

Open House and Comment Submittals

Victor City Council would like to hear your voice regarding the proposed striping plan. Please submit your comments to the City via mail to the address on the back of the pamphlet or e-mail them to craigs@victorcityidaho.com.

Comments must be submitted before July 3, 2009. The contractor is scheduled to start in Victor in July. The ITD would like to incorporate the proposed striping plan into the plan set as soon as possible. Please feel free to contact the City if you have any questions.

The City of Victor would also like to invite you to an open house on Wednesday, July 1st from 6:00 – 8:00 P.M. where the Downtown Striping Plan will be discussed in more detail. The meeting will be held in Victor Council Chambers at the City Office.



Figure 3 – Site Line Comparison – Site line backing into bike and traffic lanes (top) – Site line pulling into bike and traffic lanes (bottom)

The City of Victor

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City of Victor

Downtown Striping

The City of Victor in coordination with the Idaho Transportation Department (ITD) is proposing to restripe downtown Victor. As part of the regular maintenance program the ITD is placing a chip seal on Highway 33 through Victor south to the Idaho/Wyoming border. As part of this project they will be restriping Main Street (Highway 33) through downtown Victor. In an attempt to address the increasing concern regarding vehicle speed and other traffic related issues in the downtown area Victor City Council is proposing to restripe the downtown area with a different lane and parking configuration. The ITD has agreed to instigate the new striping plan as part of the chip seal project. **The City of Victor would like to solicit your comments regarding the proposed striping plan.**

**“A Town to Come
Home to”**

Phone: 208.787.2940

Downtown Striping

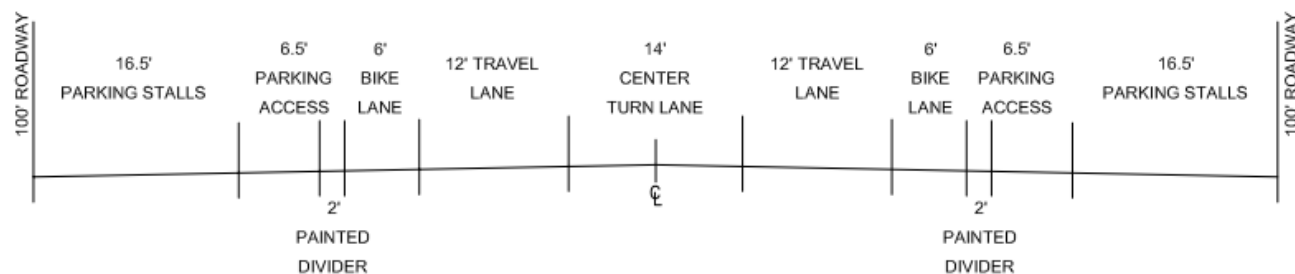


Figure 1 – Proposed Lane Configuration

Lane Configuration

The existing lane configuration on Main consists of four travel lanes, two in each direction, with 45 degree front angle parking on each side. This current configuration has proven to be problematic with motorists who use it as an opportunity to pass vehicles. There has been a substantial increase in law enforcement on main which has significantly reduced the speeding problem; however, the City is proposing to change the lane configuration to three lanes to further address the speeding issue. Figure 1 above reflects the proposed lane configuration. The new configuration will consist of three lanes, one 12 foot wide travel lane in each direction with a 14 foot center turn lane in the middle. Outside of each travel lane there will be a six foot bike lane for cyclists.

The remaining space will be used for parking access and 45 degree reverse angle parking.

Reverse Angle Parking

Reverse angle parking is very similar to parallel parking only without the last maneuver. The three key steps for reverse angle parking include:

- 1-Signal
- 2-Stop
- 3-Reverse

A motorist who intends to park in one of the reverse angle stalls would begin by turning on the vehicles turn signal to indicate their intention to park. Next the motorist would pull past the parking stall and stop. The last step would include backing up into

the parking stall. Figure 2 shows these steps in succession with arrows indicating the movement of the vehicle.

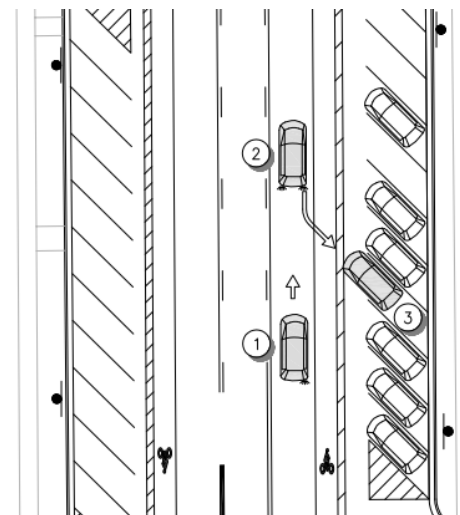


Figure 2 – Reverse Angle Parking Procedure

Benefits of Reverse Angle Parking

1. Better Sight Lines when Pulling Out of the Stall into Traffic.
2. Fewer Accidents (Study in Pottstown Pennsylvania)
 - a. 25% Reduction in Accidents
 - b. 43% Reduction in Accidents involving Injury
3. Increased Safety for Bike Lanes and Children.
4. Curbside Loading