

CATALYST PROJECTS:

CEDRON & MAIN p.3

- northern gateway into Downtown Victor
- intersection redesign to improve bicycle, pedestrian, and vehicle safety

DEPOT SITE p.4

- street grid and bike path extension
- redevelopment as future downtown transit center

VICTOR ELEMENTARY p.5

- future repurposing of school building and site as a community incubator

ALLEY SYSTEM p.6

- proposed expansion of alley system within downtown
- creation of smaller blocks to spur redevelopment

DOGWOOD & MAIN p.7

- intersection redesign to improve bicyclist and pedestrian safety
- southern gateway into Downtown Victor

Project Overview

Downtown Victor is ideally poised for the next generation of investment and improvement. Sky-high real estate prices over the past in Jackson Hole, Wyoming, coupled with continued growth in regional tourism and other economic and demographic trends, have positioned Victor for significant growth. However, the City needs this economic energy to be directed not only toward residential development, but also toward development of a strong, well-connected downtown to serve the growing community. For many reasons – overdependence on vehicular travel, lack of access to civic and recreation spaces, need for community identity and cohesion, and the need to improve public health and quality of life generally – Victor needs a walkable, transit-served, mixed-use downtown.

The City of Victor successfully applied for a New Mobility West (NMW) transportation planning grant to assist with the design of its downtown streets and develop an implementation strategy for improvements that take into account current development trends, community desires, and bicycle and pedestrian safety.

In September 2016, a three-day NMW charrette was held to bring City staff, area residents, business and property owners, the Idaho Transportation Department and other stakeholders together for an intensive look at how to attract appropriate development to Downtown Victor. Although the original concept for the three-day workshop was to develop design drawings for streets and buildings, it quickly became apparent that a more strategic approach would be to focus on major public policy and infrastructure actions that might encourage commercial/mixed-use interest in Downtown. This resulted in identification of a short list of key catalyst projects designed to set the stage for private sector investment.

The five catalyst projects and action items identified in this report will move the City in the right direction and are feasible: they can be implemented with existing resources and partnerships. The City has a strong and clear long-term vision for its future. The catalyst projects will build momentum toward achievement of that vision by triggering private sector investment response and removing barriers to appropriate downtown development.



Project Partners:

New Mobility West (NMW) provides communities across the Rocky Mountain West with the tools and resources necessary to become stronger, more prosperous places through building smarter transportation systems. NMW offers technical assistance to communities in this region looking to generate real, on-the-ground progress with targeted issues and opportunities at the nexus of transportation planning and community development. Beyond their local impact, these assistance projects create models that inform and inspire smart transportation and land use throughout the region.



NMW is an initiative of **Community Builders**, a non-profit organization that inspires and enables community decisions and public policies that respect the land and people of western North America. Information about the New Mobility West technical assistance program can be found at www.newmobilitywest.org/community-assistance.



Charlier Associates, Inc. is a multimodal transportation planning firm based out of Boulder, CO that specializes in innovative approaches to improving community mobility. Charlier Associates assists cities and regions interested in moving beyond traditional solutions and approaches by encouraging flexibility in transportation mode choice and creating "Great Streets" and vibrant, healthy communities where the quality of daily life is positively enhanced by careful planning and design of the built environment. www.charlier.org



Local partners include the City of Victor, the Urban Renewal Authority, Idaho Transportation Department, START Bus, and Teton Valley Trails and Pathways.

What's Next for Downtown Victor?

The City of Victor experienced rapid growth during the 2000s, with a population more than doubling between 2000 and 2010. Growth has been primarily residential, with nine subdivisions platted and 286 permits for new single family homes issued. The recession halted development and elected leadership used the period of inactivity to assess the development that had occurred and to reassess the vision for the City going forward. From 2009 to present the City has been actively engaged in planning processes and projects aimed at creating a compact, walkable, and vibrant mixed-use downtown core supported by residential development of varying densities and housing types, and recreational amenities.

Downtown Victor is traversed by two state highways – Main Street (SH 33) and West Center Street (SH 31). Progress has been made in the past decade, with installation of a traffic signal at the intersection of Main and West Center, construction of bulb outs at that intersection, speed limit reduction from 45 to 35mph, and installation of reverse-angle parking, bicycle lanes, a bike path, and sidewalk on some segments of Main and West Center Streets.

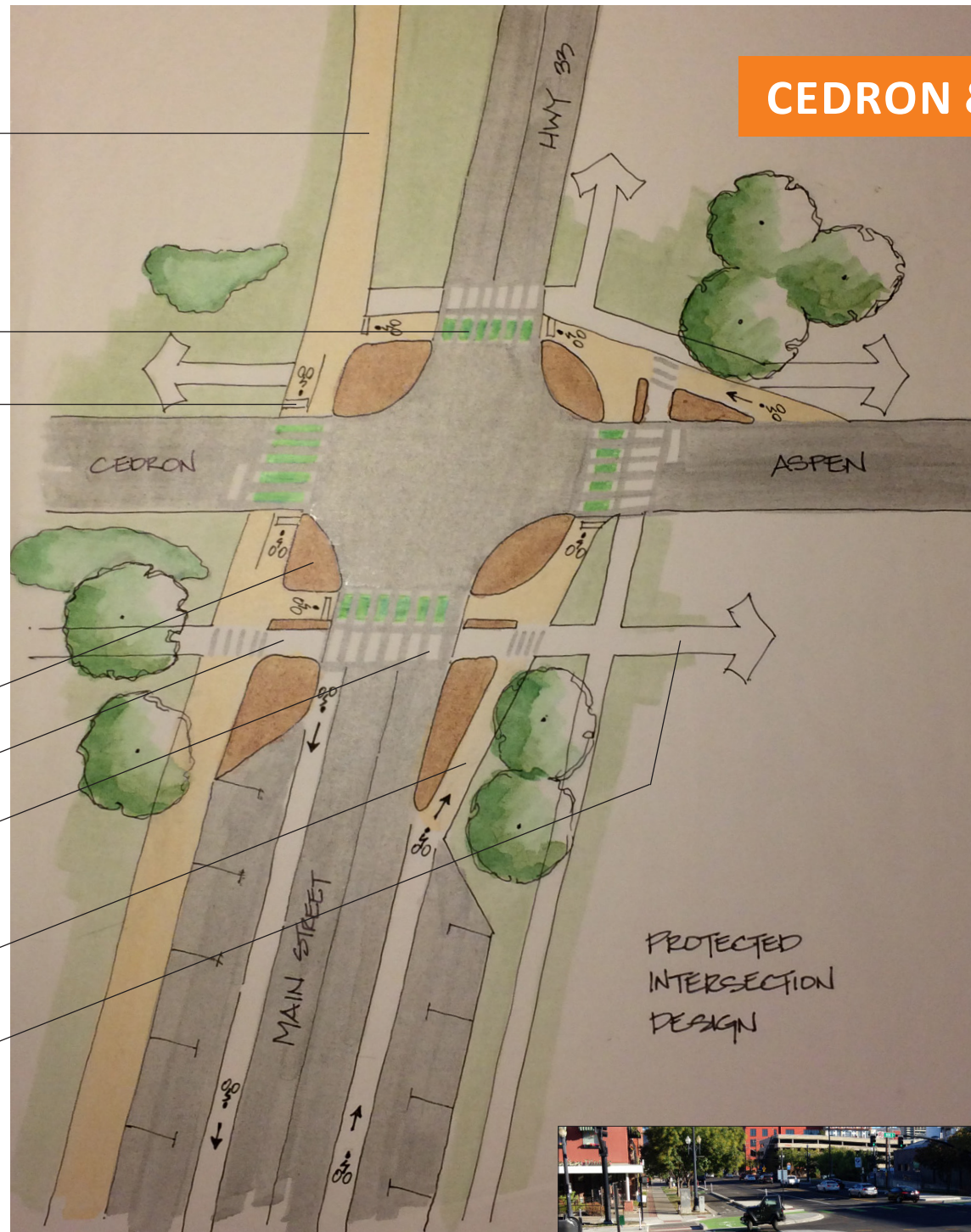
The next challenge is charting a course for development of a modern, mixed use downtown. This may include connecting downtown side streets, which contain residential and commercial uses and an abundance of undeveloped and underutilized lots, to Main Street and West Center Street. Due to very wide and varying rights-of-ways, the existing character of each block, and the sheer scale of the downtown "superblocks," a strategic plan is needed for these issues and opportunities.

ACTION ITEMS

- Present catalyst projects at late October 2016 City Council retreat
- Integrate catalyst projects into city's five-year strategic plan
- Integrate catalyst projects into the Capital Improvements Program (CIP)
- Develop Budgeting for Outcomes (BFO) placemaking project list

CEDRON & MAIN

- existing two-way multi-use path to Driggs
- protected intersection with setback bicycle crossings
- bicycle stop bars
- corner safety island
- pedestrian refuge within island
- pedestrian crosswalk
- bicycle approach taper
- future sidewalk extensions (as part of new development)



This location is both a gateway to the community as well as a complicated intersection due to the historic rail right-of-way, the existing bike path, high speed vehicular traffic, and subtle curves to the highway. Potential commercial developments north of town and new housing developments to the northeast will likely bring additional traffic to Highway 33/Main. Cedron is currently heavily trafficked by trucks going west to avoid downtown Victor, and the existing trail crossing is in an unsafe location.

Charrette design recommendations to mitigate these factors and enhance bicycle and pedestrian movement through this intersection include the following:

- Introduce design elements to slow traffic. There is a desire among stakeholders to reduce Main Street traffic from 35 mph to 25 mph in downtown Victor. This intersection is the gateway that many commuters travel through en route to Jackson in the morning, and as such, is a good location to include visual cues and traffic calming features.
- Introduce design elements to alert drivers to the presence of non-motorized users moving in various directions – north/south bicycle travel in bicycle lanes on Main Street, two-way north/south travel on the west side of Highway 33 on the multi-use path, east/west bicycle travel on Aspen Street, and pedestrian crossings in all directions.
- Implement a protected intersection for bicycles. This design, based upon a “Dutch junction” should include the following elements:
 - Corner safety islands – manage the speed of turning vehicles by using 20’ turning radii; offer a protected place for bicyclists to queue when crossing and turning
 - Setback bicycle crossings – reduce conflicts with turning vehicles when crossing location is placed 19.5’ back from travel lanes; may use green pavement markings
 - Pedestrian crossings – provide continuous paths of pedestrian travel across street; to be located on the outside of the bicycle crossings; use ladder-style crosswalks
 - Pedestrian refuge islands – narrow the width of streets at intersections and provide safety refuges between auto travel lanes and bicycle paths of travel
 - Approach tapers – allow bicyclists to transition into the protected intersection from on-street bike facilities
 - Bicycle stop bars – identify where bicyclists should stop and wait to cross the street

protected intersections in Salt Lake City, UT and Davis, CA



ACTION ITEMS

- Invite ITD (district engineer, safety engineer) to meeting to review corridor concepts
- Discuss curb extensions, medians, other safety improvements
- Ask for project to be placed in Statewide Transportation Improvement Program (STIP) as a priority for SH 33 corridor safety improvements
- Develop a “skin in the game” contribution by city engineer as in-kind support

proposed
"neighborhood yield"
connector street

multi-use path
connection

START
bus stop

upgrade
Depot Way to
"neighborhood local"
street standards

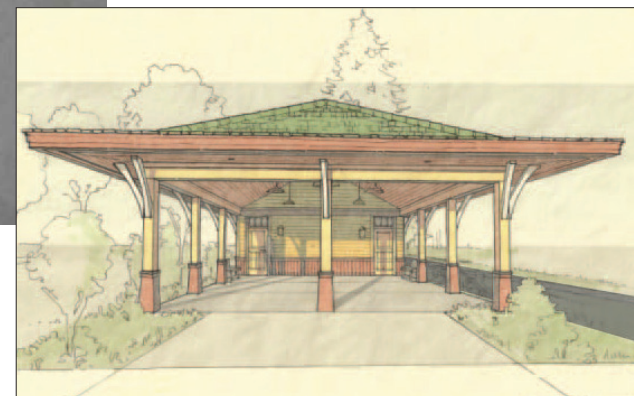


DEPOT & TRANSIT SITE

The depot site is owned by the City of Victor and currently used as an apartment building. It has been considered as a possible site for City Hall or other civic uses. As an identified catalyst project, recommendations from the NMW charrette include the following:

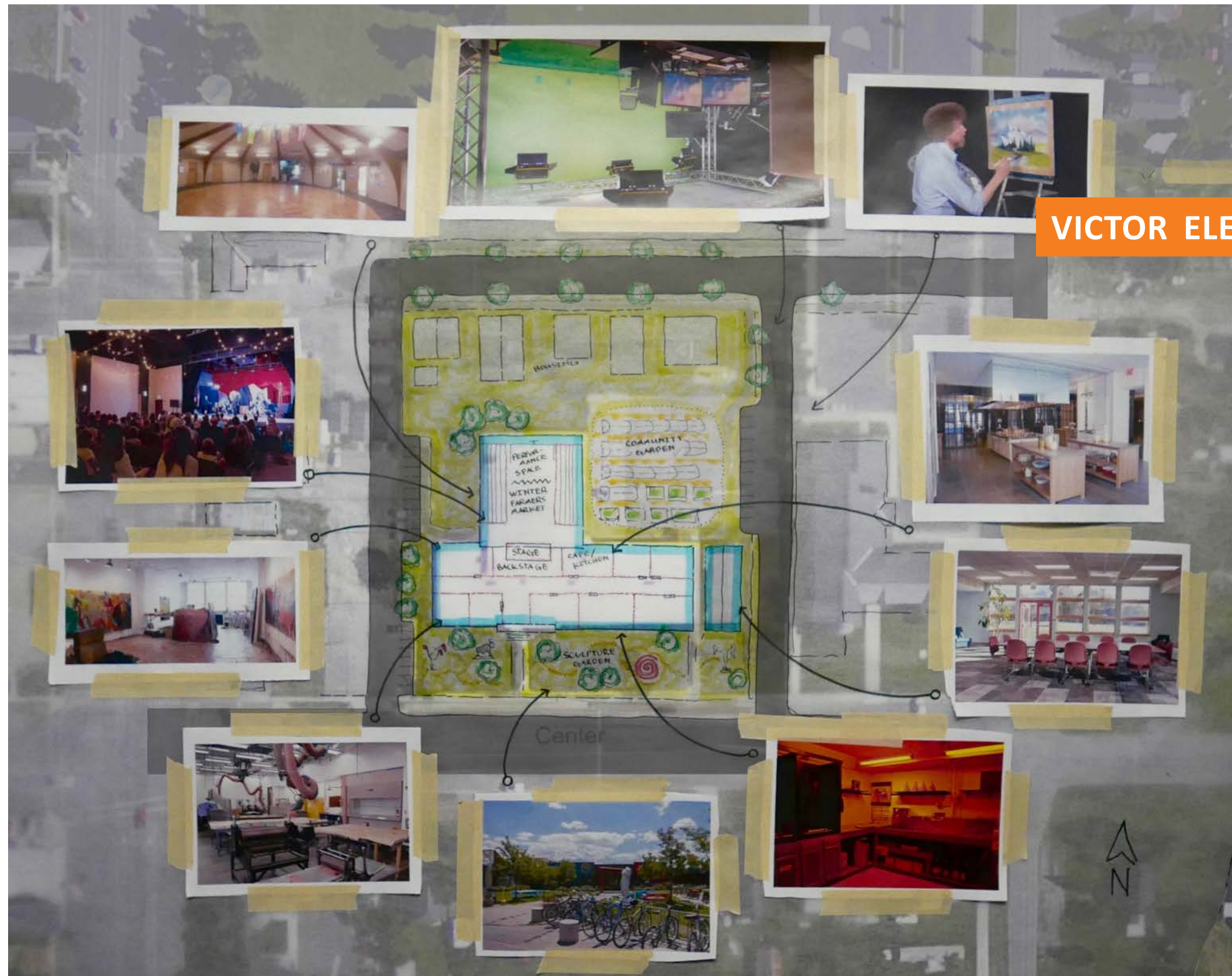
- Develop a new street and multi-use path connecting the Depot to Birch Street. The proposed design uses city-owned property and private property to reach Birch Street. The owner of the private property has indicated interest in this project, even though it means losing some property to right-of-way.
- Develop the new connector street, as well as Birch Street, as "Neighborhood Yield" streets:
 - narrow street widths utilizing a combined parallel parking/travel lane
 - urban drainage with curb-and-gutter
 - streetscape to include sidewalks and street trees
- Formalize Depot Way into a "Neighborhood Local" type street:
 - 36' street width
 - urban drainage with curb-and-gutter
 - streetscape to include sidewalks and street trees
- Connect the multi-use path with the existing regional pathway to Driggs that begins at Main/Cedron, and to proposed trails south of Center Street.
- Add a START Bus stop at the Depot site and expand the current vision for the Scenic Byway Railroad Interpretive Center to also serve as Victor's primary downtown transit hub.
- Continue to make site improvements, following site plan design by Harmony Engineering. See <http://www.victorcityidaho.com/content/depot-project>.

proposed
enhancements
to the Depot site



ACTION ITEMS

- Present design to property owner to get agreement in place (*City Planner and Mayor*)
- START to conduct community survey for stop relocation (*City Manager*)
- Explore site improvements with START – set meeting with management (*City Manager and City Engineer*)
- Set meeting with intercity/regional providers (*City Manager*)



VICTOR ELEMENTARY SITE

Participants in the New Mobility West charrette explored concepts for adaptive reuse of the current elementary school building and site as home to a future business/art incubator. Feasibility for reuse will hinge on passing of a bond measure to construct a new school outside of downtown.

A public design process should be undertaken to further explore long-term use of the school as a catalyst for redevelopment around the site. Identified opportunities for a mix of community amenities and activities include the following:

- Construct a new street and two new alleys for enhanced access
- Explore potential for redevelopment in front of the building within the wide setback from E. Center Street
- Examine the feasibility of integrating of a mix of uses, including:
 - new housing
 - civic functions, including City staff offices
 - incubator art studios
 - a makerspace workshop
 - venue performance space
 - community meeting space
 - cafeteria/coffee shop
 - community gardens or sculpture garden

ACTION ITEMS

- Lay groundwork for longer-term action to move this site forward as a catalyst project if/when bond passes for new school site
- Discuss recommendations for long-term use of site with City Council
- Pursue outreach to community groups to gauge interest in creating expanded civic space



NEW STREETS & ALLEYS

Downtown Victor is characterized by large blocks, generally 750' by 750' in length. The City of Victor is aware that its blocks are very large and do not adequately serve downtown. In the past, efforts have been made to break the blocks up using alleys. We suggest implementing an aggressive combination of new streets AND alleys in the downtown area as a catalyst to spur downtown development.

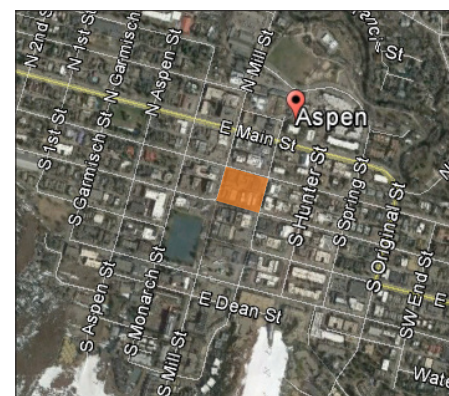
Opportunities to develop a finer-grain grid of streets and alleys will vary block-by-block. Recommendations include the following:

- Revisit the Victor streets master plan. The plan identifies a number of new alleys to be constructed in Victor. We suggest that these alleys be made into streets where possible.
- Develop new streets complete with on-street parking, urban drainage, sidewalks and street trees. The alley plan created in the charrette (depicted at left) shows the hypothetical amount of frontage space that could be gained by creating "Neighborhood Yield" type streets in the middle of existing city blocks. This pattern would allow many property owners to subdivide their property and provide access to what are currently back lots.
- Provide alleys at the rear of commercial lots to serve enhanced service and delivery access needs. Proposed new alleys are the result of negotiations with developers interesting in developing housing units along Beryl Street and concern that they will withdraw from these developments if they are forced to build streets instead of alleys.
- Look for additional opportunities to further break up large block sizes by providing mid-block pedestrian passages.

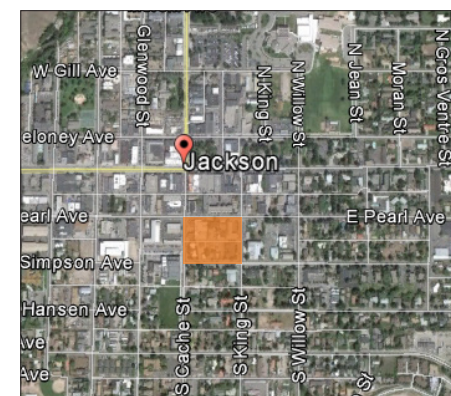
Benefits of Small Blocks

Within downtown contexts, block sizes are generally desired to be 250' to 350' in length. The presence of small blocks, created by a grid system of streets and alleys, offers several benefits including: better emergency service access, increased connectivity and mobility for all modes, uniform block and lot structure, no white elephants (large, inappropriate buildings taking up space in a downtown), diverse redevelopment and infill opportunities, and resiliency created by smaller footprint stores that are easier to lease and smaller footprint buildings that attract reinvestment.

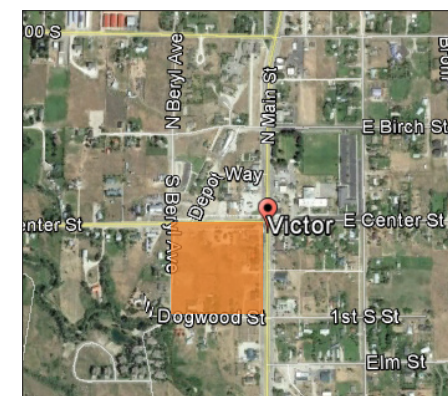
Aspen, CO 350' x 330'



Jackson, WY 460' x 350'



Victor, ID 750' x 750'



example block sizes depicting downtown development patterns

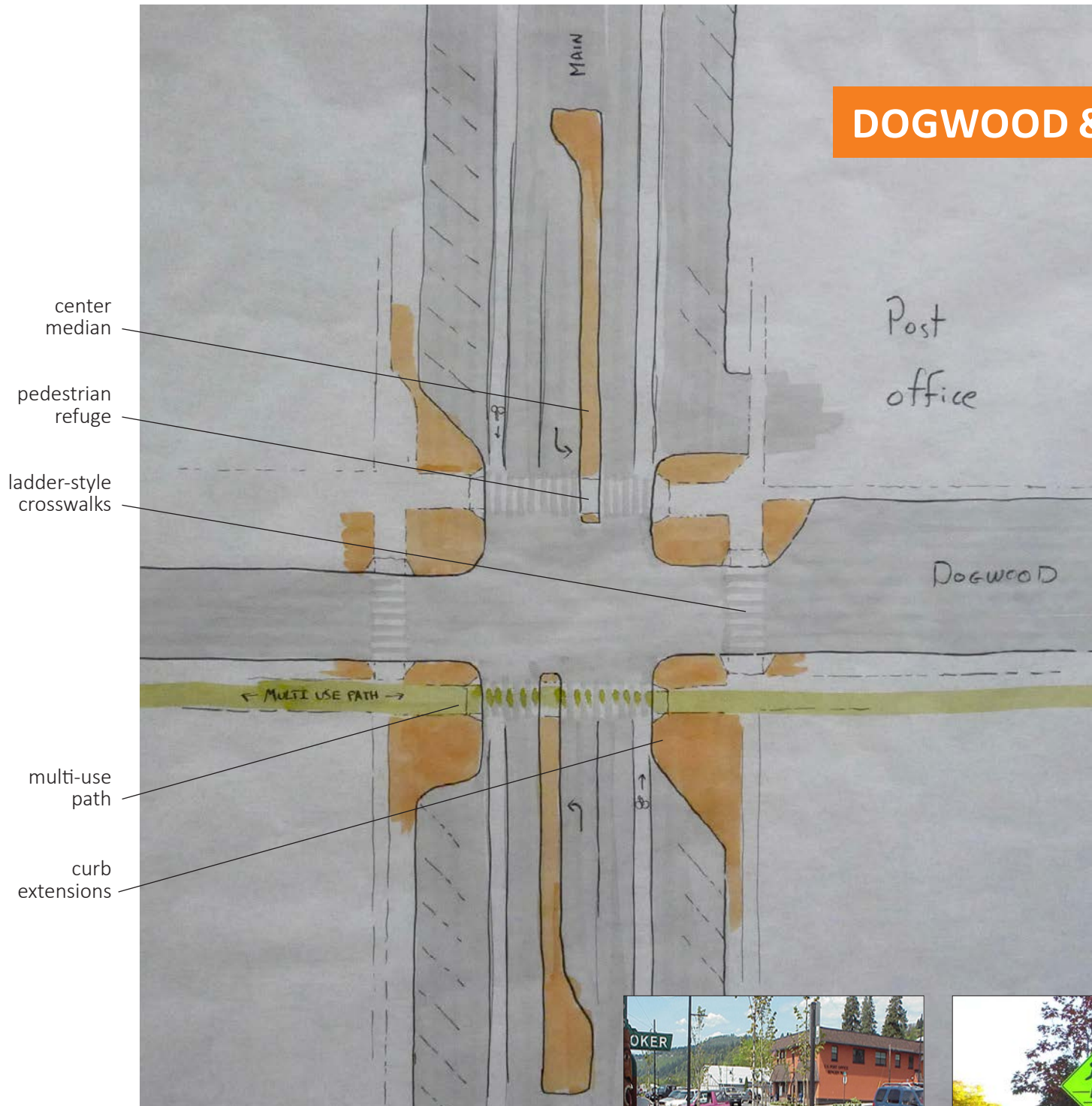
ACTION ITEMS

- Conduct outreach to property owners about the potential benefits of having street access
- Apply to the Community Mobility Institute for opportunity to have a team explore grid plan
- Develop a public process for making changes and updating city map
- Update the Victor Transportation Plan to show full grid of streets and alleys

DOGWOOD & MAIN

Similar to the intersection of Cedron and Main to the north, the intersection of Dogwood and Main serves as the southern gateway into Downtown Victor.

- Introduce design elements to encourage lower travel speeds in downtown beginning at this intersection.
- Retrofit the Dogwood and Main intersection to incorporate similar design elements used by ITD at the Hwy31/Hwy33 Main and Center street corners:
 - Curb extensions – implement curb extensions within parking lanes to shorten pedestrian crossing distances, improve visibility for both motorists and pedestrians, and expand the sidewalk space at the street corner
 - Crosswalks – stripe ladder-style crosswalks for higher visibility
 - Center medians – add raised median islands to delineate left turn bays at the intersection; may provide opportunity for gateway tree plantings
 - Pedestrian refuge islands – provide a protected stopping point within the median, desired to be at least 6’ wide to safely accommodate a bicycle or a person pushing a stroller
- Construct a multi-use path along the south side of Dogwood Street. This proposed pathway would connect to trails along the river to the west, and to new housing developments and the Teton Valley Foundation’s Kotler Ice Arena to the southeast.
- Support the post office as a community destination. The post office is a community asset that draws many rural residents into Victor. Many people currently drive to the post office, then drive to other destinations in the small downtown. Completing pedestrian connections along Dogwood and creating an attractive gateway could encourage people to walk from the post office to other destinations instead of driving.



curb extension, Bingen, WA
center median refuges,
Longmont, CO and Boulder, CO



ACTION ITEMS

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