

8.0 Future Land Use Conditions

Future land use in the US-91 corridor will be a function of existing zoning and land use classifications, regional economics, and changes to the transportation and utilities infrastructure. The following analysis is based on existing planning documents, interviews with local jurisdiction planners and agribusiness representatives, and discussions with the Shoshone-Bannock Tribes. This analysis was an input to the development of growth trends and estimation of future travel volumes on US-91.

8.1 Siphon Road to Sheepskin Road

Land use in this segment will be influenced by the City of Chubbuck and by the Shoshone-Bannock Tribes for the Fort Hall Reservation area. Within the City of Chubbuck's boundaries, lands will continue to develop for urban purposes, with additional residential subdivisions. Commercial development can also be expected to increase and will likely focus on properties with existing US-91 frontage or on roadways with good US-91 access.

Lands between Reservation Road and Sheepskin Road are within the Fort Hall Reservation, and are expected to remain in agricultural development. Additional urban development may occur in the Fort Hall town site and is likely to include tribal services infrastructure (i.e. a justice center), possible commercial and additional residential.

Regional land use may be heavily influenced by the outcome of an environmental document that is evaluating the potential location of a new I-15 interchange or local roadway improvements in an area bounded on the south by Chubbuck Road and on the north by 2.5 Mile Road. Should the interchange become a reality, the additional interstate access that would be provided would likely result in considerable additional development pressures and higher traffic volumes.

8.2 Sheepskin Road to I-15 South Blackfoot Interchange

The lands within this segment of US-91 are within the Fort Hall Reservation. Their existing agricultural land use is expected to continue.

8.3 I-15 South Blackfoot Interchange to Airport Road

This segment is within the City of Blackfoot and subject to the future development policies and zoning of the city. Most of the lands adjacent to US-91 are built out such that only redevelopment and some in-fill are likely to occur. As the Union Pacific rail line will continue to form a barrier to access to the east, land uses immediately east of US-91 and their intensity are unlikely to change.

The City of Blackfoot expanding to the northwest suggests that additional residential and commercial development can be expected to contribute to traffic volumes accessing US-91 from Airport Road northward.

8.4 Airport Road to New Sweden Road

This section includes the northern portion of the City of Blackfoot, the City of Firth and the City of Shelley. Suburban development pressures are expected to continue, particularly for the Cities of Firth and Shelley. Their proximity to the major employers in the City of Idaho Falls and the access that US-91 provides will contribute to pressure for additional residential development in this area.

Land use between the cities will likely continue to be in productive agricultural use into the future. This area of southeast Idaho is a well established agricultural area that is productive and well supplied with irrigation water. Farms are growing in size and the agribusinesses are continuing to grow to process agricultural produce. The lands are considered prime agricultural lands and are well supplied with irrigation water.

8.5 New Sweden Road to Sunnyside Road

According to local land use plans and zoning, land uses adjacent to this portion of the corridor are expected to redevelop from primarily agricultural on the west side of US-91 to commercial and industrial. The City is rapidly becoming a suburban area, heavily influenced by its proximity to the City of Idaho Falls and its ease of access to I-15. The development of large residential subdivisions associated within the City of Shelley and in Bonneville County is expected to continue.

Lands north of York Road and adjacent to US-91 can be expected to continue to develop and older properties to redevelop with commercial and industrial uses.

Land use in this segment could be influenced by the opening of a new Sunnyside Road connection to the west, across the Snake River and connecting to a new interchange with I-15. Expected to open to traffic in 2006, this new regional roadway may have a significant impact on both regional traffic circulation and land use development in the northern portion of the US-91 study area.

The City of Shelley and Bonneville County are planning for the future development of a major sewer line extension that would significantly increase the regional capacity. If this new facility is developed, it will provide increased opportunity for urban development, particularly between the City of Shelley and the City of Idaho Falls.

8.6 Socio-Economic Profile

Examination of demographic trends in the study area provides additional insight into how future growth trends might impact US-91.

8.6.1 Population and Age

The US-91 North Corridor study area contains a growing and aging population as shown in Table 8-1. Total population increased by 18.8 percent in Bannock County from 1990 to 2006, 17.2 percent in Bingham County, and 31.0 percent in Bonneville County. Table 8-2 indicates that the age group with the greatest percentage increase in all three counties is those aged 45 to 64 years, with the 18 to 24 year-old group following closely behind. Annually, growth has averaged between one and one and one-half percent. Bingham County has the lowest growth rate at one percent.

Table 8-1: Population by County¹⁴

County	Total 1990 Population	Total 2000 Population	2006 Census Estimate	Percent Change (1990 to 2006)
Bannock	66,026	75,565	78,443	18.8%
Bingham	37,583	41,735	44,051	17.2%
Bonneville	72,207	85,522	94,630	31.0%

¹⁴ Population Division, U.S. Census Bureau - Table CO-EST2001-12-16 - Time Series of Idaho Intercensal Population Estimates by County: April 1, 1990 to April 1, 2000 Release Date: April 17, 2002. and from web-based information found at <http://quickfacts.census.gov/qfd/states>.

The average annual growth rate for the ten-year period ranges from 1.1% in Bingham County to 1.4% in Bannock and Bonneville Counties.

Table 8-2: Age by County¹⁵

County	Age	1990 Census	2000 Census	Difference
Bannock	Median Age (years)	29.5	29.8	0.3
	Under 18 years	32.5%	28.1%	-4.4%
	18 to 24 years	10.9%	14.6%	3.7%
	25 to 44 years	30.6%	27.2%	-3.4%
	45 to 64 years	15.9%	20.0%	4.1%
Bingham	65 years and over	10.1%	10.1%	0.0%
	Median Age (years)	27.6	29.7%	2.1%
	Under 18 years	38.6%	34.9%	-3.7%
	18 to 24 years	7.9%	9.7%	1.8%
	25 to 44 years	27.1%	25.3%	-1.8%
Bonneville	45 to 64 years	16.4%	19.7%	3.3%
	65 years and over	10.0%	10.3%	0.3%
	Median Age (years)	28.7	31.8	3.1
	Under 18 years	35.2%	32.1%	-3.1%
	18 to 24 years	9.0%	9.5%	0.5%
Bonneville	25 to 44 years	30.2%	27.2%	-3.0%
	45 to 64 years	16.7%	21.0%	4.3%
	65 years and over	8.9%	10.2%	1.3%

8.6.2 Housing Units and Household Incomes

Table 8-3 shows that Bonneville County had the largest percentage increase in housing unit development between 1990 and 2000; at 17 percent, while Bannock increased by 13.2 percent, and Bingham by 12.9 percent. Bingham County between the urban areas of Pocatello in Bannock County and Idaho Falls in Bonneville County grew at a slower rate than the other two counties. Household incomes in all three counties grew between 1990 and 2000, as shown in Table 8-4. Fewer people were at poverty level and more people had incomes in excess of \$45,000.

Table 8-3: Housing Units by County¹⁶

County	Total Housing Units 1990 Census	Total Housing Units 2000 Census	Percent Change
Bannock	25,694	29,102	13.2%
Bingham	12,664	14,303	12.9%
Bonneville	26,049	30,484	17.0%

The average annual rate of change in housing units is approximately 1.3% in Bannock and Bingham Counties and 1.7% in Bonneville County. These numbers provide supporting data for the annual growth rate used in estimating future traffic volumes on US-91.

¹⁵ U.S. Census Bureau - QT-P1A. Age and Sex for the Total Population: 1990 Summary Tape File 1 – 100 Percent Data; GCT-P5. Age and Sex: 2000 Summary Tape File – 100 Percent Data.

¹⁶ U.S. Census Bureau - H001. Housing Units: 1990 Summary Tape File – 100 Percent Data; GCT-H5. General Housing Characteristics: 2000 Summary File – 100 Percent Data.

Table 8-4: Household Income by County¹⁷

County	Household Income	1990 Census	2000 Census	Percent Change
Bannock	Less than \$10,000	17.9%	10.4%	-7.5%
	\$10,000 to \$14,999	10.7%	8.3%	-2.4%
	\$15,000 to \$19,999	10.1%	7.2%	-2.9%
	\$20,000 to \$24,999	8.9%	7.9%	-1.0%
	\$25,000 to \$29,999	8.6%	6.8%	-1.8%
	\$30,000 to \$34,999	9.1%	7.1%	-2.0%
	\$35,000 to \$39,999	7.4%	6.1%	-1.3%
	\$40,000 to \$44,999	6.7%	6.2%	-0.5%
	\$45,000 to \$49,999	5.0%	5.4%	0.4%
	\$50,000 to \$59,999	7.4%	9.1%	1.7%
	\$60,000 to \$74,999	4.3%	9.8%	5.4%
	\$75,000 to \$99,999	2.4%	8.6%	6.2%
	\$100,000 to \$124,999	0.8%	3.4%	2.5%
	\$125,000 to \$149,999	0.2%	1.9%	1.6%
\$150,000 or more	0.6%	2.0%	1.4%	
Bingham	Less than \$10,000	16.3%	8.8%	-7.5%
	\$10,000 to \$14,999	10.2%	6.6%	-3.6%
	\$15,000 to \$19,999	11.6%	7.6%	-3.9%
	\$20,000 to \$24,999	11.6%	7.3%	-4.2%
	\$25,000 to \$29,999	10.8%	8.7%	-2.1%
	\$30,000 to \$34,999	8.6%	8.5%	-0.1%
	\$35,000 to \$39,999	7.8%	7.7%	-0.1%
	\$40,000 to \$44,999	6.6%	7.2%	0.6%
	\$45,000 to \$49,999	3.9%	6.0%	2.1%
	\$50,000 to \$59,999	5.7%	10.3%	4.6%
	\$60,000 to \$74,999	3.6%	8.3%	4.7%
	\$75,000 to \$99,999	2.0%	7.7%	5.7%
	\$100,000 to \$124,999	0.5%	2.9%	2.3%
	\$125,000 to \$149,999	0.2%	0.9%	0.7%
\$150,000 or more	0.8%	1.6%	0.8%	
Bonneville	Less than \$10,000	12.1%	8.1%	-4.0%
	\$10,000 to \$14,999	9.0%	5.9%	-3.1%
	\$15,000 to \$19,999	10.0%	6.8%	-3.2%
	\$20,000 to \$24,999	10.0%	7.1%	-2.9%
	\$25,000 to \$29,999	8.1%	6.9%	-1.2%
	\$30,000 to \$34,999	8.2%	6.3%	-2.0%
	\$35,000 to \$39,999	7.9%	5.9%	-2.0%
	\$40,000 to \$44,999	6.6%	6.7%	0.1%
	\$45,000 to \$49,999	5.1%	5.6%	0.5%
	\$50,000 to \$59,999	9.6%	9.6%	-0.1%
	\$60,000 to \$74,999	6.7%	11.7%	5.0%
	\$75,000 to \$99,999	4.4%	10.5%	6.2%
	\$100,000 to \$124,999	1.4%	4.4%	3.0%
	\$125,000 to \$149,999	0.4%	1.6%	1.2%
\$150,000 or more	0.5%	2.9%	2.3%	

¹⁷ U.S. Census Bureau - P080. Household Income in 1989 - 1990 Summary Tape File 3 - Sample Data; QT-P32. Income Distribution in 1999 of Households and Families: 2000 Summary Tape File 3 - Sample Data.

8.6.3 Race

Bannock, Bingham, and Bonneville Counties all increased in diversity from 1990 to 2000, as shown in Table 8-5. The number of white persons as a percent of the total population decreased in all three counties. Bingham County experienced the greatest change with a 3.9 percent reduction. Bonneville County had a 3.1 percent reduction, and Bannock County saw a 2.2 percent reduction. Total numbers of each category of race increased in every county with the exception of the Asian and Pacific Islander populations in Bingham County.

Table 8-5: Race by County¹⁸

County	Race	1990 Census	Percent of Total	2000 Census	Percent of Total	Percent Change
Bannock	Total Population	66,026	100	75,565	100	
	White	61,742	93.5	68,987	91.3	-2.2
	Black	431	0.7	446	0.6	-0.1
	American Indian, Eskimo, or Aleut	1,678	2.6	2,198	2.9	0.3
	Asian	625	0.9	748	1.0	0.1
	Pacific Islander	87	0.1	122	0.2	0.1
	Other	1,463	2.2	*3,064	4.0	1.8
Bingham	Total Population	37,583	100	41,735	100	
	White	32,439	86.3	34,403	82.4	-3.9
	Black	39	0.1	70	0.2	0.1
	American Indian, Eskimo, or Aleut	2,615	7.0	2,798	6.7	-0.3
	Asian	248	0.7	236	0.6	-0.1
	Pacific Islander	25	0.0	13	0.0	0.0
	Other	2,217	5.9	*4,215	10.1	4.2
Bonneville	Total Population	72,207	100	85,522	100	
	White	69,246	95.9	76,574	92.8	-3.1
	Black	297	0.4	403	0.5	0.1
	American Indian, Eskimo, or Aleut	391	0.5	535	0.6	0.1
	Asian	642	0.9	675	0.8	-0.1
	Pacific Islander	45	0.1	56	0.1	0.0
	Other	1,586	2.2	*4,279	5.2	3

* The 1990 Census data features only specific races or the "Other" category. Figures for 2000 Census "Other" Category determined by adding the "One Race: Some Other Race" and "Two or More Races" categories together.

This data suggests that the US-91 North Corridor study area may be expected to continue to diversify.

¹⁸ U.S. Census Bureau – P007. Detailed Race: 1990 Summary Tape File – 100 Percent Data; QT-P5. Race Alone or in Combination: 2000 Summary File – 100 Percent Data