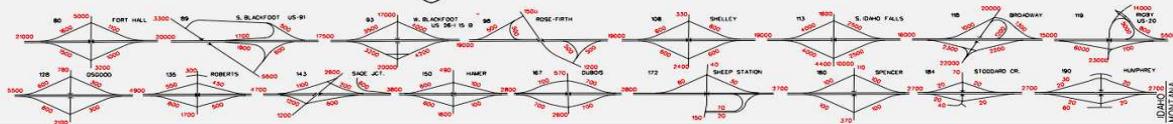
LEGEND FOR ENLARGEMENTS

- PRINCIPAL CITIES
- OTHER CITIES AND VILLAGES

PREPARED BY THE
IDAHO TRANSPORTATION DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
05-10-2004



15 INTERSTATE 15 INTERCHANGES



FUNCTIONAL CLASSIFICATION SYSTEM

This section consists of excerpts from Highway Functional Classification: Concepts, Criteria, and Procedures, a 1989 publication of the U. S. Department of Transportation, Federal Highway Administration. It begins with the definitions used to distinguish rural and urban areas in functional classification.

Urban areas are defined in Federal-aid highway law (Section 101 of Title 23, U.S. Code) as follows: "The term 'urban area' means an urbanized area or, in the case of an urbanized area encompassing more than one State, that part of the urbanized area in each such State, or an urban place as designated by the Bureau of the Census having a population of five thousand or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall, as a minimum, encompass the entire urban place designated by the Bureau of the Census."

For clarity and simplicity we will use the following terminology, which is consistent with the above definition.

Small urban areas are those urban places, as designated by the Bureau of the Census having a population of five thousand (5,000) or more and not within any urbanized area. Urbanized areas are designated as such by the Bureau of the Census.

Rural areas comprise the areas outside the boundaries of small urban and urbanized areas, as defined above.

Here are the official definitions of the functional classes used by the Federal Highway Administration and ITD. Consult the Highway Functional Classification for more details and the procedures recommended for assigning roads to the classes.

FUNCTIONAL SYSTEM CHARACTERISTICS

The following pages are devoted to separate descriptions of the characteristics of the basic functional systems and their subsystems for (1) rural areas, (2) urbanized areas, and (3) small urban areas. The primary functional categories used for each of the three area types are presented in Table 11-1.

FIGURE 11.2: The Hierarchy of Functional Systems

<u>Rural areas</u>	<u>Urbanized areas</u>	<u>Small urban areas</u>
Principal arterials	Principal arterials	Principal arterials
Minor arterial roads	Minor arterial streets	Minor arterial streets
Collector roads	Collector streets	Collector streets
Local roads	Local streets	Local streets

In rural areas, routes on the principal arterial system are sub-classified as Interstate and other principal arterials; and routes on the collector road system are sub-classified as major collector roads and minor collector roads. In urbanized and small urban areas, the routes on the principal arterial system are sub-classified as Interstate, other freeways and expressways, and other principal arterials.

FUNCTIONAL SYSTEM FOR RURAL AREAS

Rural roads consist of those facilities that are outside of small urban and urbanized areas, as previously defined. They are classified into four major systems: Principal arterials, minor arterial roads, major and minor collector roads, and local roads.

Rural principal arterial system

The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics: 1. Serve 1 corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.

2. Serve all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over. 3. Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g., international boundary connections and connections to coastal cities).

In the more densely populated States, this system of highway may not include all heavily traveled routes which are multi-lane facilities. It is likely, however, that in the majority of States the principal arterial system will include all existing rural freeways. The principal arterial system is stratified into the following two subsystems:

Interstate System.- The Interstate System consists of all presently designated routes of the Interstate System.

Other principal arterials.- This system consists of all non-Interstate principal arterials.

Rural minor arterial road system

The rural minor arterial road system should, in conjunction with the principal arterial system, form a rural network having the following characteristics:

1. Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and inter-county service.

2. Be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway.

3. Provide (because of the two characteristics defined immediately above) service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural collector road system

The rural collector routes generally serve travel of primarily intra-county rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical, on the average. In order to define more clearly the characteristics of rural collectors, this system should be sub classified according to the following criteria:

Main collector roads.- These routes should: (1) Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intra-county travel corridors.

Minor collector roads.- These routes should: (1) Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators with their rural hinterland.

Rural local road system

The rural local road system should have the following characteristics: (1) Serve primarily to provide access to adjacent land; and (2) provide service to travel over relatively short distances as compared to collectors or other higher systems. Local roads will, of course, constitute the rural mileage not classified as part of the principal arterial, minor arterial, or collector systems.

FUNCTIONAL SYSTEMS IN URBANIZED AREAS

The four functional systems for urbanized areas are urban principal arterials, minor arterial streets, collector streets, and local streets. The differences in the nature and intensity of development between rural and urban areas cause these systems to have characteristics that are somewhat different from the correspondingly named rural systems.

Urban principal arterial system

In every urban environment there exists a system of streets and highways which can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel it serves. In smaller urban areas (under 50,000) these facilities may be very limited in number and extent and their importance may be primarily derived from the service provided to travel passing through the area. In larger urban areas their importance also derives from service to rural oriented traffic, but equally or even more important, from service for major movements within these urbanized areas.

This system of streets and highways is the urban principal arterial system and should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated, both internally and between major rural connections.

The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, between major inner City communities, or between major suburban centers should be served by this system. Frequently the principal arterial system will carry important intra-urban as well as intercity bus routes. Finally, this system in small urban and urbanized areas should provide continuity for all rural arterials which intercept the urban boundary.

Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities, the principal arterial system is stratified as follows: (1) Interstate, (2) other freeways and expressways, and (3) other principal arterials (with no control of access).

The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. While no firm spacing rule can be established which will apply in all, or even most circumstances, the spacing of principal arterials (in larger urban areas) may vary from less than one mile in the highly developed central business areas to five miles or more in the sparsely developed urban fringes.

For principal arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. It should be noted that only facilities within the "other principal arterial" system are capable of providing any direct access to adjacent land, and such service should be purely incidental to the primary functional responsibility of this system.

Urban minor arterial street system

The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as a principal and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods.

The spacing of minor arterial streets may vary from 1/8 - 1/2 mile in the central business district to 23 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

Urban collector street system

The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid, which forms a logical entity for traffic circulation.

Urban local street system

The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged.

FUNCTIONAL SYSTEM FOR SMALL URBAN AREAS

The systems and their characteristics listed for urbanized areas are also generally applicable to small urban areas. The basic difference is that, by nature of their size, many small urban areas will not generate internal travel warranting urban principal arterial service.

Thus the principal arterial system for small urban areas will largely consist of extensions of rural arterials into and through the areas. In many instances, these extensions will be located so as to relieve critical sections of the street system while providing efficient movement of travel around (e.g., bypasses) and through the area. The larger urban areas within this population group, particularly those above 25,000 population, may have major activity centers which warrant principal arterial service in addition to that provided by extensions of rural arterials.

The characteristics for the minor arterial street systems, collector street systems, and local street systems in small urban areas are similar to those for urbanized areas.

SPECIAL URBAN-RURAL IDENTIFICATION

The criteria in this section define urban and rural streets and highways according to their functional character. To assure continuity of the rural arterial systems through urban areas, it is desirable to doubly identify (as indicated below) the urban arterials which form connecting links of the rural arterials. The term "connecting links" means those urban routings which will provide rural-to-rural continuity for the rural arterial systems. A connecting link may traverse the urban area from one boundary to another, or may simply connect to another previously delineated connecting link.

It is recommended that the identification be made after both the urban and rural functional classifications have been accomplished.

Connecting links for rural principal arterials should be identified prior to selecting those for minor arterials. The routing of the connecting link for a rural principal arterial should normally be fairly direct, while that for a rural minor arterial may involve some indirection of travel.

2010 RURAL FUNCTIONAL CLASSIFICATION MAP

GENERAL HIGHWAY MAP

TETON COUNTY

IDAHO

PREPARED BY THE
IDAHO TRANSPORTATION DEPARTMENT
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

INVENTORY DATA COLLECTED OCTOBER, 1999

REVISIONS	
STATE HIGHWAY SYSTEM	
FEDERAL-AID SYSTEM	SEPT., 1992
LOC. ROAD SYS. CHANGES RPTD.	OCT. 03, 2002
CITY and/or URBAN BOUNDARY	JULY 1, 1983
OTHER	

IDAHO TRANSVERSE MERCATOR PROJECTION

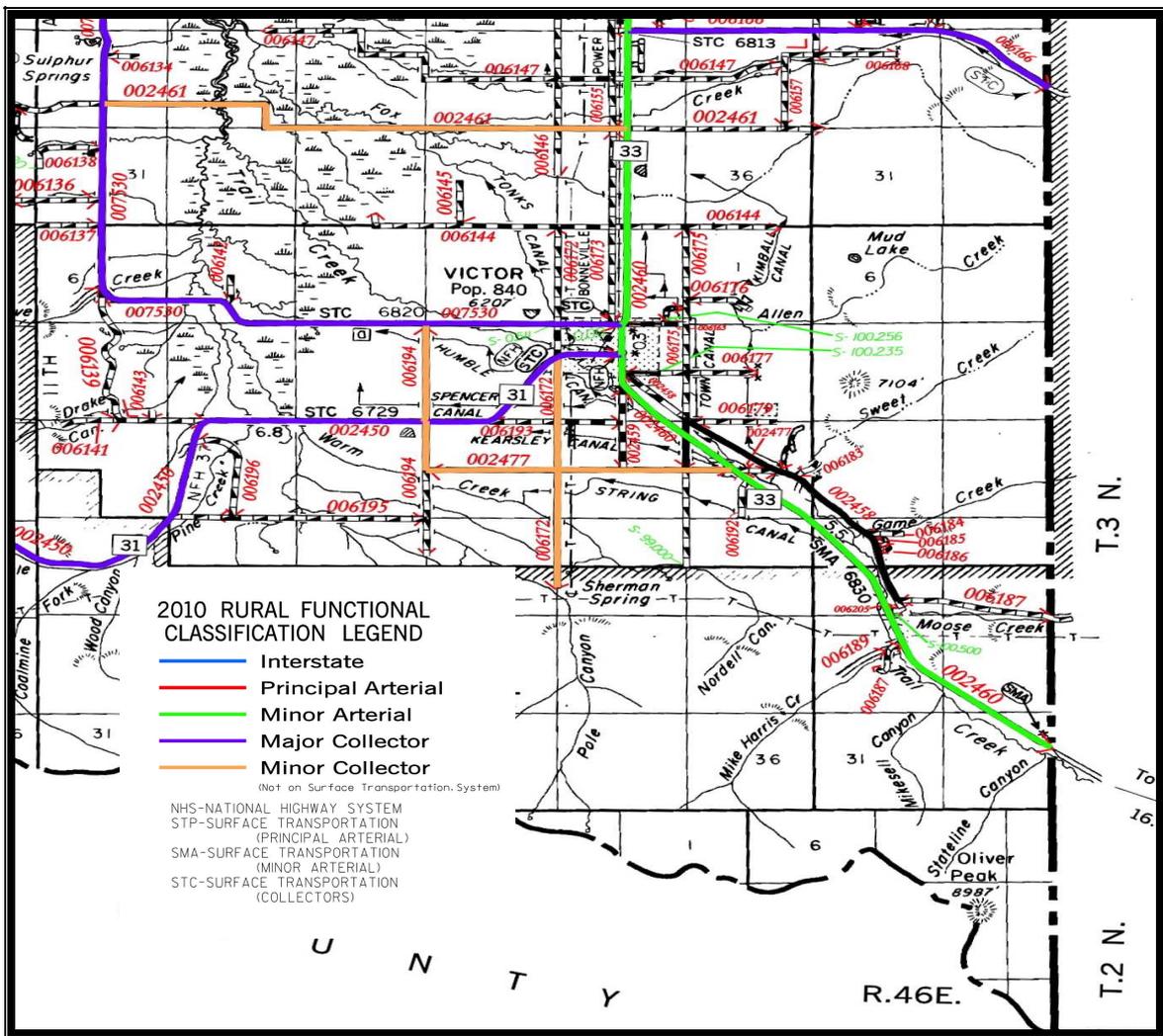
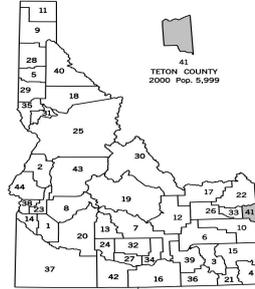


FIGURE 11.3: Victor Section of Teton County FCM

CONTROL OF ACCESS

The traffic carrying Capacity of the Arterial, Collector and Section Line Roads in the City of Victor should be protected by the initiating a program to control the property access onto these facilities.

BUILDING LINE SETBACKS

All new buildings should be located a minimum of 80 feet from the centerline of County Section Line Roads and Collector Roads designated on the Transportation Improvement Plan. The minimum setback from Arterials should be 100 feet.

RAILROAD FACILITIES

The City of Victor currently has no rail service. Tracks have been vacated and the former roadbed between Driggs and Victor has been converted into a Rails-to-Trails Pathway Project.

The City of Victor would like to build on the heritage of being an important rail terminal for the Union Pacific as part of its revitalization program in the downtown area.

AVIATION

Air service is available in the City of Driggs. The City of Victor also has access to the Jackson Airport via the Jackson Pass.

BUS TRANSPORTATION

CART provides intercity service for the general public. The CART transit system provides bus service to the City of Victor and links Victor with most major eastern Idaho communities..

OFF STREET PARKING

Parking lots should be design to achieve the following objectives:

1. Provide maximum number of spaces
2. Minimize travel discomfort while parking, un-parking and driving within the lot.
3. Minimize interference of entrance and exit lanes with pedestrian and vehicle movements external to the lot.

Layouts for self-parking should use stall widths no less than 8.5 feet. To allow the maneuver into and out of stall with comfort and convenience, the minimum width of an aisle should be 12 feet for one way movement, and 24 feet for two way travel.

GOALS AND POLICIES

TRANSPORTATION GOALS
1. Cooperate with transportation governing agencies to consider creating a multi-modal transportation system to service City of Victor residents.
2. Encourage transportation –governing agencies to analyze, and where practical to initiate traffic calming measures for the downtown core.
3. Improve public transportation, and provide better transportation connectivity to cities and arterials and major collectors in the county.
4. Assure that the historical grid system is protected especially along section and quarter section lines.

Policy No. 1: Encourage multi-modal transportation systems for the efficient and expeditious movement of people, goods, and services within City of Victor that is compatible with adjoining counties.

Policy No. 2: Encourage park and ride lots.

Policy No. 3: Analyze specific applications to protect functionally classified right of way. Consider adequate widths and access control for the integrity of the transportation system.

Policy No. 4: Continue to review roadway systems for compliance with National and State standards.

Policy No. 5: Maintain existing and future public intermodal transportation systems allowing for safe and convenient travel.

Policy No. 6: Use innovative financing strategies to augment funding for transportation improvements.

Policy No. 7: Increase the effectiveness of collector, minor and primary arterial roads in the City. Use access guidelines for new development and redevelopment on arterial and collector streets.

Policy No. 8: Continue protection of future rights-of-way with building setback standards along the network of roads.

Policy No. 9: Policy No. 11: Identify routes for future north-south and east-west arterials and collectors. Support development and adoption of a long-term acquisition map for future roads. Prioritize future road-building projects in conjunction with future growth areas as identified on the Comprehensive Plan Map.

Policy No. 10: Allow alternative access standards in areas where infill and redevelopment are encouraged. Allow (public or private) access lanes that provide access for infill properties that are land-locked or have restricted access.

Policy No. 11: Expand pedestrian, bicycle and transit facilities to provide transportation alternatives and promote an environment that is inviting for pedestrians, bicyclists and transit riders. Provide a connected network of pedestrian-friendly streets and paths.

Policy No. 16: Promote sidewalks that connect buildings to the public right-of-way for new commercial, institutional and residential development.

Policy No. 17: Promote pedestrian and vehicular connections between adjoining developments for new commercial, light manufacturing and institutional development.

Policy No. 18: Promote sidewalks along both sides of all streets except where alternative designs would be preferable.

Policy No. 19: Design streets to promote pedestrian and bicycle use, as well as vehicles in areas where appropriate.

Policy No. 20: Decrease the demand for automobile use on all collectors, minor and primary arterial roads in the functional class road system by encouraging pedestrian, bicycle, ride sharing and transit travel.

Policy No. 21: Encourage mixed use development which locates commercial services and areas of employment within walking or biking distance from residences.

