

## Chapter 5: TRANSPORTATION

### Discussion:

Chubbuck's arterial road "system" is limited primarily to its mile-square roads such as Hawthorne and Siphon. These roads are rarely supported by lesser through roads that can viably serve as alternate routes. This situation has been created through a collection of uncoordinated land use decisions over many years. If not corrected, it will become more evident and more costly to correct as Chubbuck grows. Chubbuck is also developing at low densities and with street patterns that are not supportive of public transit. In addition, there are no bicycle lanes, routes, or paths to encourage bicycle use as an alternative to automobiles.

### Regional Planning

Bannock Planning Organization (BPO) plays a key role in the daily operation and formulation of transportation policies and development of the regional transportation master plan. Its long range transportation plan, "Crossing the Portneuf Valley: Today and Tomorrow," recommends ". . . an integrated system of bicycle paths, pedestrian walkways, roadways, and transit facilities designed to meet the transportation needs of the community." Region-wide transportation planning is necessary to maintain and expand a regional transportation network that serves the communities of the Portneuf Valley and meets federal air quality requirements.

As part of the *Our Valley Our Vision* project, a traffic analysis was performed to identify traffic-related impacts of the build-out analysis. Traffic volumes were projected for the year 2020 using BPO's TransCAD travel demand model. These projections then formed the basis for determining future roadway improvements that have been recommended to alleviate projected congestion levels which exceeded acceptable thresholds (or, consecutive links returning a volume to capacity [v/c] ratio of greater than 0.8 for the peak hour). Roadways of greatest concern are classified as primary arterials with a v/c of 0.8 or greater. Improving these segments should result in improved flow on the entire roadway network. Of 14 primary arterials that are anticipated to operate at a v/c of 0.8 or greater by the year 2020, only one, Chubbuck Road, is within the City of Chubbuck. The proposed roadway improvements range from adding a half lane, such as a center turn lane, to adding two lanes in both directions. **See the Technical Appendix** (*Preliminary Analysis of Potential Future Roadway Improvements*, HDR Engineering, Inc. 2001) for more detail regarding the proposed projects.

Development patterns depicted in the regional growth management plan offer greater opportunities for transit and other alternative modes of transportation. Increased density and mixed-use developments included in this plan make transit systems more cost-effective and reduce resident's dependence on the automobile. Proposed roadway improvements are intended to include improvements for all modes of transportation. Project designs would include improvements such as bike lanes.

Innovative financing will be required to fund identified transportation improvement projects. Region-wide or local systems-development charges could be established to create a fund to help pay for infrastructure projects. Since 1996, the use of impact fees has been available to help pay for a variety of public improvements. A detailed memorandum regarding impact fees and alternate financing mechanisms is included in the Technical Appendix (*Memorandum*, Givens Pursley LLP, October 12, 2000).

## **Regional Vision Statement**

*In the year 2020: The Portneuf River Valley's transportation system has been significantly improved by creating greater street connectivity and providing new pedestrian and bike ways, which contribute to a wider range of transportation choices for area residents. Many streets have been improved and resurfaced, and storm drainage problems have been resolved. The Yellowstone Avenue corridor has been greatly enhanced with new landscaping, sidewalks, lighting, and transit facilities. The corridor functions as a vital link between downtown Pocatello and Chubbuck.*

## **Our Goals**

**Goal 1: Provide for safe and free-flowing traffic for all modes of transportation.**

### **Chubbuck Vision Elements**

1. Security
2. Growth management

### **Issues Addressed**

1. Paths
2. Road widening;
3. Economic Development — in as much as access to interstate is essential:
4. Affordable housing — where public transportation can replace car payments.

### **Objective 1.1**

Increase the efficiency of functional class roads.

### **Objective 1.2**

Expand the network of functional class roads in general accordance with the functional class roads map.

#### **Policy:**

- a. Define routes for new or future functional class roads with requirements for development during subdivision.

### **Objective 1.3**

Discourage through traffic and high speeds in residential areas.

### **Objective 1.4**

Encourage higher densities and site designs that support transit.

#### **Policy:**

- a. Implement a policy of phasing public service extensions over time in cooperation with Bannock County to protect prime agricultural land and increase development densities to a level that will support transit service.

### **Objective 1.5**

Encourage bicycle and pedestrian systems that support transit and provide an alternative means to access commercial centers, neighborhood employment centers, and public services such as schools and parks.

#### **Policy:**

- a. Continue to implement standards for sidewalks to be constructed at the time of subdivision development.

- b. Work with Pocatello Regional Transit to develop transit stops with bicycle racks, signs, benches, and shelters.
- c. Implement a bicycle education program through the police department, as funding allows, cosponsored by area bicycle and bicycle equipment dealers, and local schools, and, if possible supported by state grant funds.

### **Objective 1.6**

Use innovative financing strategies to fund transportation improvements.

#### **Policy:**

- a. Develop region-wide transportation impact fees to create a fund to help pay for transportation projects. For example, impact fee payments may be based on the number of vehicle trips generated by the development. Funds may be used for offsite improvements and projects listed in capital facilities plans.
- b. Prioritize future road building projects in conjunction with future growth areas as identified through the *Our Valley Our Vision* project. **(See Land Use, Chapter 4.)**
- c. Utilize new neighborhood refinement plans to ensure a connected street network. **(See Land Use, Chapter 4.)**
- d. Develop policy for cost sharing for new roads between present and future development.
- e. Encourage the formation of local improvement districts to help facilitate the construction of future street improvements and the improvement of existing street facilities.

### **Objective 1.7**

Provide a connected network of pedestrian-friendly streets and pathways.

#### **Policy:**

- a. Design new streets to connect with other streets, except where topography or existing development prevents a connection.
- b. Require street network plans as part of a neighborhood plan. **(See Land Use, Chapter 4.)**
- c. Minimize block-length standards to encourage interconnected streets.
- d. Provide mid-block pedestrian pathways where long blocks are necessary.
- e. Include sidewalks that connect buildings to the public right-of-way for new commercial, institutional, and residential development.
- f. Provide pedestrian and vehicular connections between adjoining developments for new commercial, industrial, and institutional development, where possible.
- g. Provide sidewalks along both sides of all public streets.
- h. Design local streets serving residential areas as “skinny” streets to slow traffic and accommodate pedestrians and bicycles, as well as vehicles.

#### **Strategy:**

- a. Use streets, pedestrian ways, and connectivity development standards to ensure that streets and pedestrian ways are well connected and provide a safe environment for pedestrians.

### **Objective 1.8**

Use innovative transportation design strategies to promote pedestrian-oriented development and infill.

#### **Policy:**

- a. Allow access lanes (public or private streets) that provide access for infill properties that are land-locked or have restricted access. Access lanes are generally narrower than normal city streets and may provide access for up to 12 dwellings, depending on connectivity.

- b. Develop standards for pedestrian walk-throughs that are:
  - 1. Easily maintained; and,
  - 2. Wide enough to protect privacy of homes on either side.
- c. Evaluate existing subdivision road standards with the aim of introducing narrower roads that can calm traffic through residential areas at least as an option available to developers.

**Strategies:**

- a. Apply infill and redevelopment standards.
- b. Revise development standards.

***Goal 2: Coordinate regional transportation decisions with BPO, Bannock County, and the City of Pocatello.***

***Objective 1.1***

Implement transportation system improvements that are consistent with the regional long-range transportation plan.

**Policy:**

- a. The City of Chubbuck adopts as a part of this Comprehensive Plan the transportation policies identified in *Crossing the Portneuf Valley: Today and Tomorrow*, dated March 1999.) by reference.