

ACCESS MANAGEMENT POLICY

The primary purpose of access management in the City of Victor is to facilitate safe and convenient access and circulation for vehicular traffic, pedestrians, and bicycles within the city. As such, the purpose of access management in the city is different from, but not necessarily in conflict with, the purpose of access management on the regional (State) highway system and on the rural (County) road system, where the speedy and efficient movement of larger volumes of traffic over longer distances is of greater importance.

The City of Victor Access Management Guidelines are designed to recognize and balance the sometimes-conflicting needs of property access, smooth traffic flow, and pedestrian and bicycle safety. This is accomplished by providing for the best property access possible while minimizing vehicular conflicts and locating conflict points (i.e., driveways) in such a way as to reduce hazards and maximize safety.

The Access Management Guidelines are related directly to street type.

SH-33 (Main Street) and SH-31 (Center Street west of Main)

In the City of Victor, Main Street and Center Street west of Main are State Highways (SH-33 and SH-31, respectively), and access is controlled by the Idaho Transportation Department (ITD). In recent years ITD has worked with SH-33 corridor cities and counties to develop specific access management plans for SH-33 within those jurisdictions that define and stipulate the standards by which State Highway access is to be governed. The City of Victor should work with ITD to develop such an access management plan for SH-33 and SH-31 in Victor, as recommended in ITD's 2008 *SH-33 Corridor Refresh* (Section 4.2.5).

Arterials

The primary function of Arterials is to carry traffic (vehicular, pedestrian, and bicycle) into, out of, and through the City. The Access Management Guidelines are designed to support this function by minimizing property access and minimizing the number of access points:

- Access to Arterials shall be provided at intersections with public streets only.
- Where direct private property access to an Arterial is necessary, there shall be a maximum of one access point for each property. Private property accesses shall be combined and consolidated to the extent possible. Full-frontage access is prohibited.

Connector/Collector

The primary function of Connectors/Collectors is to carry traffic (vehicular, pedestrian, and bicycle) into, out of, and through individual neighborhoods. The Access Management Guidelines are designed to support this function and to enhance the residential environment by minimizing property access and minimizing the number of access points.

- Access to Collectors shall be provided at intersections with public streets only.
- Where direct private property access to a Collector is necessary, there shall be a maximum of one access point for each property. Private property accesses shall be combined and consolidated to the extent possible. Full-frontage access is prohibited.

Local Streets

The primary function of Local Streets is to provide access to adjacent properties. The Access Management Guidelines are designed to support this function and to enhance the residential or commercial community environment by minimizing property access and minimizing the number of access points.

Accordingly, there shall be a maximum of one access point for each property. Private property accesses shall be combined and consolidated to the extent possible. Full-frontage access is prohibited.

TRAFFIC CALMING

According to the Federal Highway Administration, traffic calming is the *combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users*. In essence, traffic calming slows traffic to improve safety for walkers, bikers and other users of the street. Traffic calming is best when it is part of the original street design, but it can be retrofitted on to an existing street. Appropriate traffic calming techniques vary depending on what its goal and type of street. The two major functions of traffic calming are controlling speed and diverting traffic

Speed Control Measures

One of the most effective ways to slow traffic on any type of street is to either to narrow the street or part of it or make it appear narrow. Such techniques include:

- Narrow lanes
- Tree plantings along the street to frame it
- Curb extensions placed at intersections on streets that have on street parking-this is also a pedestrian improvement that shortens crossing distances for pedestrians
- Keeping turning radii narrow so that drivers have to slow down when they turn. The actual degree of the intersection will depend on the number of trucks it serves and where it is located. Keeping turning radii narrow is most important in the downtown. Historically, downtown turning radii were at right angles in the commercial sections of cities.
- Painting bike lanes in addition to striping them will create the illusion that the street is narrower than it actually is.
- On street parking
- Traffic circles; raised islands, placed in intersections, around which traffic circulates. They are sometimes called *intersection islands*. They are usually circular in shape and landscaped in their center islands, though not always. They are typically controlled by YIELD signs on all approaches. Large vehicles may not be able to turn around small-radius curves. One solution is to make circles partially or wholly mountable by adding outer rings (called truck aprons), building conical-shaped center islands (with "lips"), or paving over the tops of islands with concrete or asphalt. Alternatively, center islands can be designed with cutouts for buses and trucks with wide turning radii.
- Chicanes; curb extensions that alternate from one side of the street to the other, forming S-shaped curves. They are also referred to as *deviations, serpentine, reversing curves, or twists*. They are less common than circles, partly because of the high costs of curb realignment and landscaping. Also, unless well-designed, chicanes may still permit speeding by drivers cutting straight paths across the center line or testing their skills on the curves. A chicane-like effect can be achieved, at a fraction of the cost, by alternating on-street parking from one side of the street to the other. .Parallel parking, angled parking, or a combination may be used. This treatment can be as simple as restriping to delineate parking bays. Or it can include landscaped curb extensions to beautify the street, screen unsightly parking, and create protected parking bays.
- Speed bumps or humps: rounded raised areas placed across the road. Institute of Transportation Engineers (ITE) has a recommended practice for the design and application of speed humps. Its guidelines specify a speed hump that is 12 feet long (in the direction of

travel), 3 to 4 inches high, and parabolic in shape, and that has a design speed of 15 to 20 mph. It is usually constructed with a taper on each side to allow unimpeded drainage between the hump and curb. This space is typically kept narrow to discourage motorists from crossing a hump with one wheel on the hump and the other in the gutter. The 12-foot length guarantees that a passenger vehicle cannot straddle a hump, thereby reducing the likelihood of bottoming out. While humps as short as 6 to 8 feet have been tested, they tend to function more like speed bumps. Bumps produce their greatest driver discomfort at relatively low speeds. At higher speeds, the suspension quickly absorbs all impact before the vehicle body has time to react. Also at higher speeds, damage to the suspension or loss of control can result. Speed humps are not appropriate on high volume streets.

- Gateway treatments announce that the driver has arrived at a special area such as a downtown or a neighborhood. A gateway treatment may consist of one or more features such as an architectural feature, plantings, special signage and a change in sidewalk treatments.
- Center island narrowings are raised islands located along the centerline of a street that narrow the travel lanes at that location. They are also called *midblock medians*, *median slow points*, or *median chokers*. They often are nicely landscaped to provide visual amenity and neighborhood identity. Placed at the entrance to a neighborhood and often combined with textured pavement and monument signs

Truck Traffic Control Measures

Most truck traffic through Victor uses the state highways, SH-33/Main Street and SH-31/Center Street (west of Main). Because *there are no feasible alternate through-routes – and because* there are no major truck traffic generators within the city – these streets will remain the primary truck routes. To reduce the disturbance and impact of trucks on Main and Center, particularly through the downtown, strategies that can be employed include:

- Require by city ordinance that commercial vehicles keep their loads securely covered
- Redesign Main Street and Center Street to foster reduced speeds and to buffer sidewalks and businesses from truck noise and dirt.

If in the future the county road network adds other through routes attractive to trucks, or truck traffic generators develop along other routes, the City should identify designated truck routes on collector streets that will be designed to sustain and support trucks with appropriate curb turning radii and 12 foot lanes. There are several strategies that can be employed to encourage trucks to use the designated truck routes:

- Prohibit trucks on certain roads all the time or at certain hours of the day (only when there are other routes available for them)
- Post lower truck speeds on other streets.

INTERSECTION TRAFFIC CONTROL GUIDELINES

There are three basic types of intersection traffic controls that provide *active* control: traffic signals, stop signs, and roundabouts. (Yield signs and traffic right-of-way rules provide *passive* control in the absence of active controls.) In addition to providing capacity – and being the primary determinant of the street system's overall capacity – intersection traffic controls also set priorities among the various traffic flows approaching intersections, they can be used to calm traffic calming and control speeds, and they can be urban design features.

A summary of intersection traffic control features and characteristics, and guidelines for their use in the City of Victor, are provided below.

Traffic Signals

Traffic signals provide the greatest capacity and highest level of control at intersections. Signal phasing and timing maximizes capacity by giving priority (i.e., more green time) to higher-volume movements over lower-volume movements. Installation and maintenance costs are significant. Traffic signals are appropriate for intersections where traffic volumes dictate the need for a greater level of capacity and/or control.

A set of warrants for the installation of traffic signals is defined in the *Manual on Uniform Traffic Control Devices* (MUTCD), which is published by the Federal Highway Administration (FHWA), and is established by law as a national standard. There are eight warrants: (1) Eight-Hour Vehicular Volume, (2) Four-Hour Vehicular Volume, (3) Peak Hour [vehicular volume], (4) Pedestrian [crossing] Volume, (5) School Crossing, (6) Coordinated Signal System, (7) Crash Experience, and (8) Roadway Network. Satisfaction of one or more of these Warrants justifies the installation of a traffic signal, but does not require that a signal be installed.

Guidelines for Use of Signal Control

- Installation of traffic signals may be considered at all Arterial/Arterial and Arterial/Collector intersections.
- Installation of traffic signals at intersections on Main Street and on Center Street west of Main should be considered as a means of calming regional through traffic by alerting motorists to the urban conditions that prevail in the City of Victor.
- Signals may be appropriate at some Collector/Collector intersections.
- Signals cannot be installed until warrants are met.

Stop Signs

The primary purpose of stop sign control is to establish a hierarchy of active controls where intersection volumes are too great to operate safely with only passive controls. There are two types of stop sign control: (1) Two-Way Stop Control (TWSC) allows traffic on major approaches to flow freely and stops traffic on minor approaches, and (2) All-Way Stop Control (AWSC) stops traffic on all approaches. TWSC gives priority to the major approaches, while AWSC gives equal priority to all approaches. Stop control does not provide as much capacity as signal control, and is appropriate for intersections with limited traffic volumes.

Guidelines for Use of Stop Control

- All-Way Stop Control (AWSC) may be considered at Arterial/Collector and Collector/Collector intersections.
- AWSC should not be used at Local Street intersections.
- At minimum, Two-Way Stop Control (TWSC) shall be applied to Collectors at Arterial/Collector intersections, and to Local Streets at Collector/Local and Arterial/Local intersections.

Roundabouts

Roundabouts control intersection traffic by merging approaching traffic onto a freely-flowing circle. Depending on size and design, roundabouts can provide a wide range of capacities, making them appropriate for use on Arterials, Collectors and Local Streets. Roundabouts can have a traffic calming effect by slowing the approaching traffic flows, and like AWSC, roundabouts inherently give equal priority to traffic on all intersection approaches.

Due to the size of their footprint, roundabouts require more right-of-way than a typical intersection. In addition, because pedestrians (and bicycles) must go around the periphery of the roundabout, crossing the approach legs at least a car length from the roundabout itself, roundabouts make for longer walking distances.

Unlike the other intersection control types, however, roundabouts can be significant urban design and/or landscaping amenities/features (e.g., a roundabout can be used to help define a “gateway” to a particular area).

Guidelines for Use of Roundabouts

- Installation of roundabouts may be considered at any intersection in the City.
- In addition to traffic capacity and operations issues, the property/right-of-way requirements of the roundabout should be a primary consideration from the outset.