

Functional Classification Update Report

For the Pocatello/Chubbuck Urbanized Area

Approved April 1, 2013



BANNOCK

Transportation Planning

O R G A N I Z A T I O N

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Introduction

The Federal-Aid Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-aid highway systems by July 1, 1976. This legislative requirement is still effective today.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. The functional classification system recognizes that streets cannot be treated as independent systems rather they are intertwined and should be considered as a whole. Each street does have a specific purpose or function. This function can be characterized by the level of access to surrounding properties and the length of the trip on that specific roadway.

Federal Highway Administration (FHWA) classification system for urban areas is divided into urban principal arterials, minor arterial streets, collector streets, and local streets. Principal arterials include interstates, expressways, and principal arterials.

Within the urban area there are three important reasons to classify roadway, they are:

- Eligibility for federal aid;
- Recognize the regional importance of specific road within the urban area; and
- Plan for the design of operation of regionally significant facilities.

The region is served by Interstate 15 (north/South) and Interstate 86 (east/west). While classified within the arterial class they are designated at the Federal level. Interstates will be shown in the functional classification map, but they will not be specifically addressed in this report.

2013 Functional Classification Update

Regions change and develop overtime as do the function of streets within those regions. The functional classification of the streets within the Pocatello/Chubbuck urban area was last updated in 2002. This map shows the classification of the each street along with projected changes over the next ten-years. The 2010 functional classification system worked well for the last ten-years. This report reviews the existing classification of the roadways and recommends changes to the 2010 system.

The report will review principal arterials, minor arterials, and collector streets for any change in development patterns or function which may have affected the current classification. Local streets will also be evaluated to determine if any meet or will meet by 2020 the definition of a collector. These changes come from development patterns or implementation of the Master Street Plan.

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. This system of streets is the urban principal arterial system and serves 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 principal arterial system carries 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.

The urban area has two north/south and three east/west principal arterials which serve the majority of regions retail and commercial business. There are no proposed changes to the Principal Arterial 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. This system should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.

Proposed Changes in Urban Minor Arterial Street System

There are three (3) proposed changes to the Minor Arterial Streets System. Table 1 provides a summary of the route and reason for proposed action. For all changes a more detailed Idaho Functional Classification Change Requests form is included starting on page 7.

Table 1: Proposed Changes in Minor Arterial Street System

Street/Proposed Change	From	To	Justification of Change
South Valley Byway: New Minor Arterial	Bannock Highway	S. 5 th Avenue	This route is currently planned for construction in 2013. The new two-lane 45 MPH limited access route will connect two neighborhoods and provide an improved access to Interstate 15.
East Center Street: Change from Collector to Minor Arterial	I-15 NB on-ramps	Hospital Way	This section is currently a collector. Improvements to the routes and the relocation of regional medical center along with other business have changed the function of this street to be more aligned with a minor arterial.
Hospital Way: Change from Collector to Minor Arterial	E. Center Street	E. Terry Street	This section is currently a collector. Relocation of regional medical center along with other business has changed the function of this street. Hospital Way also connects an rural arterial to the interstate system.

Urban Collector Street System

The collector street system provides 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.

Proposed Changes in Urban Collector Street System

There are five (5) proposed changes to the Collector Streets System. Table 2 provides a summary of the route and reason for proposed action. For all changes a complete Idaho Functional Classification Change Requests form is included in Appendix A.

Table 2: Proposed Changes to Collector Street System

Street/Proposed Change	From	To	Justification of Change
American Road: Change from Collector to Local Street	Barton Road	Buckskin	Route was originally planned to be a connection from rural neighbor to Buckskin. Alvin Ricken Road was built instead of improving this route.
East Poplar Street: Change from Collector to Local Street	Jefferson Avenue	Franklin Avenue	The signalization of Pine Street changed the traffic patterns in this area. In 2010 map shows both Poplar Street and E. Pine Street as collectors.
E. Alameda Avenue: Proposed new Collector	Monte Vista Dr.	Jefferson /Pocatello Creek	Intersection of Alameda and Jefferson Improvement project will realign this road to provide an improved connection to the Principal Arterial System. New access will change the function of the street.
Knutson Boulevard /Evans lane: Proposed new collector	Burley Drive	Hawthorne Road	These two roads are a part of a plan to improve the connectivity of the street network. This route will connect a major residential neighborhood from the west and a growing employment enters from the east to a Principal Arterial.
Cole Street: Extension of Collector	Canal Street	Chubuck City Limits	Cole Street is a collector which is feeding a growing residential neighborhood. The street has extended ¼ mile to the north. Plans are to connect Cole to Siphon, but those plans are not expected to be complete by 2020.
Bartz Way: Eliminate proposed Collector	Performing Arts center	Barton Road	This section of roadway is located on the ISU campus and was planned to connect Bartz Way to Barton. These plans while still in place will not occur within the next ten years.

Proposed 2013 Functional Classification System

Table 3 shows the changes in mileage and percent of total for each classification system from 2010 system to the proposed 2020 system. With exception of the principal arterial system all classification are within FHWA guidelines for small urban areas. The urban area benefits from two interstates, but these interstates raise the principal arterial system to 16% of the total or 6% over the recommended guidelines.

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Figure 1 is a map of the proposed 2013 Functional Classification System.

Table 3: Functional Classification System by Year and Classification

Road Classification	Functional Classification				
	2010		2020		Guidelines
	Miles	Percentage	Miles	Percentage	Percentage
Local	384.85	68%	392.31	68%	65% - 80%
Collector	45.48	8%	44.08	8%	5% - 10%
Minor Arterial	45.37	8%	47.49	8%	5% - 15%
Principal Arterial	44.42	8%	44.42	8%	
Interstate	47.75	8%	47.75	8%	
Principal Arterial Total	92.17	16%	92.17	16%	5% - 10%
Total	567.87	100%	576.05	100%	

Principal Arterial Total includes Principal Arterials and Interstates

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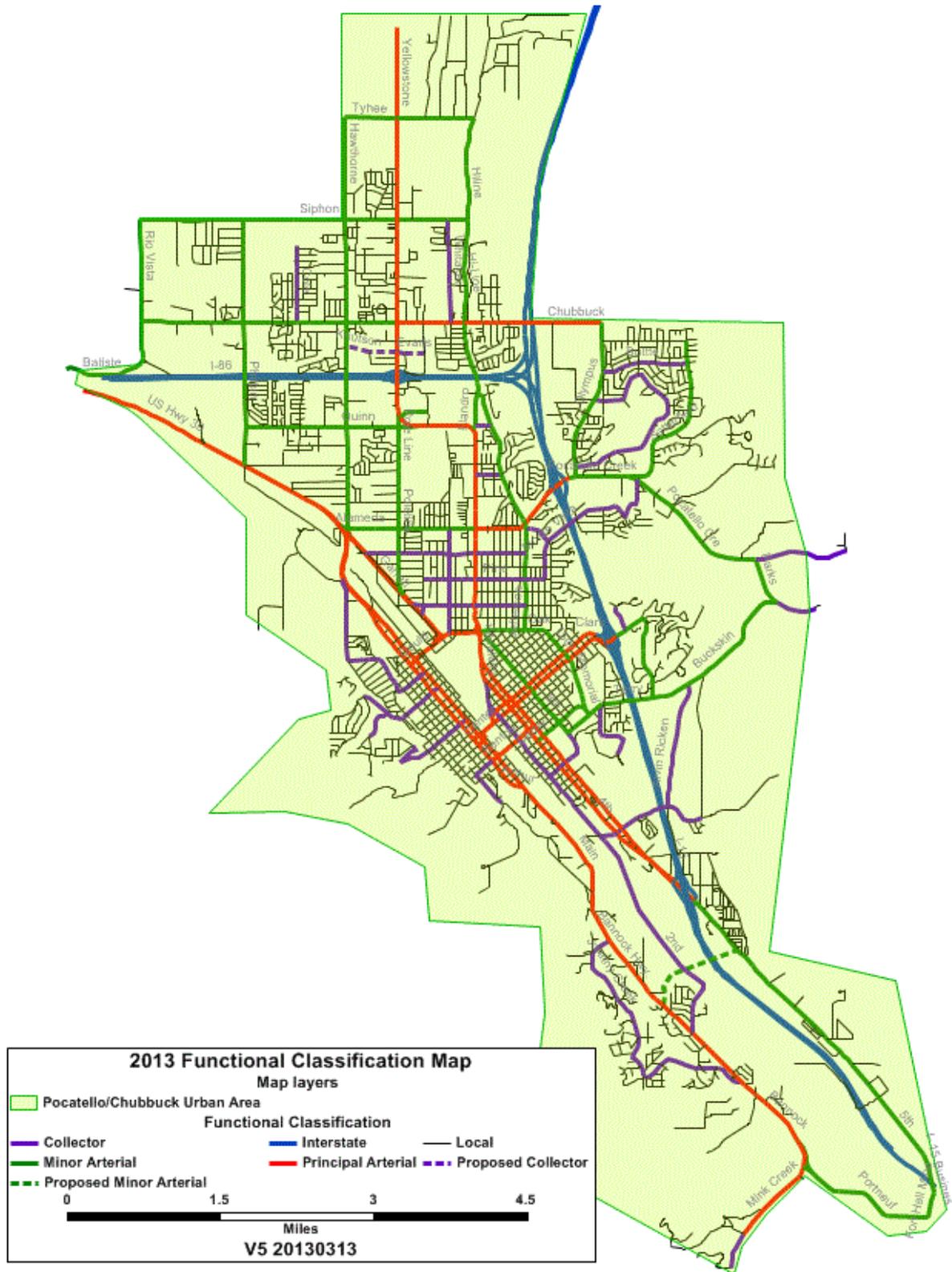


Figure 1: Proposed 2013 Functional Classification System

Functional Classification System Modification Analysis

The Idaho Transportation Department requires a detailed analysis on each modification to the functional classification system be submitted to them for review and approval. This analysis involves maps and other supporting data needed to update the federally approved functional classification system. The summary tables from that submittal are included in this report for information purposes.

Collectors to Local

There are two proposed changes which remove sections or entire collector streets (Table 4 and Table 5).

Table 4: STC-7061 Monte Vista Collector to Local

SCT-7061 Monte Vista	
ROUTE DESCRIPTION	
Local Name of Route: E Poplar St	Route Number: STC-7061
Route Description: E. Poplar Street from Jefferson to Franklin Avenue.	
Termini of Route (Milepost (MP) – if available)	
From MP: 99.935	To MP: 100.125
Length (miles): .206	
Existing Federal Functional Classification (choose only one):	Proposed Federal Functional Classification (choose only one):
<input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	<input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Local Road
REMARKS	
Written Description of route (general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):	
The route is located in a residential neighborhood. E. Poplar is a 25 mph two-lane road which connects Monte Vista Neighborhood to the arterial system. There is no change in STC-7601 from Franklin Road.	
A brief description why the proposed change is requested and justification for the change:	
The Intersection of E. Poplar St. and Jefferson Ave. (SMA-7331) was an All-way stop until around ten years ago. The signalization of E. Pine St. (STC-7381) and Jefferson Ave. changed the traffic patterns in this area. In 2010 map shows both Poplar Street and E. Pine Street as collectors. The traffic patterns have change and there is no need for two collectors within ¼ mile of each other.	
Additional remarks to fully explain the change request:	

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From MP: 100.222	To MP: City Limits	0.5
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Local Road		Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road
REMARKS		
Written Description of route (<i>general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance</i>): Cole Street is an existing Collector Street. Cole has a 25 mph speed limit and is located in a residential area.		
A brief description why the proposed change is requested and justification for the change: Cole Street is an existing Collector Street. Over the decade Cole has been expanded .5 miles to the north. Cole is planned to connect to Siphon Road (SMA-7241) within the next ten years. Cole provides the only north/south access to the arterial system from this growing neighborhood.		

Table 9: Removal of Bartz Way Proposed Collector

STC-7137 Bartz Way Extension		
ROUTE DESCRIPTION		
Local Name of Route: Bartz Way Extension		Route Number: STC-7137
Route Description: End of Bartz (STC7451) to Barton Road (STC3441)		
Termini of Route (Milepost (MP) – if available)		Length (miles):
From MP:	To MP:	0.5
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road		Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Local Road
REMARKS		
Written Description of route (<i>general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance</i>): The extension was planned as a linkage between East Terry Street and Barton Road. This route would improve the connectivity to the Idaho State University campus and provide a second route to I-15.		
A brief description why the proposed change is requested and justification for the change: The extension of Bartz Way has been placed on hold. Additionally Idaho State University wants to keep any planned road as a university street not a city street.		

Collector to Min or Arterial

There are two collectors which are proposed to go from a collector to a minor arterial. Both are part of a larger plan to create an arterial east of I-15.

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Table 10: Hospital Way change from Collector to Minor Arterial

STC-7371 Hospital Way	
ROUTE DESCRIPTION	
Local Name of Route: Hospital Way	Route Number: STC-7371
Route Description: E. Center Street to E. Terry Street	
Termini of Route (Milepost (MP) – if available)	
From MP: 10.00	To MP: 10.814
Length (miles): 0.833	
Existing Federal Functional Classification (choose only one):	
<input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	
Proposed Federal Functional Classification (choose only one):	
<input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input checked="" type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	
REMARKS	
<p>Written Description of route (general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance): Hospital Way is a two lane route along the east bench of Pocatello. The street has large changes in slope on either end of the route. There is no parking along Hospital Way. As a collector, Hospital Way served several residential communities two employers. Now the route provides access to the east side of Pocatello and serves not only residential but over 3,000 employees.</p> <p>A brief description why the proposed change is requested and justification for the change: Hospital Way is a collector street which has changed purposes since the relocation of only regional medical center to Hospital Way. This increase in traffic is requiring a relook at the design. Current design meeting the collector requirements but not arterial. The route a part of a larger set of connected road which connect I-15 to southeast part of Pocatello.</p>	

Table 11: E. Center Street Change from Collector to Minor Arterial

STC-7341 E. Center Street	
ROUTE DESCRIPTION	
Local Name of Route: E. Center Street	Route Number: STC-7341
Route Description: NB On-On Ramps Clark St. to Hospital Way	
Termini of Route (Milepost (MP) – if available)	
From MP: 300.728	To MP: 301.050
Length (miles): 0.32	
Existing Federal Functional Classification (choose only one):	
<input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	
Proposed Federal Functional Classification (choose only one):	
<input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input checked="" type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	
REMARKS	
<p>Written Description of route (general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance): E. Center Street has been widened and is a five lane with center turn lane. The speed limit is 35 mph. The surrounding area has been changes from undeveloped to highly commercial. E. Center Street is a critical link to regional medical center and the southeast part of Pocatello.</p> <p>A brief description why the proposed change is requested and justification for the change: E. Center Street east of I-15 primarily served as access to a residential development and connectivity to commercial developments along Hospital Way and East Terry Street. The street has been redesigned to serve a commercial access and to</p>	

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be a part of arterial route from Barton Road to I-15. This route, which is still being developed to serve as the only arterial in the southeast part of Pocatello.

New Minor Arterial

One new Minor Arterial is proposed for the urban area. The South Valley Connector will create a new east/west crossing of the valley.

Table 12: South Valley Byway new Minor Arterial

South Valley Byway	
ROUTE DESCRIPTION	
Local Name of Route: South Valley Byway	Route Number:
Route Description: Bannock Highway (STP-7391) to South 5 th Avenue (SMA-7231)	
Termini of Route (Milepost (MP) – if available)	Length (miles):
From MP: To MP:	1.00
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input checked="" type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road
REMARKS	
Written Description of route (<i>general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance</i>): South Valley Byway is a new three lane road to be built in 2013 – 2014. The routes will have a posted speed of 45 mph. The route is the only crossing of the Portneuf River, I-15 and Union Pacific railroad for over three miles in each direction. This route will replace sections of STC-7271 from milepost 3.5 to mile post 3.8.	
A brief description why the proposed change is requested and justification for the change: This route is a new east/west crossing of the Portneuf Valley. The Federal-aid project has been in the works for over 18 years. This east/west arterial will provide an alternative access to I-15 and the east side of Pocatello.	

Public Information

A public hearing was held on the draft functional classification map on January 22, 2013. Public comments period for the functional classification map ran from January 7th to February 15, 2013. No public comments were received.