



# DOWNTOWN CORE FRAMEWORK PLAN





# DRIGGS DOWNTOWN CORE FRAMEWORK CONTRIBUTING PARTNERS

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PREPARED FOR:



2016 UPDATE PREPARED BY:



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# Driggs Downtown Core Framework Plan

## Introduction

The City of Driggs and the Urban Renewal Agency commissioned consultants Siegel Planning and Tahran Architecture in 2007 to prepare an overall framework plan for the downtown core of Driggs. In 2016, the overall framework plan has been updated to reflect development that has occurred since the original plan was completed and changes in the desires of affected landowners. The plan's purpose is threefold:

1. Estimate development capacity within the downtown core.
2. Establish an overall framework for the physical development and design character of the core.
3. Propose an action plan for implementation.

The downtown core consists of four blocks defined by Depot and Wallace Streets to the north, Short Street to the south, First Street to the east and Front Street (realigned) to the west. The Huntsman property located adjacent to the Northwest Block has also been considered as part of the 2016 Update as development of this property is integral to parking, circulation, and utility issues along the proposed realigned Front Street. The four blocks are titled in this report and corresponding documents relative to their location in the downtown core, i.e., Northwest Block (NW), Southwest Block (SW), Northeast Block (NE), and Southeast Block (SE).

A key component of the 2016 update is to provide an opportunity for landowners, property representatives, and tenants located within the downtown core (stakeholders) to share their vision for the future of the properties they represent and perspective on what is working and what could be improved within the core. Twelve stakeholders availed themselves of the opportunity to meet with the Project team. Their input has been invaluable to understanding the dynamics of the downtown core. A distillation of the general themes expressed by the stakeholders is found in Appendix F (Stakeholder Consultation).

### Framework Plan Components

#### *Plan Maps*

One plan map is provided for each block of the downtown core depicting future build out. An additional plan map is provided for the NW Block depicting short-term and long-term actions. See Appendix A for Framework Plans. The 2016 update focuses on the NW and SW Blocks only. The maps provide a conceptual layout of streets, alleys, buildings, access, and circulation improvements (vehicles and pedestrians), parking, and public plazas. Both on-street and off-street parking configurations are shown; off-street parking includes private surface parking lots, as well as public parking lots that may become multi-level parking structures as demand and financial capacity of the district warrants.

Private parking is also shown under some buildings as an optional element to show how redevelopment may accommodate mixed-use buildings and climate-friendly design. Any sub-grade work should be contingent upon a full engineering evaluation of subsurface water, as the water table in the area varies and is known to be close to the surface in places.

The plan maps were developed at a consistent scale (1"=40') so that they may be combined to show an overall view of the downtown core. The maps were reviewed by Harmony Design & Engineering for conceptual consistency with existing utility alignments and easements, which are provided in Appendix D. Further analysis of existing utility locations and capacities is recommended, either through a general update to the City's water and wastewater master plans, or on a project-by-project basis through development reviews.

#### *Development Estimates*

Development capacity (i.e., gross floor area) has been estimated for each downtown block. Maps and tables are provided in Appendix A (Framework Plans) and Appendix E (Development Capacity Work Sheets) for each block (NW, SW, NE, SE). The development tables summarize potential commercial floor area and residential buildout potential under high-, medium-, and low-intensity scenarios, as follows:

- *High-Intensity* scenario ('A') assumes three levels of commercial (retail and/or office), on average, with an option for residential in upper stories. A total of three stories are assumed.
- *Medium-Intensity* scenario ('B') assumes two levels of commercial (retail and/or office), on average, with an option for residential in upper stories. Three stories are assumed.



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- *Low-Intensity* scenario (“C”) assumes one level of commercial use (retail and/or office), on average, with an option for residential in upper building stories. Three or four stories are assumed.

The development scenarios are based on discussions with property owners, recent development approvals in the subject area, and input from City staff. The estimates and allocations of land use, number of building stories, and floor area are highly generalized, but provide a reasonable range for planning purposes. The Urban Renewal Agency should apply what it believes to be the most likely build-out scenario for each block in projecting future revenues and project needs.

While the projections are generally consistent with the City of Driggs Comprehensive Plan (2006), zoning and commercial design standards, they are not predictions; nor should they be interpreted as specific development program recommendations for individual properties. *The estimates are meant to provide a general picture of development potential or holding capacity only. They are not regulatory.* Finally, the projections should be revisited annually, and adjustments made, as needed.

The development estimates should be used as a guide in determining potential future demand for, and ability to finance, public improvements in the downtown through urban renewal. The size, location, and other aspects of planned parking facilities, plazas, and other public improvements will be based, in part, on the development potential within each block. Additionally, the estimates provide a basis for allocating off-street parking. In this way, the framework plan can provide greater predictability and fairness to property owners in equitably allocating public parking and other amenities needed for development success. Individual properties may develop at higher densities than shown, while others may fall short of assumed densities, due to site-specific factors or market forces. However, on balance, the assumptions should provide a reasonable basis for planning and phasing public investments within each block.

### ***Street Sections and Typical Details***

The plan graphics contained in this report are to be used in conjunction with the City of Driggs Commercial Design Standards and the Highway 33/Driggs Main Street Plan in designing future street improvements in the downtown core. The street sections and typical details provide a conceptual level of detail or “intent.” Project designs should closely follow the intent as recommended by this plan.

### **Plan Elements**

The plan provides guidance in the following areas: Building and Parking Envelopes, Parking Supply, On-Street Parking, Off-Street Parking, Public Plazas, Vehicle Access and Circulation, Streetscapes, Stormwater & Snow Management, and Utility Corridors. Each of these elements is addressed below.

#### ***Building and Parking Envelopes***

The plan illustrates potential building and parking areas, consistent with the City's commercial design standards. The intent is to show how individual sites may develop while accommodating needed parking facilities, access, circulation, plazas, utilities, and other amenities. The building footprints and parking envelopes are conceptual; actual locations may change but should not conflict with the intent of the framework plan. The Urban Renewal Agency will actively work with property owners, prospective developers, and the City to ensure that the plan's integrity is maintained through the development review process.

#### ***Parking Supply***

This plan contains estimates of parking demand and supply, and recommends an optimal configuration for on-street and off-street parking. To ensure that future development projects provide their fair share of needed parking, the City of Driggs should adopt a minimum parking standard tied to a parking district fee. The fee, which would be charged for new development and for changes in land use or occupancy that result in increased parking demands, could cover a portion of the cost of developing shared parking facilities on each block. The remainder of the cost could be covered by urban renewal tax increment funds, local assessments, grants, and/or other sources.

The advantages of this approach (parking and circulation master plan with parking fee) are numerous: More of each parcel's street frontage may be developed because the need for individual driveways is eliminated; the pedestrian environment is enhanced because there are fewer driveway openings at the sidewalk; the cost of parking can be distributed equitably among property owners while leveraging urban renewal funds for public-private improvements; and economies of scale occur where parking is consolidated, as opposed to property owners having to meet parking requirements individually on each site.

As a basis for the parking fee, at least 3.0 parking spaces per 1,000 feet of gross leasable floor area is recommended to allow for some flexibility in accommodating commercial office, retail, and service uses. A minimum of at least 1.5 parking spaces per dwelling unit is recommended. The fee could be discounted where private on-site parking (e.g., garage under a mixed-use building) is provided.

#### ***On-Street Parking***

Angled parking is recommended where existing rights-of-way allow. Where the right-of-way is insufficient for angled parking, parallel parking is recommended. In general, 12-16 feet of frontage is assumed per angled parking space and 22 feet of

frontage is assumed per parallel parking space. Additional width is assumed for ADA-accessibility, including van accessibility, on each street frontage and within each planned public parking facility.

Parallel parking is recommended on Main Street and Little Avenue where right-of-way limitations exist. Angled parking is recommended on Depot and Wallace Avenues, First Street, Front Street, and Short Street.

### ***Off-Street Parking***

Off-street parking is shown for most existing and new buildings. Where space limitations preclude on-site parking for individual buildings, planned public parking should be sufficient to serve them. A phased approach is recommended for developing off-street public parking facilities, whereby the Urban Renewal Agency will work with affected property owners to acquire land and/or easements for surface parking facilities in the short-term, then improve those sites with multi-level parking structures as needed in the future. Parking facilities may also be developed through joint public-private partnerships.

### ***Public Plazas***

Gathering places such as plazas, outdoor seating areas, and other informal gathering places are important for the success of any downtown. The plaza in front of the Driggs City Center/Teton Geotourism Center in the SW Block has become an important public gathering space with a signature “gateway” landscape/hardscape feature in the colored concrete “river”, eye catching public art sculptures, and a bandstand. However, additional plaza spaces are recommended within walking distance from adjacent commercial and residential areas and, therefore, the framework plan designates additional plaza spaces in the other three blocks.

The framework plan is intended to implement the City’s commercial design standards, which require development to provide a percentage of open space for civic amenities. Instead of requiring each development site to provide its own plaza, the plan encourages the consolidation of civic space into larger public plazas, and the creation of pedestrian access ways connecting them to adjoining sidewalks. Plazas may also be developed through joint public-private partnerships. For example, where private parking facilities are placed underground, the surface rights could be reserved for public use. The proposed plazas each have a unique function.

Small, intimate plazas are envisioned in the NW, NE and SE Blocks, as these areas are not anticipated to attract large outdoor group gatherings. For example, on the SE Block, the framework plan is intended to “connect” building pods and clusters with pedestrian courtyards and passageways that will pull customers into the block and create more storefronts in addition to those on Main Street.

### ***Access and Circulation***

During the 2016 update process, stakeholders representing the NW and SW Blocks shared concerns about congestion around the West Little Avenue/Main Street

intersection, the city parking lot and associated driveways in the NW Block being used as a through street, as well as circulation issues within the SW Block.

Hales Engineering conducted a traffic analysis at the intersections of West Little and Main Street, and Depot Street and Main Street to better understand circulation in the study area. The City of Driggs provided both turning movements and street specific traffic counts to facilitate this study. Additional data from Idaho Transportation Department (ITD) was correlated with the physical count data to project seasonal traffic patterns and understand the operation of the signalized intersection at West Little Avenue and Main Street. The analysis and resulting recommendations may be found in Appendix G (Traffic Analysis).

The study found that traffic queuing on Main Street during peak periods remained at a reasonable length for both intersections. The signalized intersection Level of Service (LOS) during normal traffic periods is an A rating, meaning that traffic flows freely through the intersections. However, the rating shifted to an overall rating of B at peak times, meaning that there are short periods of congestion. The Depot Street and Main Street intersection LOS dropped from A to a C on Depot Street at peak times due to traffic backing up on Depot Street because of heavy traffic on Main Street. Adjusting the timing of the green light at West Little Avenue in favor of longer Main Street north south movement would lead to additional delays on the side streets and adversely affect the side street LOS for Depot Street. The side street timing at the signal is set to facilitate safe pedestrian crossing times for people of all ages and abilities more so than vehicle queuing. Due to the results of this analysis, adjustment to the signal timing are not recommended.

One option that the City is considering that would positively affect traffic movement through the West Little Avenue/Main Street intersection is the provision of a bypass road for heavy trucks. During the summer, heavy trucks utilize the signalized intersection to access a gravel pit on Ski Hill Road. These trucks are turning at the intersection and can create congestion for other users. The City has been considering providing a bypass road and signalized intersection further south outside of the downtown area to shift these turning movements onto less congested sections of Main Street. The relocation of truck traffic will not only benefit vehicular circulation in the downtown core but will also benefit pedestrian traffic because truck movements that extend through signal cycles reduce the time pedestrians have to safely cross the street. It is recommended that the City continue to pursue the truck bypass project to enhance circulation in the downtown core.

Another recommendation resulting from the comments of stakeholders and the downtown traffic analysis includes working with ITD to install removable planters to define a bulb out and center refuge island at the mid-block cross-walk in front of the Driggs City Center/Geotourism Center. Many pedestrians utilize this mid-block cross-walk, which crosses two travel lanes, a center two-way left turn lane, and two parking lanes on either side of the travel lanes. In the current configuration without planters, a pedestrian is exposed to vehicle traffic for approximately 58 feet. Removable planters will act as traffic calming measures and will reduce the walking distance across Main Street and pedestrian exposure time to vehicles. The proposed

improvements would reduce pedestrian exposure to as little as two 12-foot travel lane crossings. The removable planters also add aesthetic value to the Main Street streetscape and complement the concepts outlined in the City's commercial design standards and the Highway 33/Driggs Main Street Plan. Snow removal can be a challenge with bulb-outs and refuge islands, and, thus, it becomes advantageous to remove the planters during the winter months. See Figure 1 for an example of a removable planter that could be in place during the busy summer months but removed to facilitate snow plowing during the winter.



Figure 1. Examples of removable planters to shorten pedestrian walking distance.

Additional street improvements that will enhance circulation in the downtown core include the location and development of Front Street on the west side of the NW Block. Circulation will benefit if Front Street aligns with the existing street north of Depot Avenue and future extension south of West Little Avenue to the proposed transit center. These improvements will allow local traffic to parallel Main Street avoiding an area that will become increasingly congested. The improvements also encourage higher density development in the downtown core as it provides connectivity between key streets and destinations in the core.

It is recommended that the City act on a proposed trade with Huntsman Springs to relocate the Front Street right-of-way from the west side of the Huntsman parcel to the east side of the parcel. It is also recommended that in conjunction with the trade the City acquire an additional 32.5 feet of right-of-way width to bring the total right-of-way width to 82.5 feet, allowing for diagonal parking along Front Street, meeting the City's standard for the downtown core.

As detailed on the framework plan maps, the layout for each block provides access and circulation associated with internal parking areas, trash/recycling storage, and utilities. The proposed access points and service driveways generally correspond to the location of existing utilities and sewer easements. However, the Urban Renewal

Agency will need to work with the adjacent property owners to coordinate alley improvements and possibly modify some of the easements to accommodate both utilities and public access.

While access to individual properties and the interior of the blocks is critical, it is equally important to consider the quantity and locations of access points on streets and look for ways to minimize street access points. Each street access point adds potential points of conflict for both drivers and pedestrians. While it is necessary to provide access, points of conflict may be minimized with careful consideration of individual situations. Driveway spacing becomes a critical link to minimizing conflict. If multiple driveways are placed on opposite sides of the street at staggered locations, conflicts frequently occur in the median due to opposing left hand turns by vehicles entering or exiting the staggered driveways. Opposing left hand turns in combination with high traffic volumes multiplies the risk of conflict. Some simple solutions to minimize access conflicts include combined or shared access points, aligning access points on opposite sides of the street where possible, limiting or prohibiting access points in high traffic areas, or only permitting right-in/right-out access.

The framework plan recommends closing existing Main Street access points as redevelopment occurs, consistent with the City's commercial design standards. The intent is to consolidate vehicle accesses along the secondary streets and create a nearly continuous building wall along Main Street, with openings allowed only for pedestrian corridors and plazas. Any new vehicle access to Main Street should be limited to signalized intersections (e.g., 300 Main) or be restricted to right-in/right-out travel only, consistent with the Main Street Plan.

Pedestrian access and circulation through each block is recommended to be consistent with the City's commercial design standards and the planned locations of future Main Street crosswalks and plazas. Pedestrian access should include dedicated pedestrian corridors alongside interior parking and driveways with multiple mid-block connections to surrounding on-street parking. Connection between pedestrian corridors and building entrances should be direct and should not require a pedestrian to navigate through a parking lot or utilize a vehicle driveway as a pedestrian corridor to reach the building entrances.

The existing pedestrian alleyway along the back of the buildings fronting Main Street on the NW Block is a good example of a pedestrian corridor that can be greatly improved using the principals previously discussed. The pedestrian alley will better serve the block if the pedestrian corridor is extended through to Depot Street and is tied to Main Street at a roughly mid-block location via a small plaza. As the west and north sides of the NW Block redevelop, additional connections to the existing pedestrian corridor accessing Depot Street and the future Front Street will greatly enhance pedestrian access and circulation on the NW Block.

The same principals may be applied to the SW Block making sure that when the proposed transit center and associated parking are constructed, pedestrian corridors tie the transit center to West Little Avenue and Main Street. These corridors should

also provide connections to the Driggs City Center/Geotourism Center and the Broulim's commercial complex.

Similar pedestrian corridors will greatly benefit the SE and NE Blocks as interior parking is developed on those blocks. The maps for each block provide a generalized framework for pedestrian corridors that will require adjustment based upon the specific needs of future development in the downtown core.

### ***Streetscapes***

Typical “conceptual” streetscape sections and details have been developed for Main Street and the major cross streets, the key elements of which are on-street parking, wide sidewalks with furnishings, landscape planters with stormwater/snow storage management features, pedestrian-scale lighting, outdoor seating and plazas, and building entrances oriented to sidewalks and plaza areas. See Appendix B (Street Sections and Details) And Appendix C (Photograph Examples of Plan Elements) for plan graphics and examples.

Sidewalk widths are intended to create an attractive and functional downtown core that meets the needs of local businesses, community functions, and tourist-related trade. The sidewalks can be accommodated within existing right-of-way dimensions. With the exception of Short Street, plan implementation does not require any additional right-of-way acquisitions. A 12-foot to 16-foot sidewalk width is recommended, where the minimum widths would be a 6 to 8.5-foot pedestrian through zone, a 5-foot planter/furnishing zone, and a 2-foot storefront zone. Actual widths could be modified as needed by the city where right-of-way constraints exist or where additional area is provided, for example, for outdoor seating. See Appendices B and C for plan graphics and examples.

Proposed street furnishings include planters and/or tree wells with decorative grates, pedestrian lighting with optional banner/flower basket brackets, bicycle racks, water fountains, benches, and public art. Dimensions do not include curb extensions or any front yard setbacks. Again, see Appendices B and C for plan graphics and examples.

### ***Stormwater & Snow Management***

Stormwater management will become increasingly important as the downtown core develops and more of it is covered with buildings, pavement and other impervious surfaces. A high-water table, minimal elevation change, and limited permeability due to a large percentage of hard surface in the downtown core, along with long periods of frozen ground complicate stormwater management.

The City has taken a proactive approach to dealing with stormwater by recently completing a needed stormwater project on West Little Street as part of the street improvements and re-routing the groundwater sump pump line for the Colter Building to the Main Street stormwater network.

There are current stormwater management challenges at the intersection of Depot Street and Front Street across from the old railroad depot. Stormwater tends to

pond in this area and then spread across the vacant property to the southwest, eventually making its way to the existing Front Street right-of-way located along the irrigation canal.

Because of the shallow water table, the preferred solution to the Depot Street stormwater issues would be to obtain permission to send stormwater to the irrigation canal. However, relocation of the Front Street right-of-way adjacent to the NW Block, in line with the existing street alignment to the north, would open an opportunity to add subgrade stormwater infiltration chambers in the street right-of-way to accept surface water from Depot Street and the future surface improvements on Front Street.

Federal stormwater regulations require primary treatment of stormwater runoff from impermeable surfaces prior to infiltration. Catch basins tied to subsurface chambers meet the Federal guidelines when a treatment mechanism such as a snout is used in the catch basin or a treatment chamber is placed at the front of the infiltration chambers.

Because of the shallow water table, it is not reasonable to expect that infiltration chambers in Front Street will have the capacity to solve future drainage issues that will come with increased infill development. Therefore, it is important for each future project to provide its own stormwater management system on site, or if an area wide solution is preferred, through payments toward and connection into an area wide stormwater management system.

This plan also has taken into consideration creative alternatives that warrant further consideration. The upcoming Depot Street Improvement Project may provide an opportunity to experiment with some of the green streets concepts that are discussed below.

The framework plan contains a “green streets concept” to minimize impervious surfaces and allow for stormwater/snowmelt infiltration under sidewalks and parking strips or in stormwater planters. This approach can reduce or, in some cases, eliminate the need for a piped storm drainage system.

The “green” in green streets usually refers to water quality enhancement, where landscapes are planted with species that slowly break down oils and metals before discharging water into the water table. This approach has been used successfully in some northwest cities and resort areas. However, in cold climates green streets may have limited potential.

In Driggs, stormwater infiltration or “retention” can occur only when temperatures climb above freezing and the subgrade is not frozen. This greatly limits the options for infiltration. One option is the use of stormwater infiltration planters located adjacent to sidewalks, in parking areas, and within other landscape areas. The planters would double as snow storage areas in winter. With this hybrid approach, planters allow some infiltration and the excess runoff is collected in small grates or catch basins and conveyed to off-site disposal locations.



Area property owners and developers, mentioned a concern about high water tables that would limit the functionality of typical green streets design. Therefore, the green streets concept should be studied further for engineering feasibility and applicability to Driggs. If a feasible concept is found, future requests for proposals for downtown development should specify green streets as a required element in project designs.

*Streetscape concepts are provided in the Appendix B (Street Sections and Details). Green streets would be implemented with pavers, as shown in Depot Street Option 3. For more information on green streets, see the following web sites:*

*EPA Smart Growth:*

*<http://www.epa.gov/watertrain/smartgrowth/resources/resident.htm>*

*City of Portland:*

*<http://www.portlandonline.com/BES/index.cfm?c=defji>*

Just as some “Green Streets” concepts utilize plants to treat or absorb stormwater, structures may be designed with “Green Roofs” to achieve similar results. A Green Roof places plants on the roof that use all or a portion of the water collected by the roof. Green Roof structures are typically flat or very gently sloped. Green Roofs are typically designed to handle the additional weight of soil, plants, and water by being heavily reinforced. This type of design may only work in very limited applications once snow loads are factored in.

Another concept utilizing vegetation to absorb stormwater might be vertical gardens. Water collected on the roof could be directed into these gardens. This type of system can range from simple planter boxes tied to an outside wall, to a more complex greenhouse type structure built along the side of a wall. The green house structure has been successfully used in Jackson, Wyoming, as a method to provide fresh produce. The following website provides information about the Jackson project: <http://verticalharvestjackson.com/> Vertical gardens will very likely require additional water during dry periods to supplement the stormwater. The collection and storage of stormwater will be subject to state regulations.

Snow removal is also an integral part of stormwater management. In the winter, snow removal poses great challenges in higher density areas such as the downtown core. Locations for snow storage in interior parking and pedestrian access areas requires creativity. From the stormwater perspective, snow also complicates runoff and drainage. Snow piles can block drainage pathways and cause ponding and flooding during heavy melt periods and late winter/early spring rain events. Snow storage also increases localized runoff during melting periods. The concentrated runoff can at times overwhelm the stormwater infrastructure or can occur in places where infrastructure does not exist, thereby causing ponding and flooding with potential to damage property. Removal of snow from the downtown core can help minimize ponding and flooding, as well as reduce the impact of melting snow on infiltration systems.

### ***Utility Corridors***

The proposed framework plan is intended to accommodate underground utilities within planned access ways (e.g., streets, driveways, and pedestrian ways). The specific location and alignment of utilities in the NW and SW Blocks reflect current and future conditions.

Propane is the primary heating fuel for many buildings in Driggs. Typically, propane tanks are located on-site, either above or below grade. In discussing options for development, area property owners, developers, and the City expressed a desire to have propane tanks co-located to the extent possible, subject to fire and life safety requirements, and placed underground to conserve surface areas for parking, circulation, and plazas. For example, the Colter building has been developed with a “bank” of underground propane tanks. Therefore, spaces should be reserved internal to each block where developers can similarly co-locate propane tanks.

Water, sewer, power, and communication lines run through many of the blocks to provide service to interior uses. It is reasonable to expect that as infill development occurs additional utilities may need to be run mid-block. These utilities are best located in driveway and parking areas where they are protected by hard surfaces but are accessible for maintenance.

If the City chooses to relocate Front Street from the right-of-way along the canal to an alignment matching the street right-of-way to the north, the existing water and sewer line in the current right-of-way will need to be abandoned. The existing water line is parallel to the sewer line a few hundred feet to the west and has no services connected. The existing sewer line does not carry flow from other lines and has no service connections. At the time the relocated Front Street is improved, a new water and sewer line will be required. It is recommended that the City quickly abandon the current water and sewer line so that there is no expectation by property owners to tie into the lines.

### Preliminary Findings

#### *NW Blocks*

Realignment of Front Street as shown on the framework map would create an additional half block of development potential to the west and facilitate master planning of a central parking/plaza area on the main block. The Urban Renewal Agency should continue working with affected property owners to facilitate the street realignment.

New development and redevelopment could add approximately 180,880 square feet to the existing 55,720 square feet of active/currently functional commercial space. As of January 2008, there were only 11 dwelling units planned (Henri Building), though an additional (approx.) 59-148 dwellings could be developed under low- and medium-intensity commercial development scenarios.

The resulting parking demand from development/redevelopment of the NW block is 219-709 spaces. A total potential supply of 544 parking spaces is available from 159 potential on-street parking spaces, plus 51 private spaces, plus up to 334 public spaces on three levels (using a convertible plaza with an additional 2 levels of parking). In conclusion, the NW Blocks can meet parking demands under the low- and medium-intensity development scenarios, but additional off-site parking would be required under the high-intensity scenario. If an off-site public parking facility is developed on the SW Block in conjunction with the proposed transit center, the facility may also serve as an overflow parking reserve for the NW block.

The 2015 redevelopment of West Little Avenue included parallel parking, bike lanes, and wide sidewalks, and is shown on the NW Block plan. A phased approach is recommended for developing off-street public parking facilities, whereby the Urban Renewal Agency could acquire land or easements for surface parking facilities in the short-term, then redevelop the site with a multi-level parking structure as needed in the future. Phased improvements to the existing public parking lot in the NW Block can also improve existing access and circulation. The proposed short-term improvements should not preclude or complicate future developments.

Parking facilities may also be developed through joint public-private partnerships. The plan allows for new public parking on current private property (e.g., See-n-Save and old lumber yard). This configuration would require the City to purchase the land or form a partnership with a future developer of the land. The need for the additional parking provided on the property would most likely be the result of development on the parcel in question and thus could be addressed with the development approval. Removal of the chain-link fence between the old lumber yard (See-n-Save) lot and the City parking lot is recommended when the property redevelops.

Several pedestrian access ways connecting to Main Street, Little Avenue, Front, and Depot are shown, consistent with the City's commercial design standards.

### **SW Block**

The SW Block can add approximately 14,325 square feet to the existing 19,800 square feet of commercial space, most of which would be supplied by a new building fronting West Little Avenue. The development capacity excludes the existing grocery store, hardware store, clothing store, corner drug store, and bank buildings as these structures have been built or remodeled recently and have sufficient parking. The tire store will not likely change uses for a long time and thus has also been excluded from the calculations. The oil company site has been proposed as the location of a future Front Street extension and thus has also been excluded from the development capacity calculations. If these circumstances change, the framework plan should be revisited and updated as needed. Finally, the block does not appear to have any dwelling units, although approximately 5-11 dwellings could be developed in the new building fronting West Little Avenue under the medium- and high-intensity development scenarios.

Realignment of Front Street as depicted on the NW Blocks Plan would create an offset intersection with the existing Broulim's Shopping Center access on Little Avenue. However, Front Street could be lined up with a new access to the proposed public park & ride lot located north of Ace Hardware. As proposed, the extension of Front Street south of West Little Avenue would not only provide additional access to public parking and the shopping center but would create a future possibility of extending along the old railroad line behind Broulim's. The ability to extend Front Street to the south of the shopping center may prove advantageous to circulation in the downtown core in the future.

The City should encourage the installation of additional traffic calming at the entrance to the Huntsman Springs development (outside urban renewal district) on West Little Avenue.

The framework plan identifies the proposed public park and ride/overflow parking facility behind Driggs City Center/Geotourism Center on a currently vacant commercial pad adjacent to the hardware store. While the City is moving forward with plans to add approximately 110 parking spaces at this site, it is recommended that this additional parking include at least a dozen pull through parking stalls and appropriate street signage directing RV, bus, and trailer traffic to these stalls. It is also recommended that pedestrian access tie directly to West Little Street, the shopping, and the Driggs City Center/Geotourism Center with appropriate signage. If properly signed and easily accessible, the pull through parking near the downtown core will help alleviate boat and trailer parking concerns mentioned by stakeholders on both the NW and SW Blocks.

As infill occurs in the downtown core, it may become advantageous to redevelop the park-and-ride parking facility as a multi-level parking structure. Development of ground floor retail may become a feasible option associated with the multi-level parking structure as density increases in the downtown core.

Potential commercial parking demand for the SW Block totals 147-180 spaces. Potential supply includes 28 potential on-street parking spaces, 21 private spaces,

plus up to 160 public spaces (civic/transit complex parking), for a total potential supply of 209 parking spaces.

In conclusion, the SW Block can meet parking demands under the high-intensity development scenario with only surface parking, but additional parking may be needed for transit patrons, or to accommodate special event parking associated with the Driggs City Center/Geotourism Center.

### ***NE Block***

The analysis of development and redevelopment potential on the NE Block assumes the courthouse building, Key Bank, American Legion, and all existing buildings fronting East Little Avenue remain. Other buildings are assumed to be candidates for future redevelopment. Existing buildings may redevelop over time but the plan is not contingent upon that happening; it can accommodate existing uses.

The existing bank drive-thru is shown as reconfigured to the rear of the building so that existing Main Street driveways can be closed and buildings can be developed or expanded in their place. Based on discussions with Key Bank representatives, the plan allows the option of retaining on-site parking with the bank. However, the owner may find it is more practical to use this area for an expanded building or bank vestibule fronting Main Street. Reconfiguration of the drive-thru is contingent upon the owner or Urban Renewal Agency acquiring an easement or property to the east. Based on discussions with property owners, the proposed system of access ways and parking appear feasible without the threat of condemnation. However, the Agency retains its authority to pursue condemnation for parking and other public projects.

The NE Block could add approximately 37,180 square feet to the existing 89,580 square feet of commercial space. Currently, the block has dwelling units fronting onto First Street, and an additional (approx.) 38-50 dwellings could be developed under the low- and medium-intensity commercial development scenarios.

The resulting commercial parking demand in the NE block is 226-428 spaces. Potential supply includes 104 potential on-street parking spaces, plus 122 private spaces, plus up to 95-270 public spaces on one to three levels, for a total potential supply of 305-496 parking spaces. In conclusion, the NE Block can meet parking demands under the various development scenarios with planned parking.

Several pedestrian access ways connecting to Main Street, Depot, Wallace, Little, and First Street are proposed, consistent with the City's commercial design standards.

### ***SE Block***

The analysis of development and redevelopment potential on the SE Block assumes the existing one- and two-story commercial buildings on East Little Avenue remain. It also assumes that the existing "L" shaped building mid-block fronting Main Street, and the existing one-story office buildings internal to the block remain. Other buildings have redevelopment potential. The plan accounts for accommodation of existing uses with a natural gradual redevelopment as the downtown core evolves.

## PRELIMINARY FINDINGS

---

One vehicle access from Main Street is retained to serve the “L” shaped building and to provide access to an expanded public parking facility. Several pedestrian access ways connecting to Main Street, East Little Avenue and First Street are also shown, consistent with the City’s commercial design standards.

The SE Block could add approximately 60,140 square feet to the existing 180,140 square feet of commercial space. Currently, the block has dwelling units fronting onto First Street and there is a mobile home park in the south third of the block. An additional (approx.) 96-125 dwellings could be developed under the low- and medium-intensity commercial development scenarios, subject to redevelopment of some existing dwellings, such as the mobile home park.

The resulting commercial parking demand for the SE Block is 263-675 spaces. Potential supply includes 129 potential on-street parking spaces, plus 239 private spaces, plus up to 114-330 public spaces on one to three levels, for a total potential supply of 464-698 parking spaces. In conclusion, the SE Block can meet parking demands under the various development scenarios with planned parking.

## **Action Plan**

### **Short-Term (1 – 2 Years)**

The following items should be pursued in the short-term:

- Work with the City of Driggs to consider allowing overnight parking in interior public parking lots by permit only and provide overnight and large vehicle parking outside the downtown core either through purchase of property or preferably through public/private partnership in underutilized areas such as Broulim’s parking along Main Street.
- Install removable mid-block cross-walk landscape planters on Main Street to reduce exposure time for pedestrians, calm traffic, and improve aesthetics.
- Make low-cost changes to the public parking lot in the NW Block to improve circulation.
  - Restrict the north access to Depot Street to one-way traffic northbound.
  - Place an asphalt seal coat over the parking lot and restripe to prevent confusion on where parking stalls are located. Stripe a pick up/drop off area behind the Fremont Building.
  - Place curbing or a narrow (perhaps metal) public art sculpture between the south end of the parking and the sidewalk to prevent vehicles from driving on the West Little Avenue sidewalk.
  - Widen the south access to West Little to 32-ft in order to better accommodate larger vehicles. Stripe entrance and exit lanes.
  - Add landscape islands within the parking lot to delineate the parking during the winter and to meet the City’s Commercial Design Standards.
  - Consider opening interior access to the See-n-Save property to allow for cars to circulate through to the public parking lot. If access is granted, require See-n-Save to stripe diagonal parking along their east property line providing 10 to 12 parking stalls and delineate their driveway and entrance only.
- Submit a recommendation to the Corner Drug property owner that they allow the City to stripe and sign the access onto Main Street from parking adjacent to Barrels-n-Bins as a right turn only exit.
- Relocate the sidewalk on the north side of the Driggs City Center/Geotourism Center to be against the building and extend the roof to allow for pedestrian access during the winter.
- Begin assembling right-of-way and/or easements for planned parking areas and public alleys. This includes the access to the Driggs City Center/Geotourism Center parking spaces in front of the Geotourism Center, a 30-ft right-of-way to access the NW Block parking lot from the west.

- Pursue property trade with Huntsman to realign the Front Street right-of-way between Depot Street and West Little Avenue with the existing right-of-way to the north.
- Engineering feasibility, including water level test pits, for underground parking on the NE Block; determine planning-level costs.
- Engineering feasibility for stormwater management options, including “green streets” concepts; determine planning-level costs.
- Work with City to add language promoting green roof and vertical garden concepts to City ordinances and standards.
- Establish budgets and funding strategies, and solicit design proposals, for one or more “catalyst” projects in the downtown. Involve the community in the preliminary design phase to “make it their own.”
- Expand surface level parking in conjunction with public plaza on NW, NE and SE Blocks.
- Pursue improvements to Depot Street in conjunction with private developments in the area.

### ***Mid-Term (3 – 5 Years)***

The following items should be pursued in the mid-term:

- Complete final design and construction phases of “catalyst” projects.
- Begin streetscape design for Short Street and First Street in the SE block.
- Create a “gateways framework plan” to encompass properties located outside the four-block core area but within the urban renewal district.
- Construct the downtown transit center and park-n-ride parking lot.
- Continue to pursue expansion of surface level parking on the NW, NE, and SE Blocks.
- Work with regional partners in developing alternative truck routes that avoid downtown.
- Monitor development with regard to parking supply/demand.
- Review and update the Downtown Core Framework Plan

### ***Long-Term (6 Years +)***

The following items should be pursued in the long-term:

- Acquire right-of-way and pursue development through bulk fuel terminal for extension of Front Street south to public park & ride/overflow parking.
- Pursue extension of Front Street to south behind Broulim’s to provide connectivity to future development outside the downtown core.



- As high intensity development occurs on NW and NE Blocks and additional parking becomes necessary, construct multilevel parking structures.
- Review and update Downtown Core Framework Plan



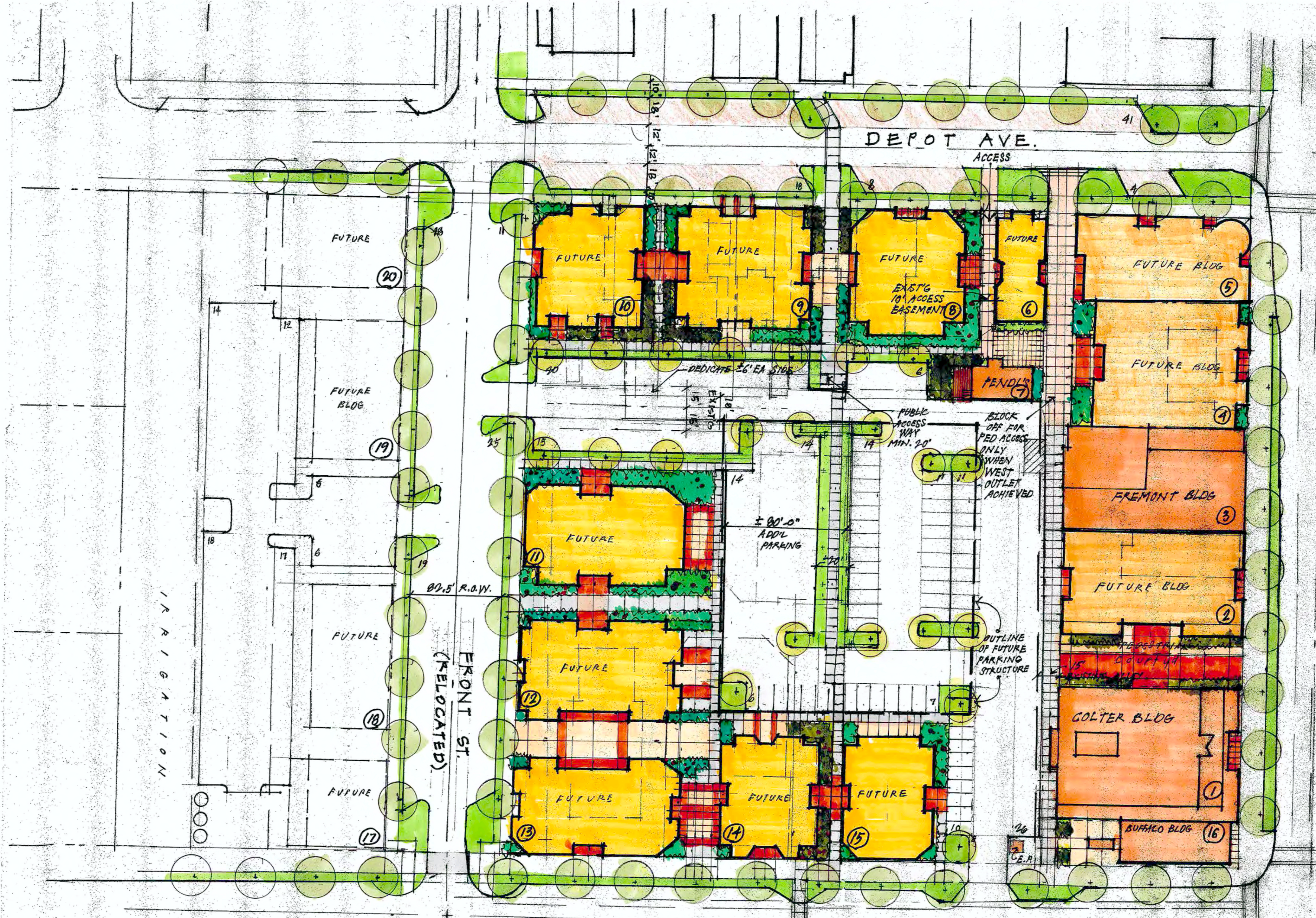
# DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

## A. Framework Plans





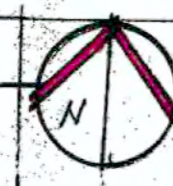
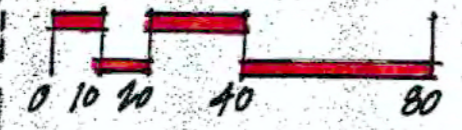




LONG TERM



1"= 40'-0" 5/20/17 RGT



NEW VEHICULAR CONNECTION

TO TRANSIT CENTER





RELOCATED FRONT ST.

LITTLE AVE

MAIN STREET

HARTSHORN OIL

OK TIRE

OK TIRE

NEW PUBLIC SPACE

FUTURE BUILDING

CORNER DRUG

PEDESTRIAN ACCESSWAY

NEW PARKING

EXIST'G EASEMT 30'

EXIST'G EASEMT

SEWER BLDG

EXIST'G 30' ROW EASEMT

CHANGE TO RIGHT IN / RIGHT OUT ONLY

TRANSIT CENTER  
106 PKG SP.

TOURISM CENTER

CITY HALL /  
COMMUNITY CENTER

PUBLIC PLAZA

BAND SHELL

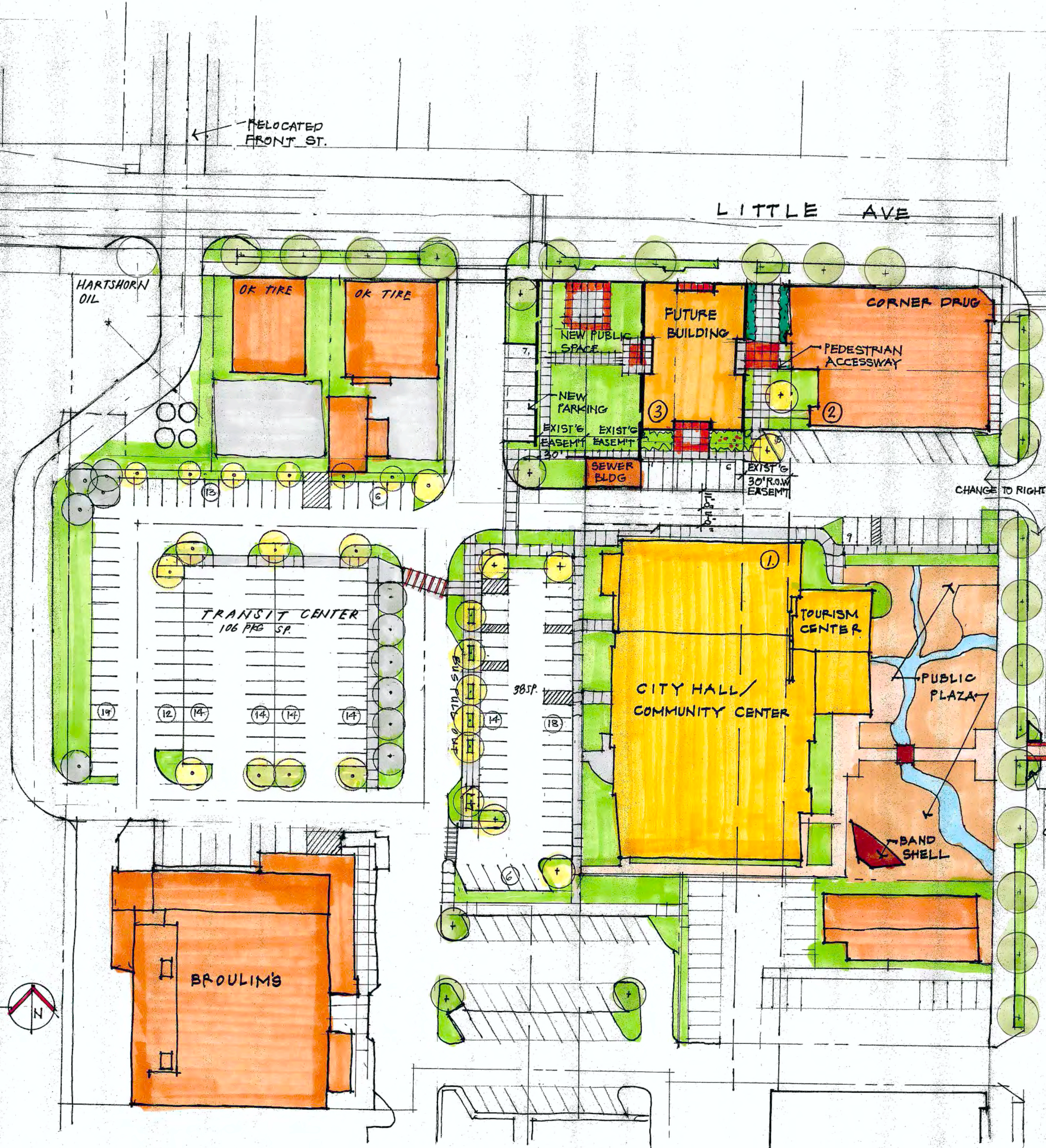
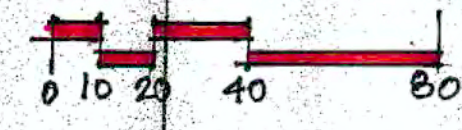
TEMPORARY REMOVABLE  
SEASONAL  
PLANTER  
CURB EXTENSIONS

BROULIM'S

SW

1" = 40'-0"

12.10.16  
5.20.17





DEPOT

33

AMERICAN LEGION

COUNTY COURTHOUSE

EXISTE  
EXISTING

EXISTING

EXISTING

95 GRADE LEVEL SPACES

3 LEVEL PARKING STRUCTURE (± 270 SP)

EXISTING

NEW

NEW

MAIN

KEY BANK

EXISTING

EXISTING

EXISTING

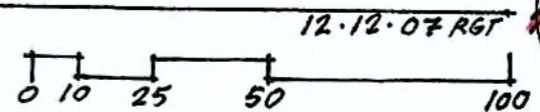
EXISTING

FIRST

LITTLE

NE

1" = 40'-0"



DRIGGS



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 16067 SW Boones Ferry Road, Lake Oswego, Or. 97035  
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**TAHRAN ARCHITECTURE & PLANNING, LLC**  
 13741 SW Knaus Road, Lake Oswego, Oregon 97034  
 Ph: 503-539-8802, Email: ralphtahran@comcast.net



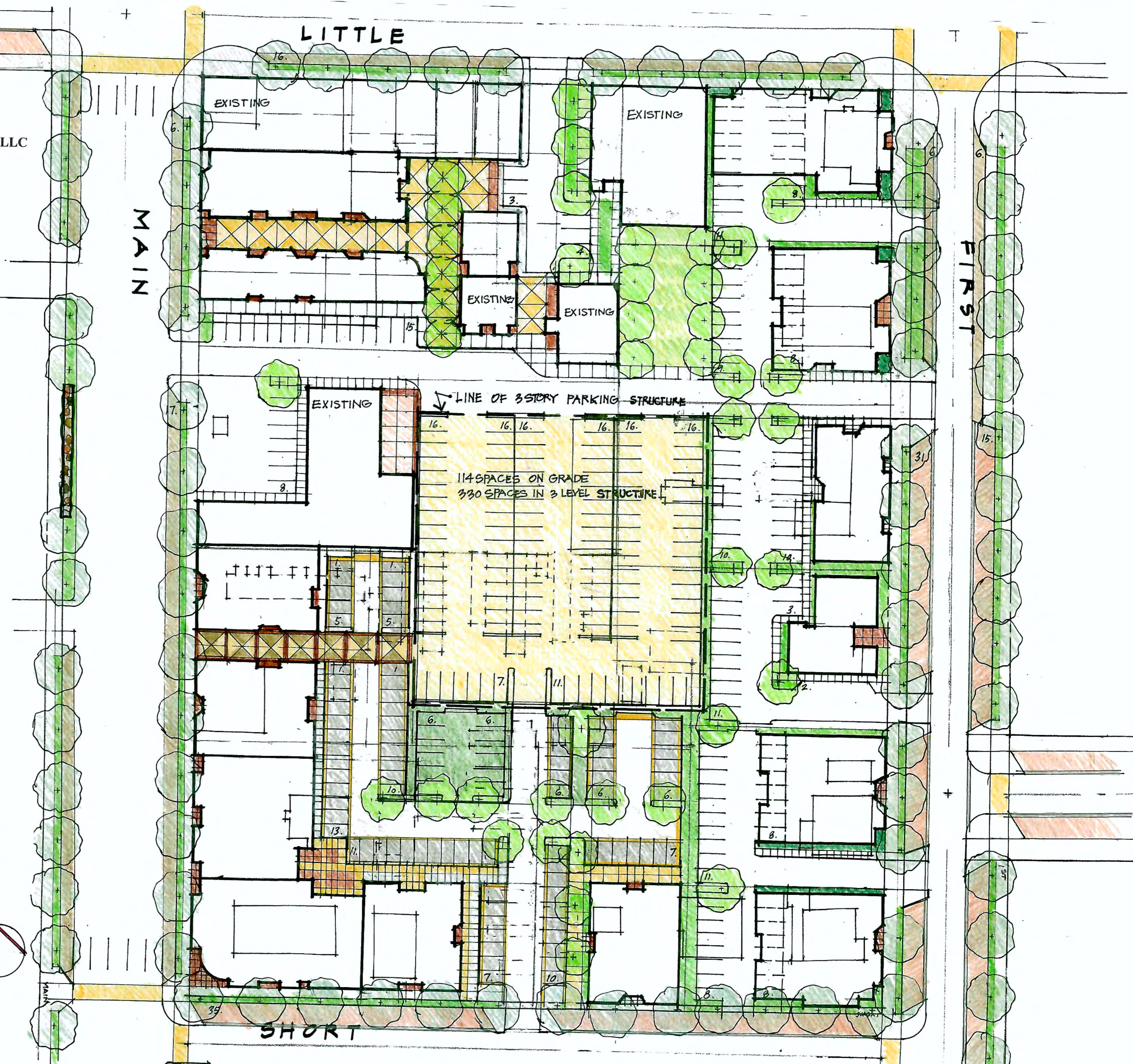
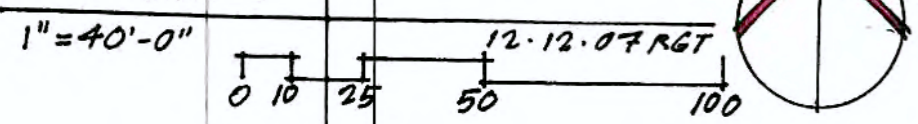
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# DRIGGS

# SE



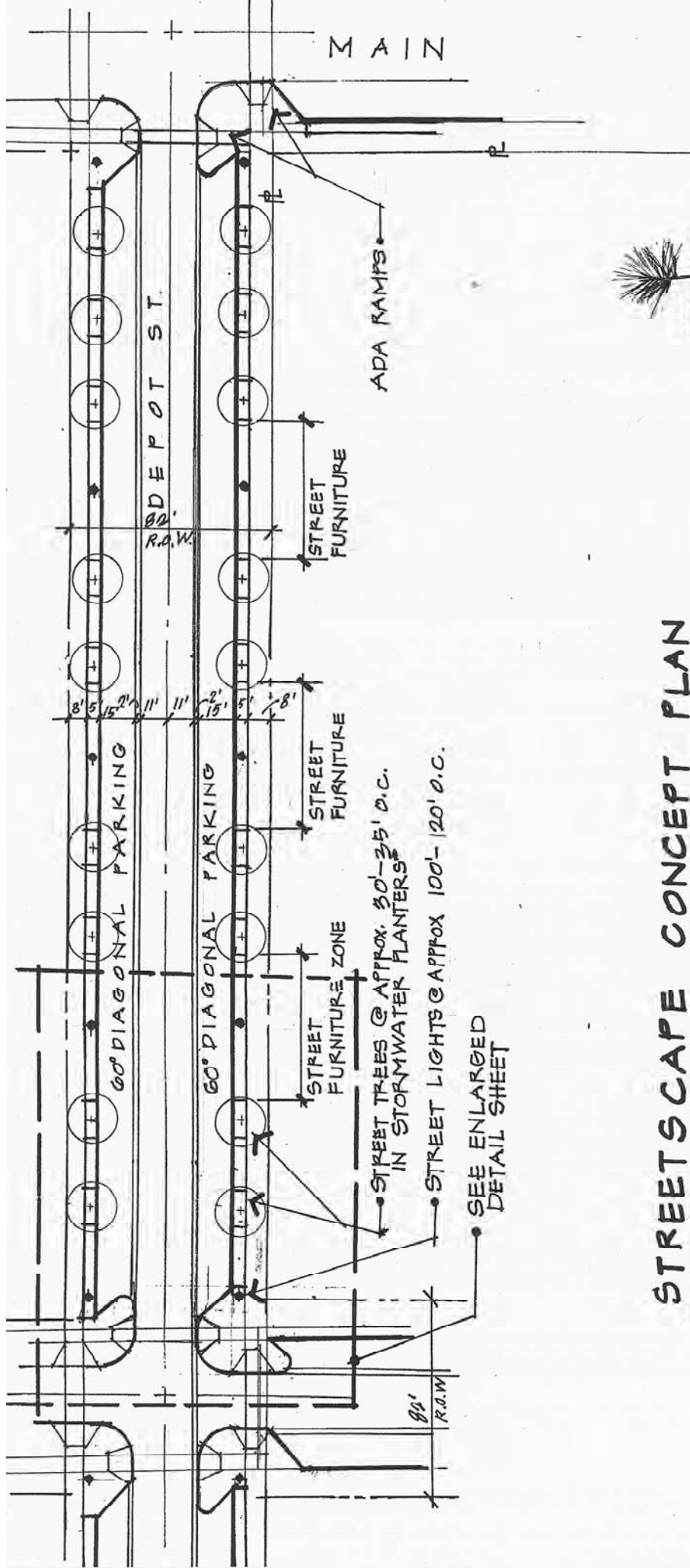


## DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

### B. Street Sections and Details







# STREETSCAPE CONCEPT PLAN

2.13.08 Rev

1" = 40'-0"

- DEPOT ST.
- FRONT ST.
- LITTLE
- FIRST
- SHORT

STREET TREES @ APPROX. 30'-25' O.C.  
 IN STORMWATER PLANTERS

STREET LIGHTS @ APPROX 100'-120' O.C.

SEE ENLARGED  
 DETAIL SHEET

DEPOT ST.

ADA RAMP

STREET FURNITURE

STREET FURNITURE

STREET FURNITURE ZONE

60° DIAGONAL PARKING

60° DIAGONAL PARKING

80' R.O.M.

8' 5"

15' 2"

11'

11'

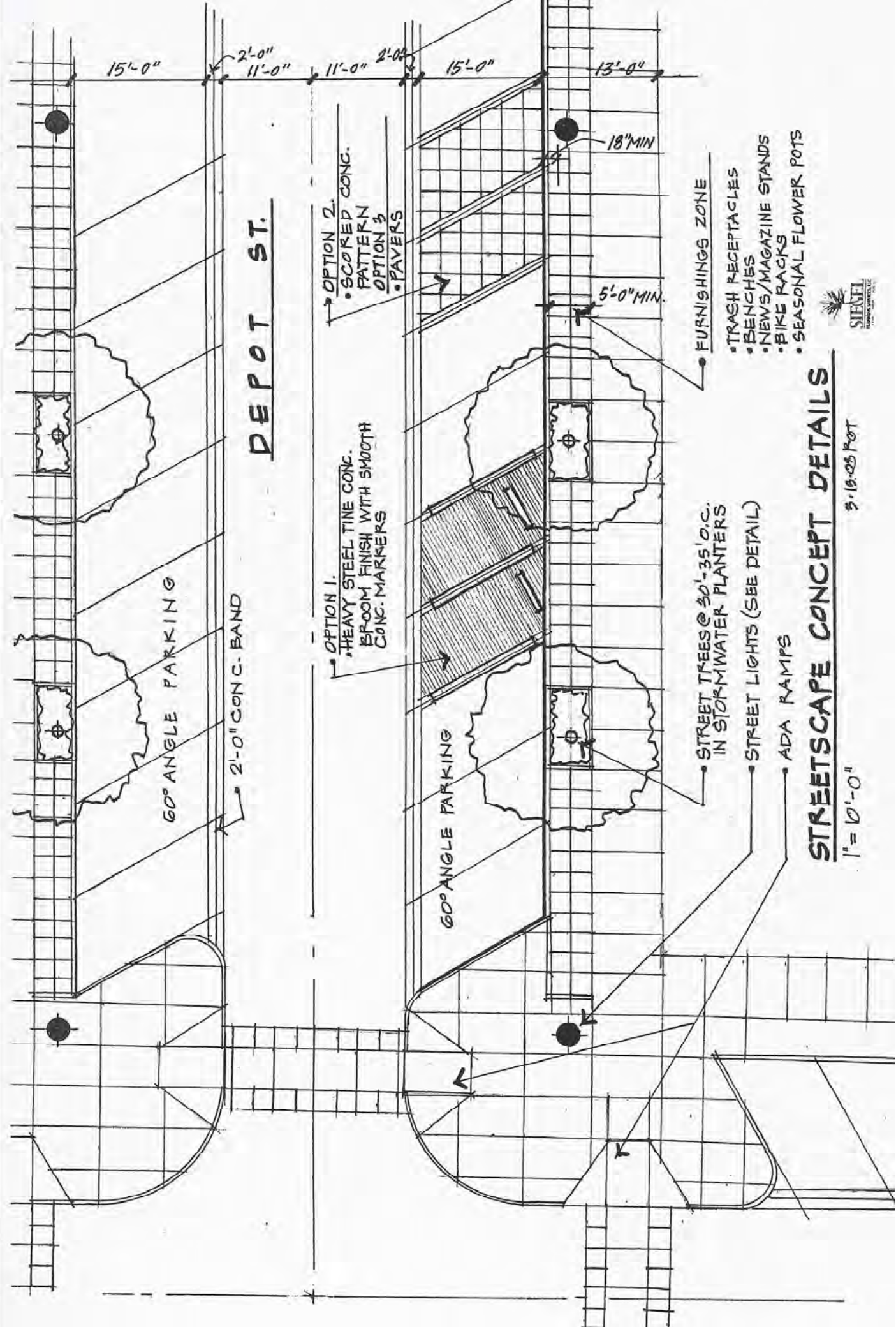
2' 15'

5'

8'

MAIN





**DEPOT ST.**

60° ANGLE PARKING

2'-0" CONC. BAND

60° ANGLE PARKING

- OPTION 2.  
 • SCORED CONG.  
 PATTERN  
 OPTION 3  
 • PAVERS

- OPTION 1.  
 • HEAVY STEEL TINE CONG.  
 BROOM FINISH WITH SMOOTH  
 CONG. MARKERS

FURNISHINGS ZONE

- TRASH RECEPTACLES
- BENCHES
- NEWS/MAGAZINE STANDS
- BIKE RACKS
- SEASONAL FLOWER POTS

STREET TREES @ 30'-35' O.C.  
 IN STORMWATER PLANTERS

STREET LIGHTS (SEE DETAIL)

ADA RAMPS

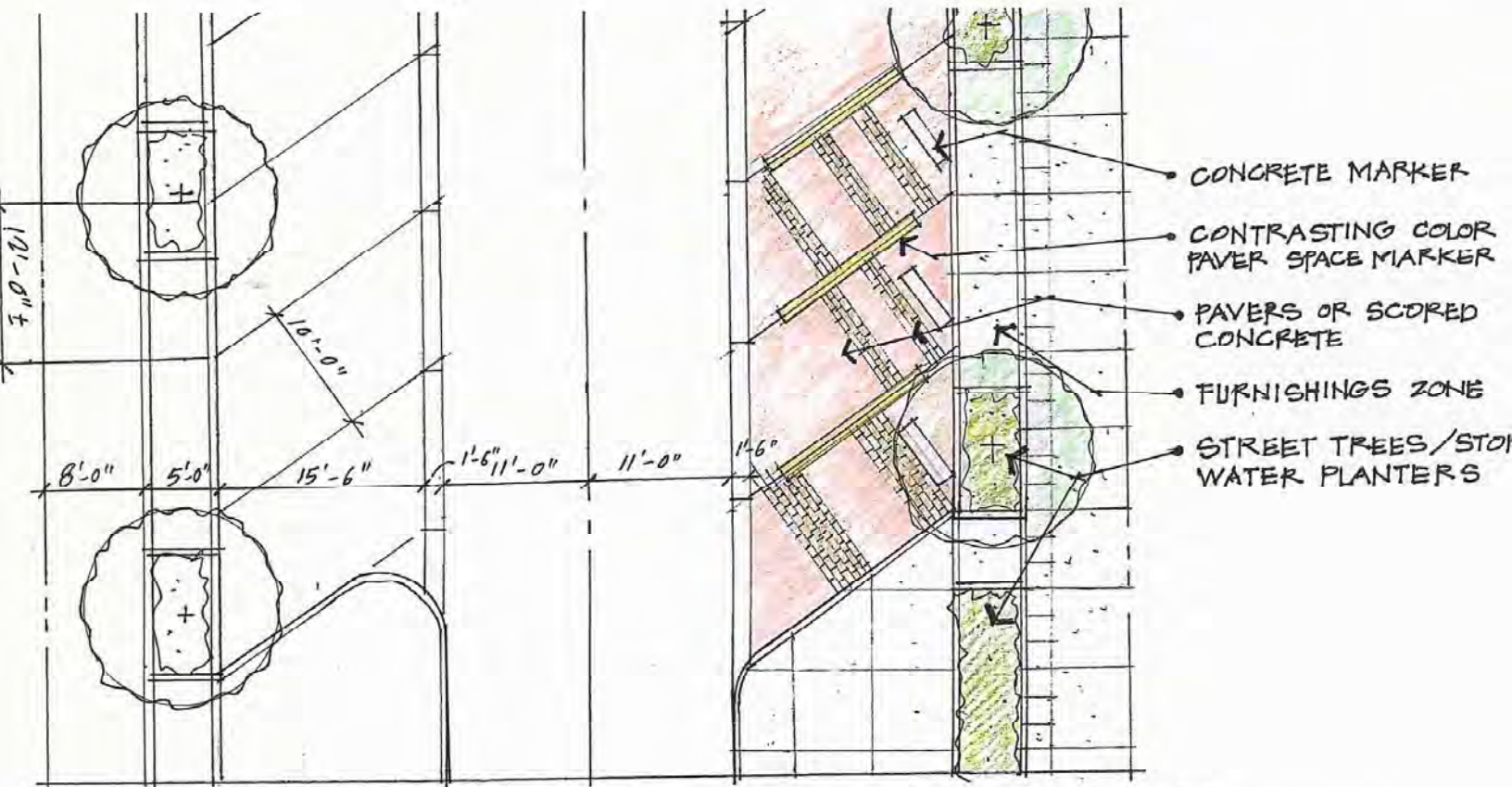
**STREETSCAPE CONCEPT DETAILS**

1" = 10'-0"

3-18-03 POT



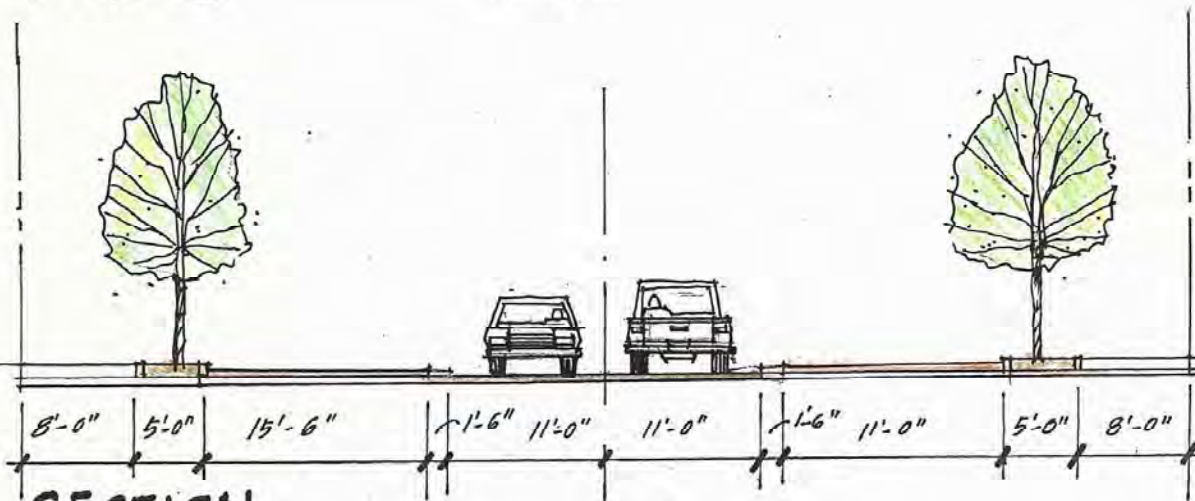




**PLAN VIEW • DEPOT • FRONT • LITTLE • FIRST • SHORT**

1" = 10'-0"

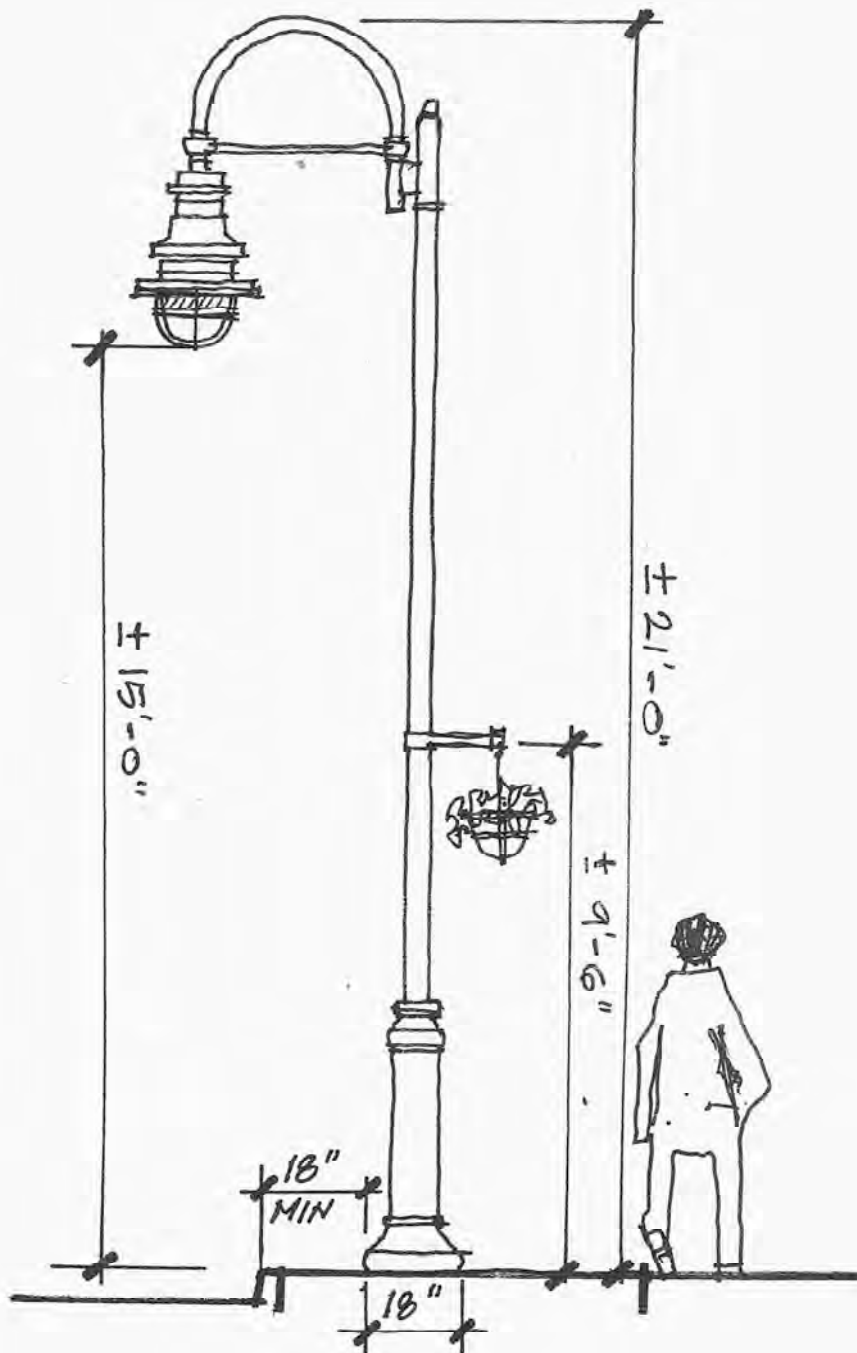
1-7-08 PER



**SECTION**

1" = 10'-0"





STREETLIGHT DETAIL "SHEPARD'S CROOK TYPE  
PER DARK SKY REQUIREMENTS





## DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

### C. Photograph Examples of Plan Elements



# Driggs Downtown Core Framework

## Typical Intersection Treatment

Drainage ribbon with potential stormwater planter

Angled parking w/bollards

Crosswalk pavers

Curb extensions



## Example of Bollards and Pavers/Pavement Scoring Patterns in Pedestrian Areas





# Driggs Downtown Core Framework

**Examples of Pedestrian Amenities in 12'-16' Sidewalk**



**Example of Drainage Ribbon and Potential Stormwater Planter/Snow Storage Area on Side Streets**





# Driggs Downtown Core Framework

**Example of Curbed Sidewalk and Potential Stormwater Planter/Snow Storage Area on Main Street**



**Example of Plaza or Convertible Parking Area With Commercial Storefronts**







# Driggs Downtown Core Framework

**Example of Pavers/Pavement Scoring Patterns and Pedestrian Plaza With Furnishings**



**Example of Pedestrian Plaza**





# Driggs Downtown Core Framework

**Plaza Example Incorporating Water Feature and Convertible Canopy**



**Example of Pavers/Pavement Scoring Patterns and Bollards at Intersection**





## Driggs Downtown Core Framework

**Example of 12'-16' Sidewalk With Pedestrian Amenities; Driveway Entrance to Recessed Parking Lot or Parking Structure (right)**



**Example of Parking Structure (1/2 story below grade, 2-3 stories above grade)**



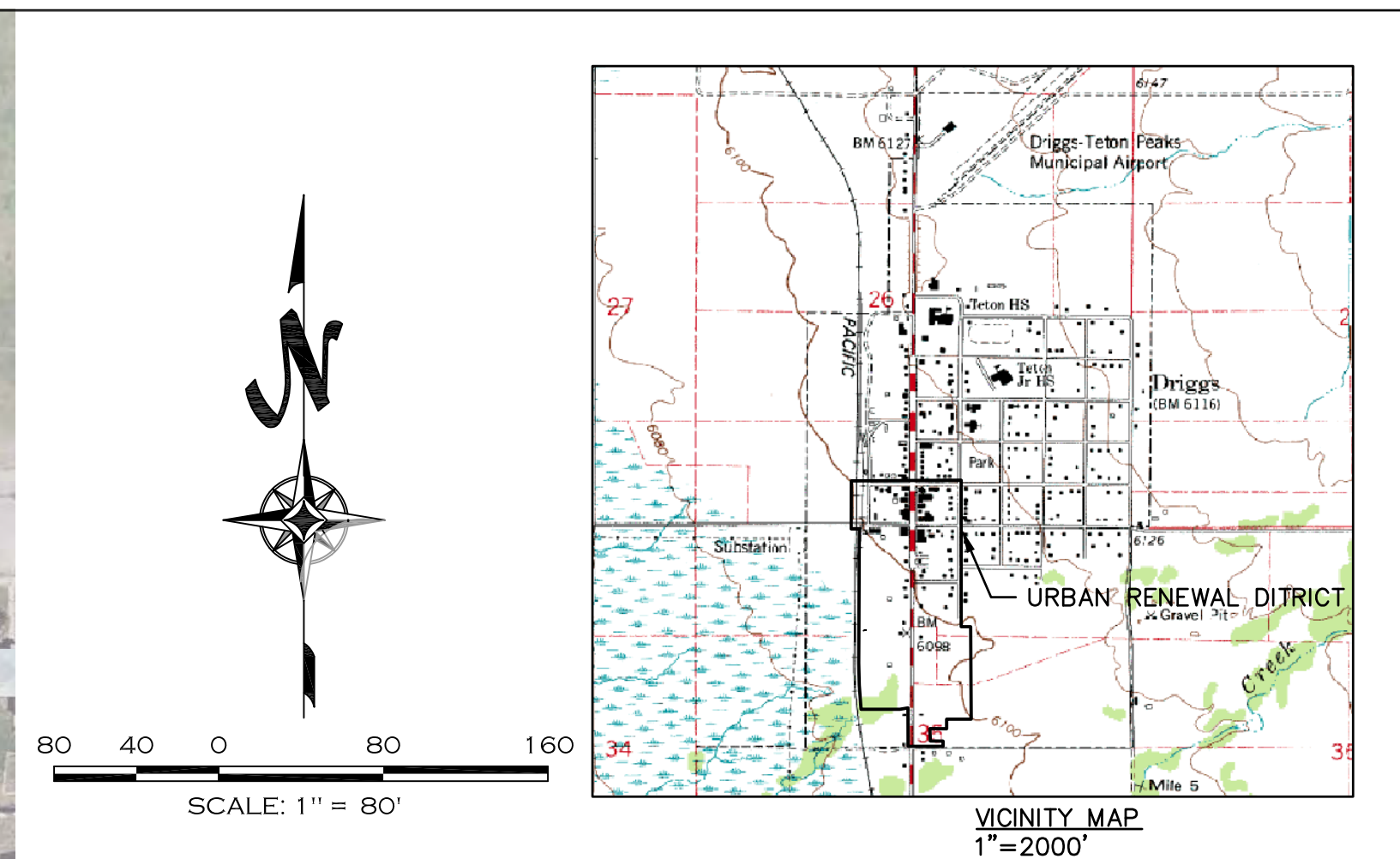
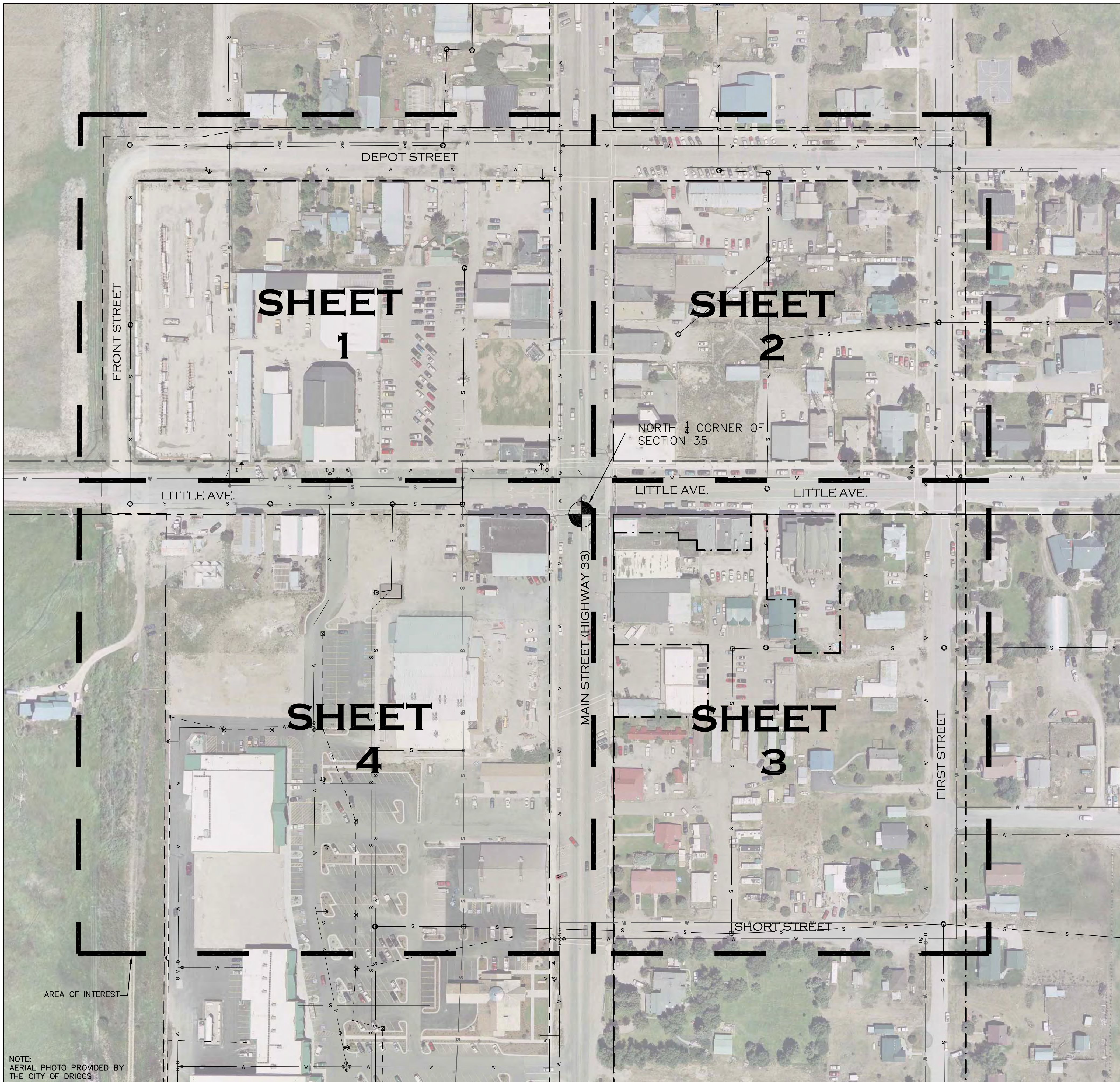


## DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

### D. Utilities and Easements Maps








**LEGEND**

— s — s —	SANITARY SEWER LINE
○	SANITARY SEWER MANHOLE
— s — s —	ABANDONED SEWER LINE
— w — w —	WATER SERVICE LINE
⊙	WATER SERVICE VALVE
— w — w —	ABANDONED WATER LINE
WM	WATER METER
⋈	FIRE HYDRANT
- - - - -	STORM DRAIN LINE
⊠	STORM WATER INTAKE
— — — — —	EXISTING EASEMENT
- - - - -	PUBLIC PARKING
- - - - -	PLATED ALLEY
- - - - -	EXISTING URBAN RENEWAL DISTRICT
- - - - -	URBAN RENEWAL DISTRICT ANNEXATION
- - - - -	EXISTING RIGHT-OF-WAY

**GENERAL NOTES**

- NO TOPOGRAPHIC SURVEY OR PROPERTY SURVEY WAS PERFORMED. INFORMATION SHOWN ON THE DRAWING WAS TAKEN FROM EXISTING RECORDS. LOCATIONS AND SIZES OF ALL UTILITIES AND PROPERTY LINES ARE APPROXIMATE AND SHOULD BE VERIFIED WITH AN ON THE GROUND SURVEY.
- UTILITIES SHOWN ON THESE DRAWING ARE FROM AVAILABLE INFORMATION AND ARE APPROXIMATE. THERE MAY BE ADDITIONAL EXISTING UTILITIES NOT SHOWN.

NOTE:  
AERIAL PHOTO PROVIDED BY  
THE CITY OF DRIGGS



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---

PREPARED FOR  
**URBAN RENEWAL DISTRICT**  
AGENCY  
P.O. BOX 48  
DRIGGS, ID 83422  
208-354-2500

---

SCALE: 1"=80'	DESIGNED BY: JTM	DRAWN BY: CJR	CHECKED BY: JFZ
PROJ. #: 07050-065-1			

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**EXISTING UTILITIES**  
**DRIGGS URBAN RENEWAL AREA**

**SHEET KEY**

---

DATE: 2/18/2008

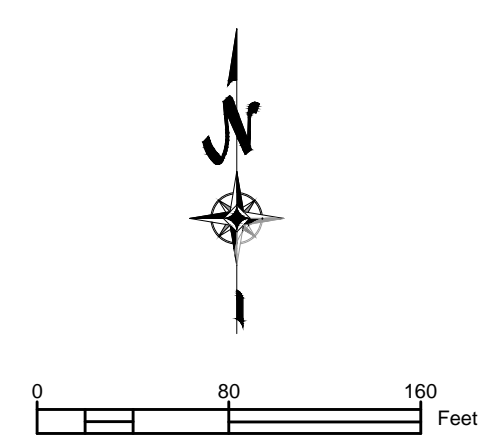
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**LEGEND**

	UNDERGROUND COMMUNICATION LINE
	OVERHEAD COMMUNICATION LINE
	UNDERGROUND ELECTRIC LINE
	OVERHEAD ELECTRIC LINE
	SANITARY SEWER LINE
	SANITARY SEWER MANHOLE
	ABANDONED SEWER LINE
	WATER SERVICE LINE
	WATER SERVICE VALVE
	ABANDONED WATER LINE
	WATER METER
	FIRE HYDRANT
	PUBLIC PARKING
	PUBLIC ALLEY (PLATTED)
	EXISTING RIGHT-OF-WAY
	SEWER LINE ACCESS EASEMENT
	UNDERGROUND TELEPHONE EASEMENT
	INGRESS/EGRESS EASEMENT
	PRIVATE ACCESS EASEMENT



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 STATE OF IDAHO

AQUA  
 ENGINEERING  
 533 W 2600 S, SUITE 275, BOUNTIFUL, UT 84010  
 PHONE (801) 299-1327 FAX (801) 299-0153

SCALE: 1" = 40'	DATE: 12/22/2016	DRAWN BY: JZ	CHECKED BY:	PROJ. #: 1300146
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**PROJECT NAME**

**EXISTING UTILITIES**

**URBAN RENEWAL DISTRICT**

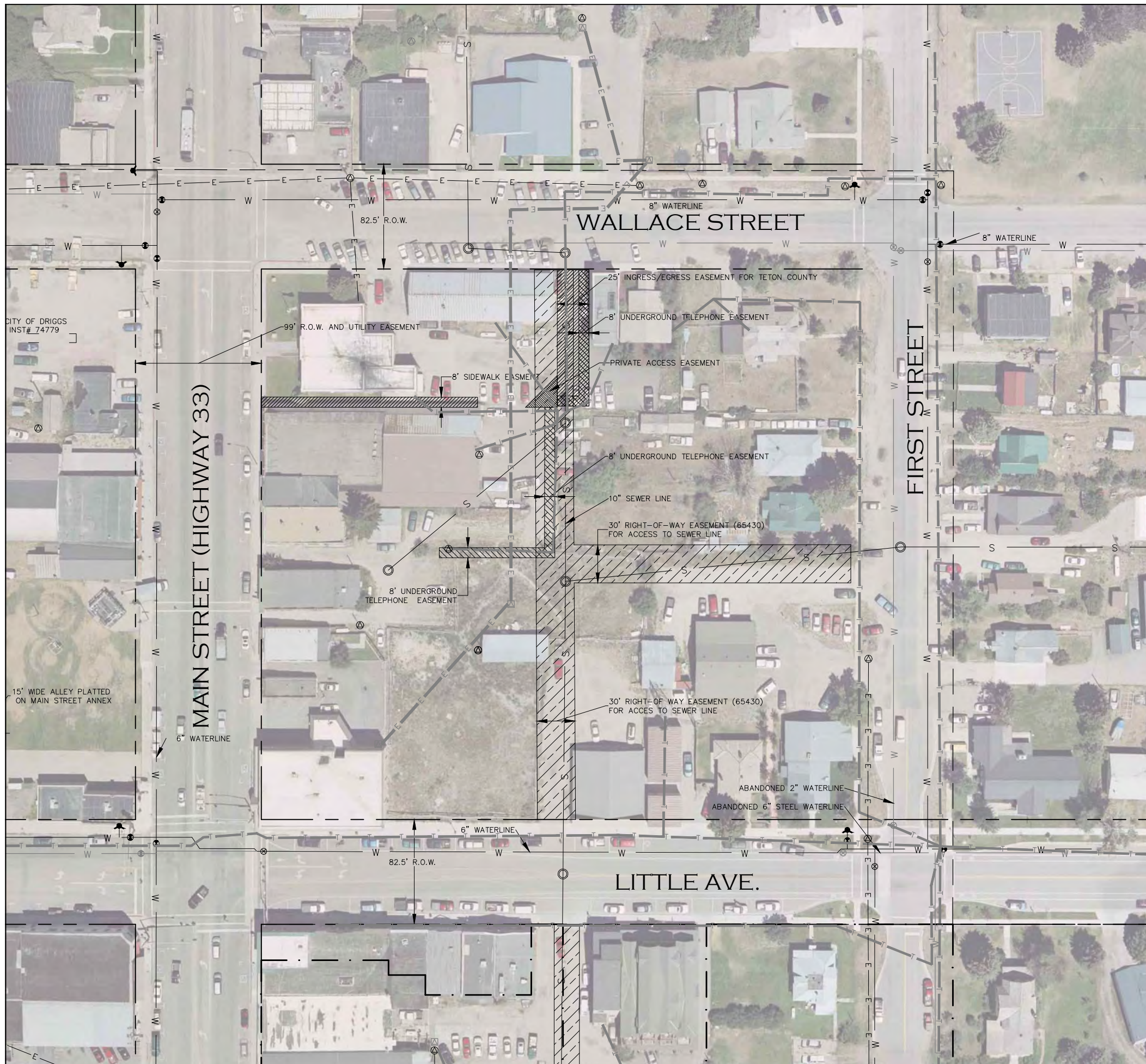
**NORTHWEST QUADRANT**

**SHEET #**

**SHEET**

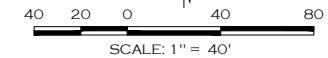
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**LEGEND**

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	UNDERGROUND ELECTRIC LINE
	OVERHEAD ELECTRIC LINE
	SANITARY SEWER LINE
	SANITARY SEWER MANHOLE
	ABANDONED SEWER LINE
	WATER SERVICE LINE
	WATER SERVICE VALVE
	ABANDONED WATER LINE
	WATER METER
	FIRE HYDRANT
	PUBLIC PARKING
	PUBLIC ALLEY (PLATTED)
	EXISTING EASEMENT BOUNDARY
	EXISTING URBAN RENEWAL DISTRICT
	URBAN RENEWAL DISTRICT ANNEXATION
	EXISTING RIGHT-OF-WAY
	SEWER LINE ACCESS EASEMENT
	UNDERGROUND TELEPHONE EASEMENT
	INGRESS/EGRESS EASEMENT
	PRIVATE ACCESS EASEMENT



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PREPARED FOR  
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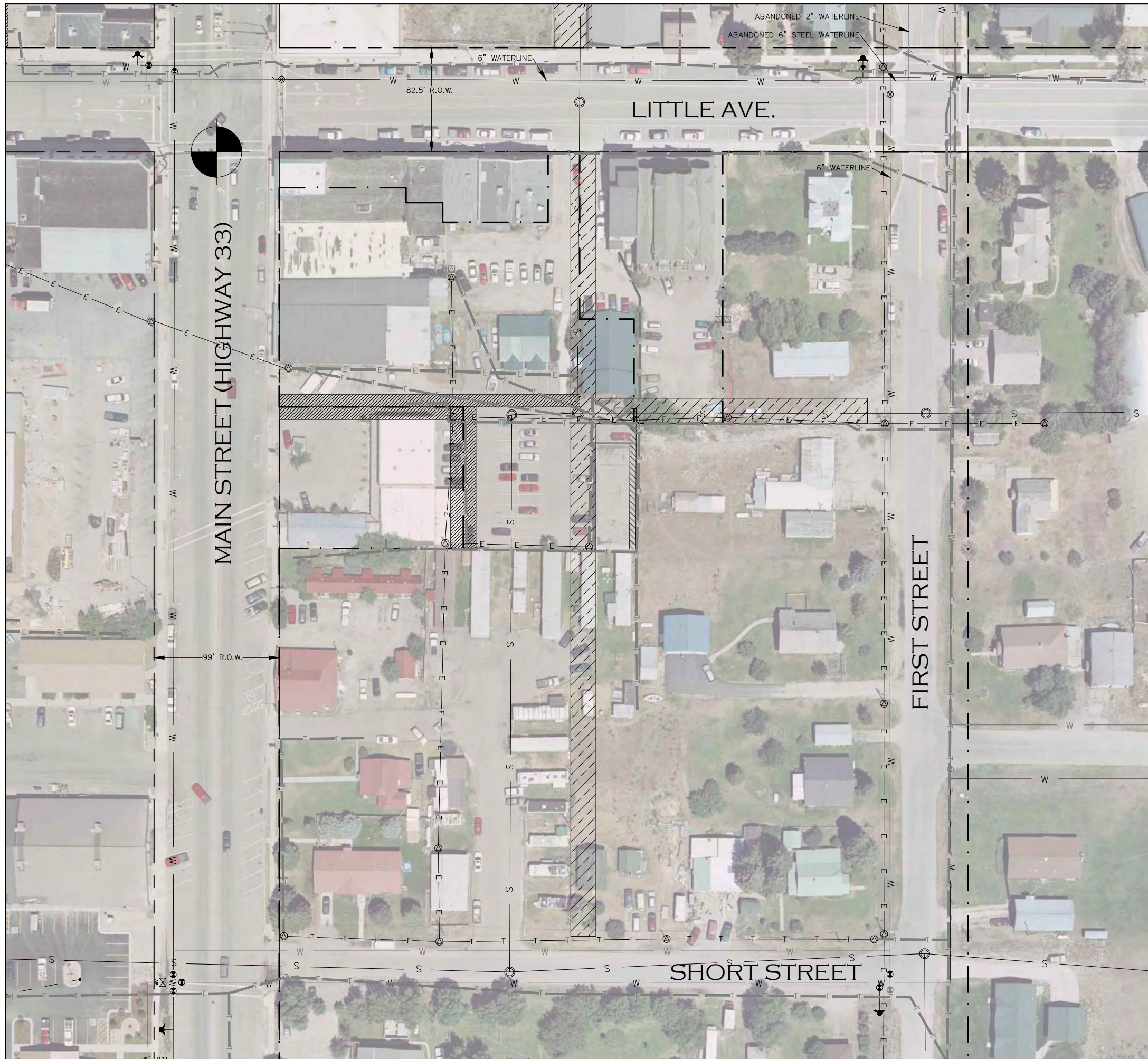
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 CHECKED BY: JFZ  
 PROJ. #: 07050-065-1

PROJECT NAME  
**EXISTING UTILITIES**  
**DRIGGS URBAN RENEWAL AREA**  
**GENERAL PLAN (NORTHEAST)**

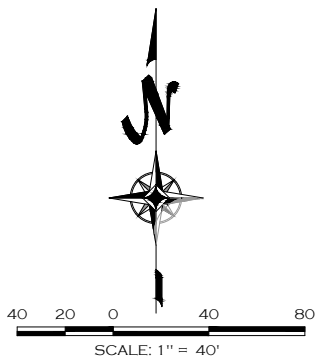
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**SHEET**  
**2**





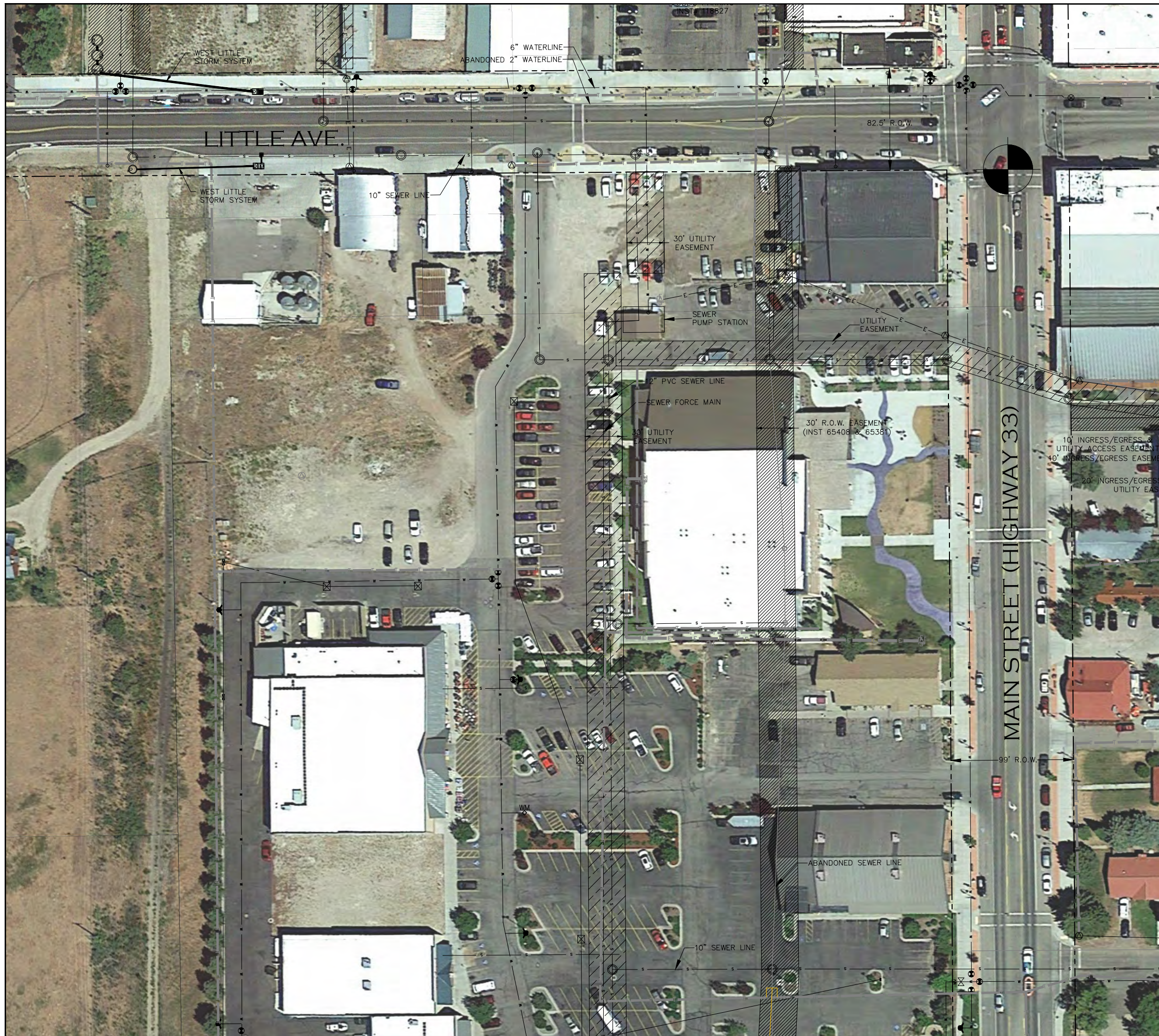
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	OVERHEAD COMMUNICATION LINE
	UNDERGROUND ELECTRIC LINE
	OVERHEAD ELECTRIC LINE
	SANITARY SEWER LINE
	SANITARY SEWER MANHOLE
	ABANDONED SEWER LINE
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	WATER SERVICE VALVE
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	WATER METER
	FIRE HYDRANT
	PUBLIC PARKING
	PUBLIC ALLEY (PLATTED)
	EXISTING EASEMENT BOUNDARY
	EXISTING URBAN RENEWAL DISTRICT
	URBAN RENEWAL DISTRICT ANNEXATION
	EXISTING RIGHT-OF-WAY
	SEWER LINE ACCESS EASEMENT
	UNDERGROUND TELEPHONE EASEMENT
	INGRESS/EGRESS EASEMENT
	PRIVATE ACCESS EASEMENT



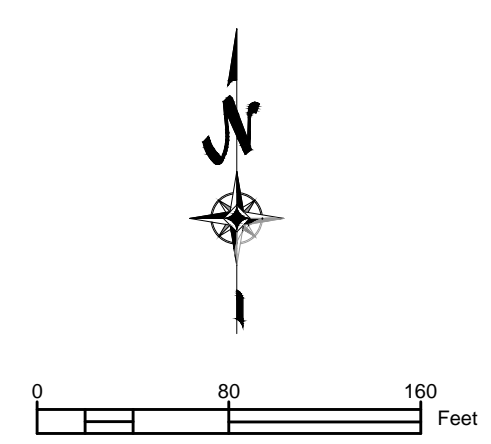






**LEGEND**

	UNDERGROUND COMMUNICATION LINE
	OVERHEAD COMMUNICATION LINE
	UNDERGROUND ELECTRIC LINE
	OVERHEAD ELECTRIC LINE
	SANITARY SEWER LINE
	SANITARY SEWER MANHOLE
	ABANDONED SEWER LINE
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	INGRESS/EGRESS EASEMENT
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SCALE: 1" = 40'  
 DATE: 12/22/2016  
 DRAWN BY: JZ  
 CHECKED BY:  
 PROJ. #: 1300146

PROJECT NAME  
**EXISTING UTILITIES  
 URBAN RENEWAL DISTRICT  
 SOUTHWEST QUADRANT**

SHEET #  
**SHEET  
 4**



## DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

### E. Development Capacity Worksheets



Driggs Downtown Core Framework Plan  
Northwest Block and Huntsman Parcels Update 2016

NW BLOCK DEV. POTENTIAL (SHORT TERM)					
SITE #	DEV. PROGRAM				notes
	A	B	C	D	
	office office retail/office	resid. office retail/office DU's	resid. resid. retail/office DU's	Optional 4th Floor retail/office DU's	
1	22,400				Existing Colter Bldg.
2	2,200				Existing
3	13,500				Existing 2 Story
4	2,000				Existing
5	800				Existing Pendl's
6	2,520				Existing Parts Service
7	3,100				Existing
8	600				Existing
9	750				Existing
10	850				Existing
11	1,640				Existing
12	450				Existing
13	2,250				Existing
14	1,200				Existing
15	5,000				Existing
16	3,000				Existing
17	4,700				Existing
18	11,700				See-n-Save
19	7,100				Existing
20	2,100				Existing Buffalo Bldg.
TOTALS SQ.FT	87,860				

Driggs Downtown Core Framework Plan  
Northwest Block and Huntsman Parcels Update 2016

NW BLOCK DEV. POTENTIAL (LONG TERM)								
SITE #	DEV. PROGRAM							
	A	B		C		D		notes
	office office retail/office	resid. office retail/office	DU's	resid. resid. retail/office	DU's	Optional 4th Floor		
					retail/office	DU's		
1	22,400	22,400		22,400		22,400		Existing Colter Bldg.
2	16,800	14,000	4	7,000	12	3,200	4	
3	13,500	13,500		13,500		13,500		Existing 2 Story
4	19,000	16,000	4	8,000	14	3,000	4	
5	13,000	11,000	4	5,500	8	2,000	4	
6	6,000	4,000	3	2,000	6			
7	800	800		800		800		Existing Pendl's
8	12,000	9,000	4	4,800	9	3,000	4	
9	13,000	10,000	4	5,600	9	3,000	4	
10	12,500	8,000	6	4,900	9	2,000	3	
11	14,000	11,000	4	6,000	10	2,500	3	
12	14,000	11,000	4	6,000	10	2,500	3	
13	14,000	11,000	4	6,000	10	2,500	3	
14	10,000	7,500	3	4,000	8	2,000	3	
15	10,000	7,500	3	4,000	10	2,000	3	
16	2,100							Existing Buffalo Bldg.
17	7,500	6,000	3	3,000	6			Huntsman Parcel
18	11,000	9,000	3	4,500	8			Huntsman Parcel
19	12,000	9,900	3	4,950	9			Huntsman Parcel
20	13,000	10,800	3	5,400	10			Huntsman Parcel
Future SQ.FT & DU's	197,800	155,700	59	81,650	148	27,700	38	
TOTALS SQ.FT	236,600	192,400		118,350		64,400		

Driggs Downtown Core Framework Plan  
Northwest Block and Huntsman Parcels Update 2016

NW BLOCK POTENTIAL PARKING DEMAND (SHORT TERM)			
	A	B	C
RETAIL & OFFICE			
at 2.5 sp./1000	219		
at 3 sp./1000	263		
RESIDENTIAL			
at 1.5/DU	0		

NW BLOCK POTENTIAL PARKING DEMAND (LONG TERM)			
	A	B	C
RETAIL & OFFICE			
at 2.5 sp./1000	591	389	204
at 3 sp./1000	709	467	244
RESIDENTIAL			
at 1.5/DU	0	89	222

NW BLOCK POTENTIAL PARKING SUPPLY			
	Short Term	Long Term	NOTES
Main Street (W. Side)	15	15	Parallel
Little (N. Side)	13	13	Parallel
Depot	58	58	Angled
Front	73	73	Angled
On-Street Total	159	159	
Private	51	51	Surface Lots
Public			1 to 3
Facil.	103	334	Levels
<b>TOTAL SUPPLY</b>	<b>313</b>	<b>544</b>	

Driggs Downtown Core Framework Plan  
Southwest Block Update 2016

SW BLOCK DEV. POTENTIAL								
SITE #	DEV. PROGRAM							
	A	B		C		D		
	office office retail/office	resid. office retail/office	DU's	resid. resid. retail/office	DU's	Optional 4th Floor retail/office	DU's	
notes								
1	26,900	26,900		26,900				Existing City Hall Existing Corner Drug
2	19,800	19,800		19,800				
3	14,325	10,325	5	5,525	11	3,000	4	
Future SQ.FT & DU's		10,325	5	5,525	11	3,000	4	
TOTALS SQ.FT	61,025	57,025		52,225		3,000		

SW BLOCK POTENTIAL PARKING DEMAND			
	A	B	C
<b>RETAIL &amp; OFFICE</b>			
at 2.5 sp./1000	150	143	130
at 3 sp./1000	180	171	156
<b>RESIDENTIAL</b>			
at 1.5/DU	0	8	17

SW BLOCK POTENTIAL PARKING SUPPLY		
	High	NOTES
Main Street (W. Side)	14	Parallel
Little (S. Side)	14	Parallel
On-Street Total	28	
Private	21	Surface Lots Excl. Broulim's, Wardbe
Public Facil. Includes		
Transit Cntr	160	Surface Parking
<b>TOTAL SUPPLY</b>	<b>209</b>	



## Driggs Downtown Core Framework Plan

NE BLOCK DEV. POTENTIAL						
SITE #	DEV. PROGRAM					NOTES
	A		B		C	
	office office retail/office	resid. office retail/office	DU's	resid. resid. resid.	DU's	
1	1700	1700	0	1700	0	2 story add-on
2	3000	3000	0	3000	0	2 story add-on
3	14700	9800	8	4900	10	3-4 story redev.
4	12600	8400	6	4200	8	3-4 story redev.
5	9900	6600	4	3300	6	3-4 story redev.
6	5830	5830	0	5830	0	2 story add-ons
7	450	450	0	450	0	1 story pad
8	12900	8600	6	4300	8	3-4 story redev.
9	9600	6400	4	3200	5	3-4 story redev.
10	12000	8000	6	4000	8	3-4 story redev.
11	6900	4600	4	2300	5	3-4 story redev.
Exist.	53220	53220	0	53220	0	varies
<b>TOTALS</b>	<b>142800</b>	<b>116600</b>	<b>38</b>	<b>90400</b>	<b>50</b>	

NE BLOCK POTENTIAL PARKING DEMAND			
	DEV. PROGRAM		
	A	B	C
<b>RETAIL &amp; OFFICE</b>			
@2.5 sp/1000	357	292	226
@3.0 sp/1000	428	350	271
<b>RESIDENTIAL</b>			
@1.5/DU	0	57	75

NE BLOCK POTENTIAL PARKING SUPPLY			
	Low	High	NOTES
On-Street	88	104	
Main Street	17	31	parallel or angled
Little	14	14	parallel
Depot	33	33	angled
First	24	26	parallel & angled
Private	122	122	surface lots
Public Facility	95	270	1-3 levels
<b>TOTAL SUPPLY</b>	<b>305</b>	<b>496</b>	

## Driggs Downtown Core Framework Plan

SE BLOCK DEV. POTENTIAL						
SITE #	DEV. PROGRAM					NOTES
	A		B		C	
	office office retail/office	resid. office retail/office	DU's	resid. resid. resid.	DU's	
1	10800	7200	6	3600	8	3-4 story redev.
2	10380	6920	6	3460	8	3-4 story redev.
3	16500	11000	8	5500	10	3-4 story redev.
4	13500	9000	8	4500	10	3-4 story redev.
5	11700	7800	6	3900	8	3-4 story redev.
6	9900	6600	6	3300	8	3-4 story redev.
7	13720	8660	8	3600	10	3-4 story redev.
8	14040	9360	8	4680	10	3-4 story redev.
9	1600	1600	0	1600	0	1-story addition
10	16500	11000	8	5500	12	3-4 story redev.
11	13500	9000	6	4500	8	3-4 story redev.
12	13500	9000	6	4500	8	3-4 story redev.
13	8100	5400	4	2700	5	3-4 story redev.
14	13200	8800	8	4400	10	3-4 story redev.
15	13200	8800	8	4400	10	3-4 story redev.
Exist.	44950	44950	0	44950	0	varies
<b>TOTALS</b>	<b>225090</b>	<b>165090</b>	<b>96</b>	<b>105090</b>	<b>125</b>	

SE BLOCK POTENTIAL PARKING DEMAND			
	A	B	C
<b>RETAIL &amp; OFFICE</b>			
@2.5 sp/1000	563	413	263
@3.0 sp/1000	675	495	315
<b>RESIDENTIAL</b>			
@1.5/DU	0	144	188

SE BLOCK POTENTIAL PARKING SUPPLY			
	Low	High	NOTES
On-Street	111	129	
Main Street	23	41	parallel or angled
Little	16	16	parallel
Short	35	35	angled
First	37	37	angled
Private	239	239	surface lots
Public Facility	114	330	1-3 levels
<b>TOTALS</b>	<b>464</b>	<b>698</b>	

## DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

### F. Stakeholder Consultation



## Stakeholder Consultation

On October 26, 2016, the design team met with twelve property owners/ representatives/ tenants located in the southwest block and northwest blocks, including a representative for Huntsman to the west, to assess their future plans for individual properties and see what concerns they may have with the physical environment within the downtown core. A list of those who met with the design team is provided at the end of this section.

Overall the participants seemed to have a positive outlook on the downtown area and it's future. They were grateful to be able to share their ideas.

While each individual provided comments specific to their property and their interests, there seem to be some universal issues that each participant addressed. The overarching theme of the individual discussions was circulation both vehicular and pedestrian.

Discussion of the comments will be divided between the two blocks.

**Northwest Block:** Almost all participants initially mentioned circulation and parking problems within the public parking lot. The statements reflected the following perceptions: There is not enough parking. The lot is always full. People cannot get around the lot. Why was the second entrance on West Little Ave. removed?

As the design team asked additional questions about participants statements, specific issues were revealed. As to the perception of lack of parking, additional questioning brought out the following specifics:

- Patrons to See & Save are taking up many parking stalls in the public parking lot.
- Tour groups park large trailers across several parking stalls for multiple days.
- There were a few other concerns about overnight or long term parking.
- Circulation issues were limiting parking.

Probing deeper into the perception of circulation and the concern with a single entrance on West Little Avenue provided the following:

- The single narrow entrance on West Little Avenue is hard to access if another vehicle is trying to use the access.
- The parking lines on the south side of the lot that were blacked out to allow circulation around the lot are exposed and people park in this area making it hard to navigate the parking lot.
- To exit the public parking lot some vehicles, drive over the sidewalk to access the See & Save entrance.
- Service and delivery trucks block the main travel-way in the public parking lot.
- The electrical box directly east of the West Little Avenue entrance to the public parking lot blocks the view for traffic exiting the lot.
- People use the parking area and north driveway as a through street not taking adequate precautions.

- The corner where the north driveway enters the parking lot is a concern with the current two-way traffic pattern on a single vehicle wide driveway and because of patrons that are being dropped off and picked up at a building entrance located right on the corner.

Participants also discussed on street parking. These comments generally included:

- Excitement over the proposed parking improvements on Depot Street.
- At certain times of the year the fishermen take up all the parking on Main Street and spill into other areas causing circulation issues. However, participants also realize that the fishermen bring in business and thus participants are interested in solutions to accommodate the trucks with boat trailers such as special oversized parking stalls on a portion of Depot Street.
- The tire stores use of parking on West Little Avenue was a concern to a few participants.
- Occasional congestion on Main Street at the West Little Avenue intersection was also mentioned.

Southwest Block: While there were only a few participants actually representing the southwest block, several participants located on the northwest block made pertinent comments about the southwest block. As with the northwest block comments were generally similar from each participant. Those comments included:

- The driveway between the city center/tourism center and the sewer building is too narrow.
- The unofficial three-way intersection created by the travel-way between the West Little Avenue entrance to the Broulim's strip mall and the tourism/corner drug store parking area is dangerous.
- The bus stop behind the city center/tourism center causes congestion and parking problems.
- Convenient parking for the senior center is inadequate due to bus patrons and gymnastics patrons parking behind the city center/tourism center.
- Parking and congestion in the tourism/corner drug store parking area can be very troublesome during community events. (This is real concern for the shop owners adjacent to the parking who depend on accessible parking to generate sales. A large portion of the tourism/corner drug store parking lot is owned by the private property owner.)

Other general comments relating to both blocks:

- Participants would like to see more signage such as public parking street signage.
- The midblock crossing on Main Street in front of the city center/tourism center can be intimidating.
- Participants support efforts to enhance pedestrian connectivity.

- Participants support the creation of small pockets or islands of public space with amenities such as public art, street tables and benches along pedestrian corridors.

#### STAKEHOLDER CONSULTATION PARTICIPANTS 10/26/2016

Aaron Myler – Corner Drug/Owner Rep, 20-32 W Little

David Adams – Parts Service, 20 Depot

Ned Thomas – Fremont Building, 76 N Main

Melissa West, See-n-Save; Lyn Moses (property owner representative), 75 W Little

Julie Bryan, representing owners 44-70 Depot

Lori Loyd – Elements of Health, 76 N Main

Beau Jacoby – Barrels & Bins, 36 S Main

Dale Prows – Huntsman Springs, Lumber Yard west of 75 W Little

Maggie Chadwick – Colter Building, 18 N Main (owner rep)

Martha Pendl and Jeff – Pendl's Pastries, 40 Depot





## DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

### G. Traffic Analysis



## MEMORANDUM

Date: December 7, 2016

To: Shay Stark

From: Hales Engineering

**Subject: Driggs, Idaho – Downtown Analysis**

UT16-953

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This memorandum discusses the results of an intersection analysis completed for Main Street / West Little Avenue and Main Street / Depot Street in Driggs, Idaho.

### Background

The City of Driggs wanted an analysis of two intersections with-in the downtown area to be completed. The two intersections analyzed were Main Street / West Little Avenue and Main Street / Depot Street. Main Street / West Little Avenue is a signalized intersection while Main Street / Depot Street is a two-way stop controlled intersection. Main Street is a state road and the signal at Main Street / West Little Avenue is controlled by the state.

### Data Collection

The City of Driggs provided turning movement counts for both the Main Street / West Little Avenue and Main Street / Depot Street intersections. Tube count data was also collected by the City at three locations: Depot Street, Ski Hill Road, and West Little Avenue.

The tube data that was provided for Depot Street was from Wednesday, November 2, starting at 4:00 pm to Thursday, November 3, ending at 8:00 am. The tube count data for Ski Hill Road in the westbound direction was from Wednesday, November 2, starting at 4:00 pm to Thursday, November 3, ending at 1:00 am, and in the eastbound direction was from Wednesday, November 2, starting at 4:00 pm to Friday, November 3, ending at 7:00 pm. The tube count data for West Little Avenue was from Thursday, September 25, starting at 4:00 pm to Monday, October 13, ending at 7:00 pm. Detailed count sheets can be found in Appendix A.

In order to calculate an Average Daily Traffic (ADT) for Depot Street and Main Street, a correlation using West Little Avenue was used. Based on the tube counts and turning movement counts, the ADT for Depot Street was estimated to be 585 and Wallace Avenue was estimated to be 950. The ADT for Main Street was estimated to be 7,100. The ADT for West Little Avenue is estimated to be 2,300 and Ski Hill Road was estimated to be 2,800.

The turning movement counts were adjusted using the Idaho Transportation Department (ITD) Automated Traffic Recorder (ATR) stations. These stations allow for seasonal adjustments to be made for turning movement counts. There are currently two ATR stations in the vicinity of Driggs. The first is located on Ski Hill Road approximately 0.6 miles east of Main Street and the second is located on SH-33 approximately 0.4 miles south of Darby Road.

In addition to traffic volume counts, signal timing data was received from the Idaho Transportation Department for the intersection of Main Street / West Little Avenue.

**Analysis**

Hales Engineering conducted an evening peak period intersection analysis using Synchro/SimTraffic for the Main Street / West Little Avenue and Main Street / Depot Street intersections. The results of this analysis are reported in Table 1 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2016) conditions. As shown in Table 1, all study intersections are currently operating at acceptable LOS during the evening peak hour.

**Table 1 Background (2016) Evening Peak Hour Level of Service**

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
West Little Avenue / Main Street	Signal	-	-	-	9.0	A
Depot Street / Main Street	EB/WB Stop	EB	11.0	B	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.  
 2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.  
 3. SB = Southbound approach, etc.

Source: Hales Engineering, December 2016

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix C. Some queueing is anticipated at the intersection of Main Street / West Little Avenue in the north and southbound directions of approximately 160 and 140 feet respectively. No other queueing of significance is anticipated.

At the signalized intersection, none of the turning movements experienced an LOS worse than “B.” The signalized intersection is performing extremely well. No recommendations are proposed to change the signal timing.

An additional analysis was completed to model the worst month of the year in terms of traffic in Driggs. Based on the ITD ATR along SH-33, the month of July is the highest month for vehicular travel. This month is higher by upwards of 50% than the month of November, when the traffic counts were performed. The volume counts were increased by this factor to simulate the worst month conditions. The results of this analysis are reported in Table 2 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2016) conditions. As shown in Table 2, all study intersections are currently operating at acceptable LOS during the evening peak hour.

**Table 2 Background (2016) Evening Peak Hour Level of Service – July Volumes**

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
West Little Avenue / Main Street	Signal	-	-	-	10.7	B
Depot Street / Main Street	EB/WB Stop	EB	15.9	C	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, December 2016

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix C. Some queueing is anticipated at the intersection of Main Street / West Little Avenue in the north and southbound directions of approximately 220 and 170 feet respectively. No other queueing of significance is anticipated.

Based on the highest volume month, no changes to the signal timing are recommended at this time. No additional green time can be provided for the north/south movement on Main Street without lengthening the cycle length or taking green time away from the side streets. Lengthening the cycle length may lead to additional delays on the side streets and no green time can be taken away from the side streets due to the required pedestrian crossing times. The signal timing as is, appears to be balanced for all legs of the intersection including pedestrians.

Pedestrian crossing times at signals need to facilitate people of all ages. The MUTCD assumes an average walking speed for pedestrians of 3.5 ft/s. A study completed by Kell and Fullerton found that approximately 15 percent of people walk slower than 3.5 ft/s and 60 percent walk slower than 4.0 ft/s. The AASHTO Green Book recommends that a walking speed of 2.80 ft/s for older pedestrians be considered. Trying to find a balance between pedestrian crossing times and vehicle green time can be difficult and should be evaluated on a case by case basis. At the intersection of West Little Avenue / Main Street, the intersection is currently functioning at a high LOS for vehicles and pedestrians. Therefore, there is no need to increase the pedestrian walking speeds to allocated more time to the State Highway.

### **Mid-block cross-walk**

A mid-block cross walk is located outside of the City Hall Building on Main Street. This cross-walk crosses two travel lanes, a center two-way left-turn lane, and two parking lanes on either side of the travel lanes. The walking distance across Main Street for pedestrians will be approximately 58 feet.

To reduce the walking distance across Main Street, a few options are available. Bulb-outs at the crosswalk will reduce the walking distance to just the two-travel lanes and the center turn lane however, would create challenges during the winter season. Another option to create a similar effect is to install removeable planters, (Figure 1). This option would use moveable barriers or planters to act like Bulb-outs but are also removeable during the winter. These removeable planters would act as traffic calming measures and reduce the walking distance across Main Street, and the pedestrian exposure time to vehicles. The removeable planters could also add some aesthetic value to Main Street.



**Figure 1 Bulb-out Planters**

### **Parking Circulation**

While on a site visit to Driggs, the Team focused on the Parking lot south of Pendls Bakery & Café, and the access to the parking lot, while evaluating the downtown area circulation.

Currently, the narrow (one vehicle) access ally east of Pendls Bakery, allows traffic to flow in both the north and south directions from Depot Street to the multi-user parking lot. The parking lot south of Pendls Bakery historically had two accesses to West Little Avenue, however, with the recent reconstruction of West Little Avenue, one access was removed from the southwest corner of the parking lot. With the removal of one access to the parking lot, some confusion has occurred and occasional a vehicle will traverse the sidewalk area on the southwest corner of the parking lot to access West Little Avenue through the See N' Save drop off area access.

Several comments were received from citizens regarding this parking lot including the following:

1. The access from Depot Street into the parking lot on the northeast corner should be restricted to one-way circulation. Based on the citizen comments, the one-way northbound would allow the day care drop off to work as it now does with right-side drop off, and the large trucks dropping off supplies at the auto parts store could continue to do so with a revised circulation pattern.

2. Several stalls on the south end of the middle isle of the parking lot were eliminated, however, the lines are still faintly visible and vehicles are still using the area, as if they were stalls. Although this does not happen daily, when it occurs, the parking lot does not function well.
3. With the second access to West Little Avenue being eliminated, some drivers are using the newly widened sidewalk to access the adjacent parcels and its access to West Little Avenue. To make this illegal maneuver, vehicles would need to drive on the sidewalk for 30 to 40 feet.
4. Access to the See N' Save Thrift Store from West Little Avenue has been a driveway for the last several months, requiring vehicles with trailers to enter the property through the east driveway, unload, and then back into traffic on West Little Avenue to exit the site. When vehicles are backing into West Little Avenue, they are creating conflicts/safety issues at the major access to the Broulim's Supermarket access on West Little Avenue.
5. The southeast driveway to the parking lot is narrow and does not accommodate larger vehicles, or tight turning radii.
6. Concerns were raised about the narrowness and bends in the Broulim's access road between the Ace Hardware and West Little Avenue as a safety concern.

Several recommendations will be made to help ease these existing problems to make this parking lot function with a higher degree of satisfaction.

## **Conclusions**

- Based on the previously discussed data and analysis, the West Little Avenue / Main Street intersection currently operates at a high LOS (A and B) and no signal timing adjustments are recommended.
- Based on the data presented for the pedestrian walking times at signals, no changes or adjustments are necessary.
- It is recommended that the mid-block cross-walk located outside the City Hall Building on Main Street, have moveable planters on the east and west sides of the road to reduce the pedestrian exposure time on Main Street, serve as a traffic calming measure, and improve the aesthetic value of the area.
- The access from Depot Street into the mixed use parking lot on the northeast corner should be restricted to one-way northbound circulation. This restriction should be completed with signs and pavement markings.
- Several stalls on the south end of the middle isle of the parking lot were eliminated, however, the lines are still faintly visible and vehicles are still using the area. We recommend covering the striping through a parking lot resurface.
- With the second access to West Little Avenue being eliminated, some drivers are using the newly widened sidewalk to access the adjacent parcel (See N' Save)



- and its access to West Little Avenue. We recommend adding a vertical design feature, or curb to eliminate this illegal movement.
- Access to the See N' Save Thrift Store from West Little Avenue has been a driveway for the last several months, requiring vehicles with trailers to enter the property through the east driveway, unload, and then back into traffic on West Little Avenue to exit the site. We recommend opening (removing the concrete barriers) between the See N' Save drop off area into the mixed use parking lot providing a one-way clockwise circulation. It is also recommended that this access be temporary until the See N' Save site is completed and access is gained to either a realigned Front Street (west), or the on-site parking lot circles back to West Little Avenue.
  - The West Little Avenue driveway should be widened to accommodate larger vehicles.
  - We recommend redesigning the Broulim's access road between the Ace Hardware and West Little Avenue to remove vehicle backing conflicts and soften the curvature of the roadway. Several renderings were sketched out and a more permanent solution to both the safety and curvature of the roadway were identified that would work with any future development of the parcel north of the Ace Hardware site.

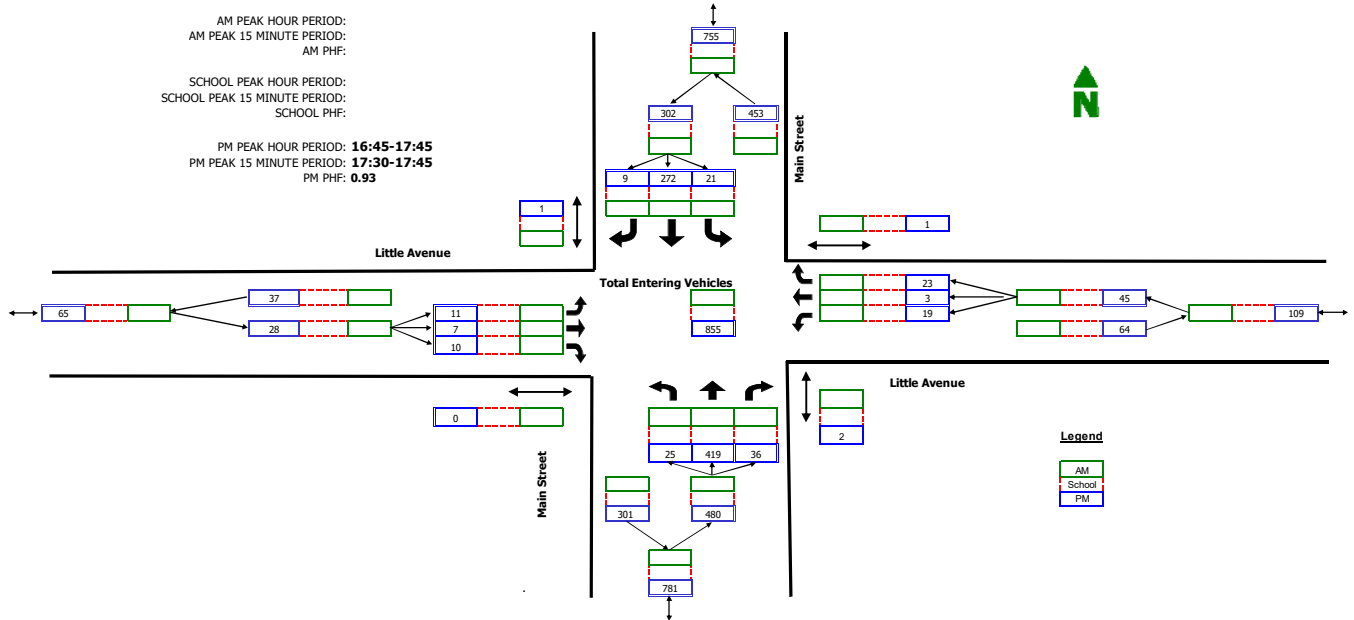
If you have any questions regarding this analysis, please feel free to contact us.



## Intersection Turning Movement Summary

Intersection: Main Street / Little Avenue  
North/South: Main Street  
East/West: Little Avenue  
Jurisdiction: Driggs ID  
Project Title: Driggs Downtown Master Plan  
Project No: UT16-953  
Weather:

Date: 6-14-16, Tue  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Little Avenue Eastbound				Little Avenue Westbound				TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
<b>AM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>MIDDAY PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30-9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	2	41	9	4	2	47	4	1	3	1	3	0	3	2	2	3	119
16:15-16:30	5	63	15	8	3	60	3	2	4	2	7	0	6	1	7	2	176
16:30-16:45	4	90	12	2	12	62	2	0	3	1	3	0	7	1	6	2	203
16:45-17:00	15	84	9	2	6	86	3	1	2	0	4	0	6	3	7	1	225
17:00-17:15	4	101	7	0	5	65	1	0	5	2	2	0	3	0	7	0	202
17:15-17:30	3	108	9	0	3	58	2	0	3	2	2	0	4	0	3	0	197
17:30-17:45	3	126	11	0	7	63	3	0	1	3	2	0	6	0	6	0	231
17:45-18:00	4	113	5	0	5	63	2	0	6	2	4	0	6	1	1	0	212



# Basic Volume Report: West Little Nov

**Station ID : West Little Nov**

Info Line 1 : East  
 Info Line 2 : West

GPS Lat/Lon :  
 DB File : West Little Nov.DB

Last Connected Device Type : Apollo  
 Version Number : 1.63  
 Serial Number : 25522

Number of Lanes : 2  
 Posted Speed Limit : 25.0 mph

## Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.						

## Lane #1 Basic Volume Data From: 16:30 - 09/25/2014 To: 09:59 - 10/13/2014

Date	Time	:00	:30	Total
09/25/14	16:00		6	6
Thu	17:00	11	6	17
	18:00	13	15	28
	19:00	23	7	30
	20:00	8	8	16
	21:00	2	3	5
	22:00	9	2	11
	23:00	0	2	2
Day Total :				115

AM Total :	Peak AM Hour :	Peak AM Factor :	Average Period :	7.7
PM Total :	115 (100.0%)	Peak PM Hour : 18:30 =	38 (33.0%)	Peak PM Factor : 0.826
			Average Hour :	15.3

Date	Time	:00	:30	Total
09/26/14	00:00	0	0	0
Fri	01:00	0	0	0
	02:00	1	0	1
	03:00	0	1	1
	04:00	0	0	0
	05:00	2	0	2
	06:00	0	1	1
	07:00	3	7	10
	08:00	8	5	13
	09:00	4	5	9
	10:00	6	4	10
	11:00	5	9	14
	12:00	1	7	8
	13:00	4	5	9
	14:00	4	13	17
	15:00	23	10	33
	16:00	12	7	19
	17:00	9	13	22
	18:00	9	7	16
	19:00	7	5	12
	20:00	7	4	11
	21:00	1	5	6
	22:00	2	2	4
	23:00	1	1	2
Day Total :				220

AM Total :	61 (27.7%)	Peak AM Hour : 07:30 =	15 (6.8%)	Peak AM Factor : 0.833	Average Period :	4.6
PM Total :	159 (72.3%)	Peak PM Hour : 14:30 =	36 (16.4%)	Peak PM Factor : 0.783	Average Hour :	9.2

Date	Time	:00	:30	Total
09/27/14	00:00	1	2	3
Sat	01:00	2	3	5
	02:00	0	0	0
	03:00	1	0	1
	04:00	0	0	0
	05:00	0	1	1
	06:00	0	1	1
	07:00	2	1	3
	08:00	1	0	1
	09:00	7	5	12
	10:00	9	7	16
	11:00	5	2	7
	12:00	6	8	14
	13:00	8	4	12
	14:00	9	8	17
	15:00	7	6	13
	16:00	3	7	10
	17:00	7	3	10
	18:00	7	7	14
	19:00	5	1	6
	20:00	5	7	12
	21:00	6	2	8
	22:00	2	3	5
	23:00	3	1	4
Day Total :				175

AM Total :	50 (28.6%)	Peak AM Hour : 10:00 =	16 (9.1%)	Peak AM Factor : 0.889	Average Period :	3.6
PM Total :	125 (71.4%)	Peak PM Hour : 14:00 =	17 (9.7%)	Peak PM Factor : 0.944	Average Hour :	7.3

Date	Time	:00	:30	Total
09/28/14	00:00	2	0	2
Sun	01:00	0	0	0
	02:00	1	0	1
	03:00	0	0	0
	04:00	0	1	1
	05:00	0	0	0
	06:00	0	0	0
	07:00	0	1	1
	08:00	1	1	2
	09:00	2	1	3
	10:00	9	7	16
	11:00	1	4	5
	12:00	2	8	10
	13:00	2	6	8
	14:00	4	2	6
	15:00	3	4	7
	16:00	12	5	17
	17:00	5	3	8
	18:00	4	2	6
	19:00	9	3	12
	20:00	8	4	12
	21:00	0	2	2
	22:00	1	1	2
	23:00	1	1	2
Day Total :				123

AM Total :	31 (25.2%)	Peak AM Hour : 10:00 =	16 (13.0%)	Peak AM Factor : 0.889	Average Period :	2.6
PM Total :	92 (74.8%)	Peak PM Hour : 16:00 =	17 (13.8%)	Peak PM Factor : 0.708	Average Hour :	5.1



Date	Time	:00	:30	Total
09/29/14	00:00	2	1	3
Mon	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	0	0
	06:00	0	1	1
	07:00	4	4	8
	08:00	8	15	23
	09:00	1	3	4
	10:00	2	2	4
	11:00	5	5	10
	12:00	10	4	14
	13:00	2	2	4
	14:00	2	3	5
	15:00	16	9	25
	16:00	8	9	17
	17:00	20	10	30
	18:00	16	18	34
	19:00	6	11	17
	20:00	9	3	12
	21:00	7	2	9
	22:00	2	2	4
	23:00	1	0	1
Day Total :				225

AM Total :	53 (23.6%)	Peak AM Hour : 08:00 =	23 (10.2%)	Peak AM Factor : 0.767	Average Period :	4.7
PM Total :	172 (76.4%)	Peak PM Hour : 18:00 =	34 (15.1%)	Peak PM Factor : 0.850	Average Hour :	9.4

Date	Time	:00	:30	Total
09/30/14	00:00	0	1	1
Tue	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	0	0
	06:00	3	3	6
	07:00	1	5	6
	08:00	11	8	19
	09:00	2	2	4
	10:00	3	7	10
	11:00	8	7	15
	12:00	3	5	8
	13:00	6	6	12
	14:00	6	7	13
	15:00	22	5	27
	16:00	9	12	21
	17:00	12	19	31
	18:00	8	14	22
	19:00	9	6	15
	20:00	7	2	9
	21:00	3	3	6
	22:00	1	1	2
	23:00	1	1	2
Day Total :				229

AM Total :	61 (26.6%)	Peak AM Hour : 08:00 =	19 (8.3%)	Peak AM Factor : 0.864	Average Period :	4.8
PM Total :	168 (73.4%)	Peak PM Hour : 17:00 =	31 (13.5%)	Peak PM Factor : 0.705	Average Hour :	9.5

Date	Time	:00	:30	Total
10/01/14	00:00	1	0	1
Wed	01:00	0	0	0
	02:00	1	1	2
	03:00	0	0	0
	04:00	0	0	0
	05:00	1	0	1
	06:00	1	0	1
	07:00	7	3	10
	08:00	6	5	11
	09:00	1	4	5
	10:00	5	6	11
	11:00	7	8	15
	12:00	5	3	8
	13:00	5	9	14
	14:00	6	5	11
	15:00	15	10	25
	16:00	14	10	24
	17:00	10	22	32
	18:00	10	9	19
	19:00	14	11	25
	20:00	5	10	15
	21:00	3	3	6
	22:00	2	0	2
	23:00	1	0	1
Day Total :				239

AM Total :	57 (23.8%)	Peak AM Hour : 11:00 =	15 (6.3%)	Peak AM Factor : 0.938	Average Period :	5.0
PM Total :	182 (76.2%)	Peak PM Hour : 17:00 =	32 (13.4%)	Peak PM Factor : 0.727	Average Hour :	10.0

Date	Time	:00	:30	Total
10/02/14	00:00	0	1	1
Thu	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	2	2
	06:00	1	1	2
	07:00	4	6	10
	08:00	6	4	10
	09:00	4	2	6
	10:00	1	5	6
	11:00	7	4	11
	12:00	6	9	15
	13:00	3	5	8
	14:00	5	4	9
	15:00	16	15	31
	16:00	11	6	17
	17:00	12	14	26
	18:00	7	12	19
	19:00	12	8	20
	20:00	12	11	23
	21:00	4	3	7
	22:00	3	4	7
	23:00	0	1	1
Day Total :				231

AM Total :	48 (20.8%)	Peak AM Hour : 07:30 =	12 (5.2%)	Peak AM Factor : 0.857	Average Period :	4.8
PM Total :	183 (79.2%)	Peak PM Hour : 15:00 =	31 (13.4%)	Peak PM Factor : 0.969	Average Hour :	9.6

Date	Time	:00	:30	Total
10/03/14	00:00	0	0	0
Fri	01:00	1	0	1
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	1	1
	06:00	1	1	2
	07:00	2	6	8
	08:00	6	5	11
	09:00	2	5	7
	10:00	3	2	5
	11:00	5	5	10
	12:00	9	6	15
	13:00	10	7	17
	14:00	2	6	8
	15:00	18	12	30
	16:00	21	8	29
	17:00	7	7	14
	18:00	8	7	15
	19:00	7	9	16
	20:00	8	4	12
	21:00	5	3	8
	22:00	7	5	12
	23:00	1	2	3
Day Total :				224

AM Total :	45 (20.1%)	Peak AM Hour : 07:30 =	12 (5.4%)	Peak AM Factor : 1.000	Average Period :	4.7
PM Total :	179 (79.9%)	Peak PM Hour : 15:30 =	33 (14.7%)	Peak PM Factor : 0.786	Average Hour :	9.3

Date	Time	:00	:30	Total
10/04/14	00:00	3	0	3
Sat	01:00	1	2	3
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	1	1
	06:00	0	1	1
	07:00	1	1	2
	08:00	4	2	6
	09:00	6	2	8
	10:00	4	8	12
	11:00	4	11	15
	12:00	3	4	7
	13:00	9	3	12
	14:00	10	14	24
	15:00	4	5	9
	16:00	4	4	8
	17:00	8	3	11
	18:00	4	4	8
	19:00	9	11	20
	20:00	7	5	12
	21:00	7	4	11
	22:00	2	1	3
	23:00	1	1	2
Day Total :				178

AM Total :	51 (28.7%)	Peak AM Hour : 11:00 =	15 (8.4%)	Peak AM Factor : 0.682	Average Period :	3.7
PM Total :	127 (71.3%)	Peak PM Hour : 14:00 =	24 (13.5%)	Peak PM Factor : 0.857	Average Hour :	7.4

Date	Time	:00	:30	Total
10/05/14	00:00	1	0	1
Sun	01:00	0	0	0
	02:00	0	0	0
	03:00	1	0	1
	04:00	0	0	0
	05:00	1	0	1
	06:00	0	1	1
	07:00	0	0	0
	08:00	1	4	5
	09:00	2	7	9
	10:00	0	2	2
	11:00	5	7	12
	12:00	5	2	7
	13:00	4	7	11
	14:00	8	4	12
	15:00	6	3	9
	16:00	7	7	14
	17:00	5	2	7
	18:00	4	8	12
	19:00	4	7	11
	20:00	3	0	3
	21:00	4	7	11
	22:00	3	5	8
	23:00	1	0	1
Day Total :				138

AM Total :	32 (23.2%)	Peak AM Hour : 11:00 =	12 (8.7%)	Peak AM Factor : 0.857	Average Period :	2.9
PM Total :	106 (76.8%)	Peak PM Hour : 13:30 =	15 (10.9%)	Peak PM Factor : 0.938	Average Hour :	5.8

Date	Time	:00	:30	Total
10/06/14	00:00	1	0	1
Mon	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	1	1
	06:00	1	2	3
	07:00	4	8	12
	08:00	6	5	11
	09:00	7	4	11
	10:00	0	4	4
	11:00	4	7	11
	12:00	0	9	9
	13:00	3	2	5
	14:00	8	5	13
	15:00	20	11	31
	16:00	9	7	16
	17:00	15	17	32
	18:00	20	8	28
	19:00	7	4	11
	20:00	8	8	16
	21:00	9	2	11
	22:00	0	1	1
	23:00	1	3	4
Day Total :				231

AM Total :	54 (23.4%)	Peak AM Hour : 07:30 =	14 (6.1%)	Peak AM Factor : 0.875	Average Period :	4.8
PM Total :	177 (76.6%)	Peak PM Hour : 17:30 =	37 (16.0%)	Peak PM Factor : 0.925	Average Hour :	9.6



Date	Time	:00	:30	Total
10/07/14	00:00	1	0	1
Tue	01:00	0	3	3
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	2	2
	06:00	1	1	2
	07:00	3	5	8
	08:00	11	7	18
	09:00	3	3	6
	10:00	3	2	5
	11:00	4	12	16
	12:00	7	3	10
	13:00	4	6	10
	14:00	5	4	9
	15:00	14	14	28
	16:00	6	12	18
	17:00	20	14	34
	18:00	9	8	17
	19:00	15	8	23
	20:00	11	11	22
	21:00	7	6	13
	22:00	1	1	2
	23:00	2	0	2
Day Total :				249

AM Total :	61 (24.5%)	Peak AM Hour : 08:00 =	18 (7.2%)	Peak AM Factor : 0.750	Average Period :	5.2
PM Total :	188 (75.5%)	Peak PM Hour : 17:00 =	34 (13.7%)	Peak PM Factor : 0.850	Average Hour :	10.4

Date	Time	:00	:30	Total
10/08/14	00:00	1	2	3
Wed	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	0	0
	06:00	2	2	4
	07:00	5	4	9
	08:00	5	4	9
	09:00	5	2	7
	10:00	5	6	11
	11:00	5	4	9
	12:00	9	4	13
	13:00	6	5	11
	14:00	4	6	10
	15:00	18	15	33
	16:00	9	12	21
	17:00	14	15	29
	18:00	20	12	32
	19:00	5	11	16
	20:00	19	3	22
	21:00	7	6	13
	22:00	2	1	3
	23:00	2	0	2
Day Total :				257

AM Total :	52 (20.2%)	Peak AM Hour : 10:00 =	11 (4.3%)	Peak AM Factor : 0.917	Average Period :	5.4
PM Total :	205 (79.8%)	Peak PM Hour : 17:30 =	35 (13.6%)	Peak PM Factor : 0.875	Average Hour :	10.7

Date	Time	:00	:30	Total
10/09/14	00:00	1	1	2
Thu	01:00	1	0	1
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	1	1	2
	06:00	2	1	3
	07:00	1	6	7
	08:00	7	10	17
	09:00	2	5	7
	10:00	7	1	8
	11:00	4	1	5
	12:00	4	4	8
	13:00	6	3	9
	14:00	6	6	12
	15:00	18	10	28
	16:00	13	9	22
	17:00	9	14	23
	18:00	16	15	31
	19:00	9	3	12
	20:00	8	6	14
	21:00	3	2	5
	22:00	1	1	2
	23:00	2	2	4
Day Total :				222

AM Total :	52 (23.4%)	Peak AM Hour : 08:00 =	17 (7.7%)	Peak AM Factor : 0.850	Average Period :	4.6
PM Total :	170 (76.6%)	Peak PM Hour : 18:00 =	31 (14.0%)	Peak PM Factor : 0.861	Average Hour :	9.3

Date	Time	:00	:30	Total
10/10/14	00:00	1	0	1
Fri	01:00	0	0	0
	02:00	0	0	0
	03:00	0	1	1
	04:00	1	0	1
	05:00	0	1	1
	06:00	2	1	3
	07:00	4	4	8
	08:00	5	7	12
	09:00	3	3	6
	10:00	6	7	13
	11:00	11	5	16
	12:00	5	10	15
	13:00	10	9	19
	14:00	5	9	14
	15:00	20	4	24
	16:00	8	5	13
	17:00	14	11	25
	18:00	17	10	27
	19:00	13	4	17
	20:00	10	3	13
	21:00	4	3	7
	22:00	3	5	8
	23:00	5	1	6
Day Total :				250

AM Total :	62 (24.8%)	Peak AM Hour : 10:30 =	18 (7.2%)	Peak AM Factor : 0.818	Average Period :	5.2
PM Total :	188 (75.2%)	Peak PM Hour : 14:30 =	29 (11.6%)	Peak PM Factor : 0.725	Average Hour :	10.4

Date	Time	:00	:30	Total
10/11/14	00:00	3	2	5
Sat	01:00	2	0	2
	02:00	0	1	1
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	2	2
	06:00	0	1	1
	07:00	2	2	4
	08:00	0	3	3
	09:00	3	2	5
	10:00	6	2	8
	11:00	7	14	21
	12:00	6	2	8
	13:00	11	6	17
	14:00	9	8	17
	15:00	7	12	19
	16:00	9	10	19
	17:00	12	10	22
	18:00	3	6	9
	19:00	5	4	9
	20:00	5	3	8
	21:00	12	4	16
	22:00	5	6	11
	23:00	2	1	3
Day Total :				210

AM Total :	52 (24.8%)	Peak AM Hour : 11:00 =	21 (10.0%)	Peak AM Factor : 0.750	Average Period :	4.4
PM Total :	158 (75.2%)	Peak PM Hour : 16:30 =	22 (10.5%)	Peak PM Factor : 0.917	Average Hour :	8.8

Date	Time	:00	:30	Total
10/12/14	00:00	1	2	3
Sun	01:00	0	2	2
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	1	0	1
	06:00	0	0	0
	07:00	0	0	0
	08:00	2	0	2
	09:00	4	3	7
	10:00	4	2	6
	11:00	4	4	8
	12:00	3	3	6
	13:00	3	3	6
	14:00	4	5	9
	15:00	7	4	11
	16:00	10	3	13
	17:00	7	5	12
	18:00	4	4	8
	19:00	6	2	8
	20:00	3	5	8
	21:00	2	2	4
	22:00	3	0	3
	23:00	2	2	4
Day Total :				121

AM Total :	29 (24.0%)	Peak AM Hour : 11:00 =	8 (6.6%)	Peak AM Factor : 1.000	Average Period :	2.5
PM Total :	92 (76.0%)	Peak PM Hour : 15:30 =	14 (11.6%)	Peak PM Factor : 0.700	Average Hour :	5.0

Date	Time	:00	:30	Total
10/13/14	00:00	0	0	0
Mon	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	0	0
	06:00	1	3	4
	07:00	4	8	12
	08:00	6	6	12
	09:00	6	3	9
Day Total :				37

AM Total :	37 (100.0%)	Peak AM Hour : 07:30 =	14 (37.8%)	Peak AM Factor : 0.875	Average Period :	1.9
PM Total :		Peak PM Hour :		Peak PM Factor :	Average Hour :	3.7

## Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.						

## Lane #2 Basic Volume Data From: 16:30 - 09/25/2014 To: 09:59 - 10/13/2014

Date	Time	:00	:30	Total
09/25/14	16:00		7	7
Thu	17:00	12	10	22
	18:00	9	18	27
	19:00	9	5	14
	20:00	5	3	8
	21:00	1	3	4
	22:00	4	0	4
	23:00	2	1	3
Day Total :				89

AM Total :	Peak AM Hour :	Peak AM Factor :	Average Period :	5.9
PM Total :	89 (100.0%)	Peak PM Hour : 18:00 =	27 (30.3%)	Peak PM Factor : 0.750
			Average Hour :	11.9



Date	Time	:00	:30	Total
09/26/14	00:00	1	0	1
Fri	01:00	0	0	0
	02:00	1	0	1
	03:00	0	1	1
	04:00	1	0	1
	05:00	1	1	2
	06:00	3	2	5
	07:00	7	15	22
	08:00	20	12	32
	09:00	6	6	12
	10:00	4	8	12
	11:00	5	7	12
	12:00	4	10	14
	13:00	6	2	8
	14:00	3	13	16
	15:00	14	7	21
	16:00	8	8	16
	17:00	6	12	18
	18:00	7	5	12
	19:00	3	2	5
	20:00	4	6	10
	21:00	2	2	4
	22:00	3	0	3
	23:00	0	0	0
Day Total :				228

AM Total :	101 (44.3%)	Peak AM Hour : 07:30 =	35 (15.4%)	Peak AM Factor : 0.875	Average Period :	4.8
PM Total :	127 (55.7%)	Peak PM Hour : 14:30 =	27 (11.8%)	Peak PM Factor : 0.964	Average Hour :	9.5

Date	Time	:00	:30	Total
09/27/14	00:00	3	0	3
Sat	01:00	1	2	3
	02:00	0	0	0
	03:00	0	1	1
	04:00	1	0	1
	05:00	1	0	1
	06:00	0	3	3
	07:00	3	0	3
	08:00	2	8	10
	09:00	4	6	10
	10:00	8	6	14
	11:00	10	4	14
	12:00	6	11	17
	13:00	1	9	10
	14:00	4	4	8
	15:00	5	4	9
	16:00	4	9	13
	17:00	6	6	12
	18:00	10	1	11
	19:00	2	3	5
	20:00	1	3	4
	21:00	2	1	3
	22:00	4	0	4
	23:00	1	1	2
Day Total :				161

AM Total :	63 (39.1%)	Peak AM Hour : 10:30 =	16 (9.9%)	Peak AM Factor : 0.800	Average Period :	3.4
PM Total :	98 (60.9%)	Peak PM Hour : 12:00 =	17 (10.6%)	Peak PM Factor : 0.773	Average Hour :	6.7

Date	Time	:00	:30	Total
09/28/14	00:00	1	0	1
Sun	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	1	1
	05:00	0	0	0
	06:00	1	0	1
	07:00	2	1	3
	08:00	2	3	5
	09:00	1	6	7
	10:00	9	7	16
	11:00	6	2	8
	12:00	5	14	19
	13:00	5	4	9
	14:00	1	3	4
	15:00	2	4	6
	16:00	3	6	9
	17:00	5	2	7
	18:00	2	1	3
	19:00	4	2	6
	20:00	2	3	5
	21:00	0	1	1
	22:00	1	1	2
	23:00	0	2	2
Day Total :				115

AM Total :	42 (36.5%)	Peak AM Hour : 10:00 =	16 (13.9%)	Peak AM Factor : 0.889	Average Period :	2.4
PM Total :	73 (63.5%)	Peak PM Hour : 12:00 =	19 (16.5%)	Peak PM Factor : 0.679	Average Hour :	4.8

Date	Time	:00	:30	Total
09/29/14	00:00	0	0	0
Mon	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	1	0	1
	05:00	2	3	5
	06:00	3	8	11
	07:00	5	15	20
	08:00	24	11	35
	09:00	6	8	14
	10:00	5	4	9
	11:00	7	5	12
	12:00	4	1	5
	13:00	4	2	6
	14:00	2	3	5
	15:00	9	9	18
	16:00	6	11	17
	17:00	11	8	19
	18:00	7	4	11
	19:00	8	7	15
	20:00	3	8	11
	21:00	3	3	6
	22:00	1	0	1
	23:00	1	1	2
Day Total :				223

AM Total :	107 (48.0%)	Peak AM Hour : 07:30 =	39 (17.5%)	Peak AM Factor : 0.812	Average Period :	4.6
PM Total :	116 (52.0%)	Peak PM Hour : 16:30 =	22 (9.9%)	Peak PM Factor : 1.000	Average Hour :	9.3

Date	Time	:00	:30	Total
09/30/14	00:00	0	0	0
Tue	01:00	0	0	0
	02:00	0	0	0
	03:00	0	1	1
	04:00	0	0	0
	05:00	0	1	1
	06:00	3	4	7
	07:00	7	16	23
	08:00	30	6	36
	09:00	6	7	13
	10:00	2	3	5
	11:00	6	6	12
	12:00	5	5	10
	13:00	9	5	14
	14:00	6	9	15
	15:00	8	17	25
	16:00	9	9	18
	17:00	11	7	18
	18:00	5	9	14
	19:00	7	4	11
	20:00	2	3	5
	21:00	0	0	0
	22:00	2	0	2
	23:00	0	1	1
Day Total :				231

AM Total :	98 (42.4%)	Peak AM Hour : 07:30 =	46 (19.9%)	Peak AM Factor : 0.767	Average Period :	4.8
PM Total :	133 (57.6%)	Peak PM Hour : 15:30 =	26 (11.3%)	Peak PM Factor : 0.765	Average Hour :	9.6

Date	Time	:00	:30	Total
10/01/14	00:00	2	0	2
Wed	01:00	0	0	0
	02:00	0	0	0
	03:00	0	1	1
	04:00	1	0	1
	05:00	0	1	1
	06:00	6	6	12
	07:00	5	14	19
	08:00	27	11	38
	09:00	2	7	9
	10:00	4	7	11
	11:00	4	9	13
	12:00	6	6	12
	13:00	3	5	8
	14:00	6	11	17
	15:00	7	4	11
	16:00	11	9	20
	17:00	7	10	17
	18:00	9	4	13
	19:00	6	4	10
	20:00	3	3	6
	21:00	1	2	3
	22:00	0	0	0
	23:00	0	1	1
Day Total :				225

AM Total :	107 (47.6%)	Peak AM Hour : 07:30 =	41 (18.2%)	Peak AM Factor : 0.759	Average Period :	4.7
PM Total :	118 (52.4%)	Peak PM Hour : 16:00 =	20 (8.9%)	Peak PM Factor : 0.909	Average Hour :	9.4

Date	Time	:00	:30	Total
10/02/14	00:00	1	0	1
Thu	01:00	1	0	1
	02:00	0	0	0
	03:00	0	1	1
	04:00	0	0	0
	05:00	0	1	1
	06:00	1	6	7
	07:00	5	18	23
	08:00	25	6	31
	09:00	5	11	16
	10:00	2	5	7
	11:00	4	7	11
	12:00	6	2	8
	13:00	4	4	8
	14:00	3	5	8
	15:00	8	7	15
	16:00	10	9	19
	17:00	11	8	19
	18:00	12	9	21
	19:00	4	4	8
	20:00	8	3	11
	21:00	3	0	3
	22:00	1	0	1
	23:00	1	0	1
Day Total :				221

AM Total :	99 (44.8%)	Peak AM Hour : 07:30 =	43 (19.5%)	Peak AM Factor : 0.860	Average Period :	4.6
PM Total :	122 (55.2%)	Peak PM Hour : 18:00 =	21 (9.5%)	Peak PM Factor : 0.875	Average Hour :	9.2

Date	Time	:00	:30	Total
10/03/14	00:00	1	0	1
Fri	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	1	0	1
	05:00	4	2	6
	06:00	6	2	8
	07:00	5	16	21
	08:00	16	7	23
	09:00	6	1	7
	10:00	7	5	12
	11:00	6	4	10
	12:00	12	9	21
	13:00	7	4	11
	14:00	7	8	15
	15:00	5	9	14
	16:00	9	6	15
	17:00	6	10	16
	18:00	4	6	10
	19:00	4	4	8
	20:00	1	2	3
	21:00	3	0	3
	22:00	1	1	2
	23:00	0	2	2
Day Total :				209

AM Total :	89 (42.6%)	Peak AM Hour : 07:30 =	32 (15.3%)	Peak AM Factor : 1.000	Average Period :	4.4
PM Total :	120 (57.4%)	Peak PM Hour : 12:00 =	21 (10.0%)	Peak PM Factor : 0.875	Average Hour :	8.7



Date	Time	:00	:30	Total
10/04/14	00:00	1	0	1
Sat	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	1	0	1
	05:00	0	0	0
	06:00	1	1	2
	07:00	4	3	7
	08:00	5	10	15
	09:00	4	6	10
	10:00	7	8	15
	11:00	11	9	20
	12:00	5	10	15
	13:00	4	3	7
	14:00	7	7	14
	15:00	6	7	13
	16:00	7	1	8
	17:00	9	8	17
	18:00	3	2	5
	19:00	5	4	9
	20:00	8	0	8
	21:00	2	2	4
	22:00	1	2	3
	23:00	0	1	1
Day Total :				175

AM Total :	71 (40.6%)	Peak AM Hour : 11:00 =	20 (11.4%)	Peak AM Factor : 0.909	Average Period :	3.6
PM Total :	104 (59.4%)	Peak PM Hour : 17:00 =	17 (9.7%)	Peak PM Factor : 0.850	Average Hour :	7.3

Date	Time	:00	:30	Total
10/05/14	00:00	1	0	1
Sun	01:00	0	0	0
	02:00	0	0	0
	03:00	1	0	1
	04:00	0	0	0
	05:00	0	0	0
	06:00	2	0	2
	07:00	2	0	2
	08:00	3	4	7
	09:00	3	9	12
	10:00	5	5	10
	11:00	2	6	8
	12:00	5	1	6
	13:00	6	9	15
	14:00	2	0	2
	15:00	9	6	15
	16:00	6	6	12
	17:00	7	5	12
	18:00	1	2	3
	19:00	2	8	10
	20:00	1	1	2
	21:00	3	0	3
	22:00	0	0	0
	23:00	0	2	2
Day Total :				125

AM Total :	43 (34.4%)	Peak AM Hour : 09:30 =	14 (11.2%)	Peak AM Factor : 0.778	Average Period :	2.6
PM Total :	82 (65.6%)	Peak PM Hour : 13:00 =	15 (12.0%)	Peak PM Factor : 0.833	Average Hour :	5.2

Date	Time	:00	:30	Total
10/06/14	00:00	0	1	1
Mon	01:00	0	1	1
	02:00	0	0	0
	03:00	0	1	1
	04:00	2	0	2
	05:00	0	2	2
	06:00	5	4	9
	07:00	6	16	22
	08:00	22	9	31
	09:00	4	10	14
	10:00	3	7	10
	11:00	3	6	9
	12:00	0	2	2
	13:00	4	2	6
	14:00	3	3	6
	15:00	5	15	20
	16:00	9	5	14
	17:00	14	6	20
	18:00	8	6	14
	19:00	10	2	12
	20:00	3	4	7
	21:00	0	2	2
	22:00	0	1	1
	23:00	1	1	2
Day Total :				208

AM Total :	102 (49.0%)	Peak AM Hour : 07:30 =	38 (18.3%)	Peak AM Factor : 0.864	Average Period :	4.3
PM Total :	106 (51.0%)	Peak PM Hour : 15:30 =	24 (11.5%)	Peak PM Factor : 0.800	Average Hour :	8.7

Date	Time	:00	:30	Total
10/07/14	00:00	1	0	1
Tue	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	1	0	1
	05:00	0	1	1
	06:00	6	5	11
	07:00	6	19	25
	08:00	25	5	30
	09:00	1	6	7
	10:00	8	6	14
	11:00	4	6	10
	12:00	4	5	9
	13:00	7	6	13
	14:00	5	5	10
	15:00	11	9	20
	16:00	7	10	17
	17:00	9	15	24
	18:00	12	17	29
	19:00	9	4	13
	20:00	7	6	13
	21:00	0	2	2
	22:00	2	0	2
	23:00	0	0	0
Day Total :				252

AM Total :	100 (39.7%)	Peak AM Hour : 07:30 =	44 (17.5%)	Peak AM Factor : 0.880	Average Period :	5.3
PM Total :	152 (60.3%)	Peak PM Hour : 18:00 =	29 (11.5%)	Peak PM Factor : 0.853	Average Hour :	10.5

Date	Time	:00	:30	Total
10/08/14	00:00	2	0	2
Wed	01:00	1	0	1
	02:00	0	0	0
	03:00	0	0	0
	04:00	2	0	2
	05:00	0	2	2
	06:00	5	4	9
	07:00	3	12	15
	08:00	26	7	33
	09:00	3	8	11
	10:00	6	1	7
	11:00	5	6	11
	12:00	8	6	14
	13:00	5	5	10
	14:00	6	7	13
	15:00	11	11	22
	16:00	4	10	14
	17:00	10	11	21
	18:00	8	12	20
	19:00	8	8	16
	20:00	4	8	12
	21:00	6	2	8
	22:00	2	0	2
	23:00	0	1	1
Day Total :				246

AM Total :	93 (37.8%)	Peak AM Hour : 07:30 =	38 (15.4%)	Peak AM Factor : 0.731	Average Period :	5.1
PM Total :	153 (62.2%)	Peak PM Hour : 15:00 =	22 (8.9%)	Peak PM Factor : 0.917	Average Hour :	10.3

Date	Time	:00	:30	Total
10/09/14	00:00	1	0	1
Thu	01:00	1	0	1
	02:00	0	1	1
	03:00	0	0	0
	04:00	1	0	1
	05:00	0	2	2
	06:00	5	3	8
	07:00	5	11	16
	08:00	23	13	36
	09:00	1	9	10
	10:00	3	1	4
	11:00	6	3	9
	12:00	3	3	6
	13:00	11	7	18
	14:00	8	9	17
	15:00	9	13	22
	16:00	5	11	16
	17:00	6	8	14
	18:00	10	13	23
	19:00	5	3	8
	20:00	2	1	3
	21:00	0	3	3
	22:00	1	0	1
	23:00	1	3	4
Day Total :				224

AM Total :	89 (39.7%)	Peak AM Hour : 08:00 =	36 (16.1%)	Peak AM Factor : 0.783	Average Period :	4.7
PM Total :	135 (60.3%)	Peak PM Hour : 18:00 =	23 (10.3%)	Peak PM Factor : 0.885	Average Hour :	9.3

Date	Time	:00	:30	Total
10/10/14	00:00	0	0	0
Fri	01:00	0	0	0
	02:00	0	1	1
	03:00	0	1	1
	04:00	2	1	3
	05:00	0	2	2
	06:00	6	3	9
	07:00	3	13	16
	08:00	21	8	29
	09:00	5	4	9
	10:00	10	9	19
	11:00	5	7	12
	12:00	4	6	10
	13:00	10	6	16
	14:00	15	4	19
	15:00	16	5	21
	16:00	4	11	15
	17:00	12	10	22
	18:00	6	9	15
	19:00	13	2	15
	20:00	3	1	4
	21:00	1	1	2
	22:00	5	3	8
	23:00	1	1	2
Day Total :				250

AM Total :	101 (40.4%)	Peak AM Hour : 07:30 =	34 (13.6%)	Peak AM Factor : 0.810	Average Period :	5.2
PM Total :	149 (59.6%)	Peak PM Hour : 16:30 =	23 (9.2%)	Peak PM Factor : 0.719	Average Hour :	10.4

Date	Time	:00	:30	Total
10/11/14	00:00	0	2	2
Sat	01:00	0	0	0
	02:00	0	0	0
	03:00	1	0	1
	04:00	0	0	0
	05:00	1	6	7
	06:00	3	5	8
	07:00	6	2	8
	08:00	4	6	10
	09:00	1	6	7
	10:00	8	5	13
	11:00	6	9	15
	12:00	5	4	9
	13:00	7	8	15
	14:00	8	10	18
	15:00	8	5	13
	16:00	9	7	16
	17:00	8	3	11
	18:00	7	8	15
	19:00	6	7	13
	20:00	4	3	7
	21:00	4	4	8
	22:00	4	0	4
	23:00	0	2	2
Day Total :				202

AM Total :	71 (35.1%)	Peak AM Hour : 11:00 =	15 (7.4%)	Peak AM Factor : 0.833	Average Period :	4.2
PM Total :	131 (64.9%)	Peak PM Hour : 14:00 =	18 (8.9%)	Peak PM Factor : 0.900	Average Hour :	8.4



Date	Time	:00	:30	Total
10/12/14	00:00	0	0	0
Sun	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	1	1
	05:00	0	0	0
	06:00	1	0	1
	07:00	2	3	5
	08:00	7	0	7
	09:00	6	5	11
	10:00	4	4	8
	11:00	6	4	10
	12:00	2	9	11
	13:00	1	3	4
	14:00	1	4	5
	15:00	3	4	7
	16:00	6	5	11
	17:00	4	7	11
	18:00	6	2	8
	19:00	6	1	7
	20:00	2	1	3
	21:00	0	0	0
	22:00	3	1	4
	23:00	0	1	1
Day Total :				115

AM Total :	43 (37.4%)	Peak AM Hour : 09:00 =	11 (9.6%)	Peak AM Factor : 0.786	Average Period :	2.4
PM Total :	72 (62.6%)	Peak PM Hour : 17:30 =	13 (11.3%)	Peak PM Factor : 0.722	Average Hour :	4.8

Date	Time	:00	:30	Total
10/13/14	00:00	0	0	0
Mon	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	1	0	1
	05:00	0	3	3
	06:00	2	2	4
	07:00	7	10	17
	08:00	24	7	31
	09:00	7	5	12
Day Total :				68

AM Total :	68 (100.0%)	Peak AM Hour : 07:30 =	34 (50.0%)	Peak AM Factor : 0.708	Average Period :	3.4
PM Total :		Peak PM Hour :		Peak PM Factor :	Average Hour :	6.8



# Basic Volume Summary: West Little Nov

Grand Total For Data From: 16:30 - 09/25/2014 To: 09:59 - 10/13/2014

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	3674 (50.7%)	17.73	207	4.3	8.6	888 (24.2%)	2786 (75.8%)
#2.	3567 (49.3%)	17.73	201	4.2	8.4	1487 (41.7%)	2080 (58.3%)
ALL	7241	17.73	408	8.5	17.0	2375 (32.8%)	4866 (67.2%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:00 = 23	09/29/2014	0.767	18:30 = 38	09/25/2014	0.826
#2.	07:30 = 46	09/30/2014	0.767	18:00 = 29	10/07/2014	0.853

# Basic Volume Report: E LITTLE WB

## Station ID : E LITTLE WB

Info Line 1 : West Bound

Info Line 2 :

GPS Lat/Lon :

DB File : E LITTLE WB.DB

Last Connected Device Type : Apollo

Version Number : 1.63

Serial Number : 25520

Number of Lanes : 1

Posted Speed Limit : 25.0 mph

## Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

## Lane #1 Basic Volume Data From: 16:30 - 11/02/2016 To: 14:59 - 11/10/2016

Date	Time	:00	:30	Total
11/02/16	16:00		122	122
Wed	17:00	125	96	221
	18:00	84	77	161
	19:00	59	29	88
	20:00	28	22	50
	21:00	12	12	24
	22:00	18	4	22
	23:00	2	1	3

Day Total : 691

AM Total :	Peak AM Hour :	Peak AM Factor :	Average Period :	46.1
PM Total :	691 (100.0%)	Peak PM Hour : 16:30 =	247 (35.7%)	Peak PM Factor : 0.988
			Average Hour :	92.1

Date	Time	:00	:30	Total
11/03/16	00:00	2	2	4
Thu	01:00	0	43520	43520
Day Total :				43524

AM Total :	43524 (100.0%)	Peak AM Hour : 01:00 =	43520 (100.0%)	Peak AM Factor : 0.500	Average Period :10881.0
PM Total :		Peak PM Hour :		Peak PM Factor :	Average Hour :21762.0



# Basic Volume Summary: E LITTLE WB

**Grand Total For Data From: 16:30 - 11/02/2016 To: 14:59 - 11/10/2016**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	44215 (100.0%)	0.40	111701	2327.1	4654.2	43524 (98.4%)	691 (1.6%)
ALL	44215	0.40	111701	2327.1	4654.2	43524 (98.4%)	691 (1.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	01:00 = 43520	11/03/2016	0.500	16:30 = 247	11/02/2016	0.988



# Basic Volume Report: E LITTLE EB

## Station ID : E LITTLE EB

Info Line 1 : East Bound Traffic  
 Info Line 2 :

GPS Lat/Lon :

DB File : E LITTLE EB.DB

Last Connected Device Type : Apollo

Version Number : 1.63

Serial Number : 25521

Number of Lanes : 1

Posted Speed Limit : 25.0 mph

### Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

### Lane #1 Basic Volume Data From: 16:30 - 11/02/2016 To: 06:59 - 11/08/2016

Date	Time	:00	:30	Total
11/02/16	16:00		83	83
Wed	17:00	109	100	209
	18:00	94	85	179
	19:00	70	54	124
	20:00	29	29	58
	21:00	20	14	34
	22:00	12	1	13
	23:00	9	3	12
Day Total :				712

AM Total :	Peak AM Hour :	Peak AM Factor :	Average Period :	47.5
PM Total :	712 (100.0%)	Peak PM Hour : 17:00 =	209 (29.4%)	Peak PM Factor : 0.959
			Average Hour :	94.9

Date	Time	:00	:30	Total
11/03/16	00:00	1	2	3
Thu	01:00	1	0	1
	02:00	1	0	1
	03:00	1	0	1
	04:00	0	2	2
	05:00	0	5	5
	06:00	12	11	23
	07:00	34	51	85
	08:00	98	78	176
	09:00	72	59	131
	10:00	63	41	104
	11:00	61	90	151
	12:00	78	73	151
	13:00	95	85	180
	14:00	71	74	145
	15:00	77	75	152
	16:00	94	80	174
	17:00	104	71	175
	18:00	0	8	8
	19:00	59	60	119
	20:00	37	22	59
	21:00	17	15	32
	22:00	17	11	28
	23:00	1	1	2
Day Total :				1908

AM Total :	683 (35.8%)	Peak AM Hour : 08:00 =	176 (9.2%)	Peak AM Factor : 0.898	Average Period :	39.8
PM Total :	1225 (64.2%)	Peak PM Hour : 16:30 =	184 (9.6%)	Peak PM Factor : 0.885	Average Hour :	79.5

Date	Time	:00	:30	Total
11/04/16	00:00	1	1	2
Fri	01:00	1	3	4
	02:00	2	0	2
	03:00	0	2	2
	04:00	0	0	0
	05:00	1	4	5
	06:00	14	16	30
	07:00	25	30	55
	08:00	58	61	119
	09:00	55	50	105
	10:00	57	68	125
	11:00	83	62	145
	12:00	69	93	162
	13:00	100	78	178
	14:00	85	97	182
	15:00	94	70	164
	16:00	88	95	183
	17:00	94	94	188
	18:00	78	71	149
	19:00	72	65475	65547
Day Total :				67347

AM Total :	594 (0.9%)	Peak AM Hour : 10:30 =	151 (0.2%)	Peak AM Factor : 0.910	Average Period : 1683.7
PM Total :	66753 (99.1%)	Peak PM Hour : 19:00 =	65547 (97.3%)	Peak PM Factor : 0.501	Average Hour : 3367.4



# Basic Volume Summary: E LITTLE EB

**Grand Total For Data From: 16:30 - 11/02/2016 To: 06:59 - 11/08/2016**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	69967 (100.0%)	2.15	32606	679.3	1358.6	1277 (1.8%)	68690 (98.2%)
ALL	69967	2.15	32606	679.3	1358.6	1277 (1.8%)	68690 (98.2%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:00 = 176	11/03/2016	0.898	19:00 = 65547	11/04/2016	0.501

# Basic Volume Report: DEPOT

## Station ID : DEPOT

Info Line 1 : West Bound  
 Info Line 2 : East Bound

GPS Lat/Lon :

DB File : DEPOT.DB

Last Connected Device Type : Apollo

Version Number : 1.63

Serial Number : 25523

Number of Lanes : 2

Posted Speed Limit : 25.0 mph

## Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Subtract	Axle	Yes	

## Lane #1 Basic Volume Data From: 16:15 - 11/02/2016 To: 09:29 - 11/03/2016

Date	Time	:00	:15	:30	:45	Total
11/02/16	16:00		2	3	3	8
Wed	17:00	5	1	0	0	6
	18:00	6	6	4	4	20
	19:00	2	4	2	4	12
	20:00	4	1	1	2	8
	21:00	1	2	0	0	3
	22:00	1	0	1	0	2
	23:00	0	0	1	1	2
Day Total :						61

AM Total :	Peak AM Hour :	Peak AM Factor :	Average Period :	2.0
PM Total :	61 (100.0%)	Peak PM Hour : 18:00 =	20 (32.8%)	Peak PM Factor : 0.833
			Average Hour :	7.9

Date	Time	:00	:15	:30	:45	Total
11/03/16	00:00	1	0	0	0	1
Thu	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	1	1
	06:00	0	0	2	0	2
	07:00	1	0	0	0	1
	08:00	0	0	5	5	10
	09:00	1	65450			65451
Day Total :						65466

AM Total :	65466 (100.0%)	Peak AM Hour : 08:30 =	65461 (100.0%)	Peak AM Factor : 0.250	Average Period : 1722.8
PM Total :		Peak PM Hour :		Peak PM Factor :	Average Hour : 6891.2

## Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.			Subtract	Axle	Yes	

## Lane #2 Basic Volume Data From: 16:15 - 11/02/2016 To: 09:29 - 11/03/2016

Date	Time	:00	:15	:30	:45	Total
11/02/16	16:00		22	17	17	56
Wed	17:00	14	19	30	14	77
	18:00	15	15	10	19	59
	19:00	19	18	6	13	56
	20:00	7	7	7	12	33
	21:00	10	5	2	5	22
	22:00	4	10	3	2	19
	23:00	10	5	3	2	20
Day Total :						342

AM Total :	Peak AM Hour :	Peak AM Factor :	Average Period :	11.0
PM Total :	342 (100.0%)	Peak PM Hour : 16:45 =	80 (23.4%)	Peak PM Factor : 0.667
			Average Hour :	44.1



Date	Time	:00	:15	:30	:45	Total
11/03/16	00:00	0	7	0	1	8
Thu	01:00	0	0	0	1	1
	02:00	1	0	2	0	3
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	1	1
	06:00	4	0	7	2	13
	07:00	3	1	2	5	11
	08:00	9	16	21	7	53
	09:00	12	0			12
Day Total :						102

AM Total :	102 (100.0%)	Peak AM Hour : 08:15 =	56 (54.9%)	Peak AM Factor : 0.667	Average Period :	2.7
PM Total :		Peak PM Hour :		Peak PM Factor :	Average Hour :	10.7



# Basic Volume Summary: DEPOT

**Grand Total For Data From: 16:15 - 11/02/2016 To: 09:29 - 11/03/2016**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	65527 (99.3%)	0.72	91168	949.7	3798.7	65466 (99.9%)	61 (0.1%)
#2.	444 ( 0.7%)	0.72	618	6.4	25.7	102 (23.0%)	342 (77.0%)
ALL	65971	0.72	91786	956.1	3824.4	65568 (99.4%)	403 (0.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:30 = 65461	11/03/2016	0.250	18:00 = 20	11/02/2016	0.833
#2.	08:15 = 56	11/03/2016	0.667	16:45 = 80	11/02/2016	0.667

## SimTraffic LOS Report

**Project:** Driggs Idaho  
**Analysis Period:** Existing (2016) Background  
**Time Period:** Evening Peak Hour **Project #:** UT16-953

**Intersection:** Main Street & Bates Road/Ski Hill Road  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	10.4	B
	T	378	381	101	7.9	A
	R	59	62	105	5.0	A
	Subtotal	466	471	101	7.7	A
SB	L	50	45	90	11.9	B
	T	319	324	101	6.6	A
	R	43	44	103	4.3	A
	Subtotal	412	413	100	6.9	A
EB	L	114	113	99	15.6	B
	T	59	59	100	11.5	B
	R	44	45	103	6.1	A
	Subtotal	217	217	100	12.5	B
WB	L	101	103	102	16.2	B
	T	40	41	102	12.5	B
	R	78	76	98	6.5	A
	Subtotal	219	220	100	12.2	B
<b>Total</b>		1,314	1,321	101	9.0	A

**Intersection:** Main Street & Depot Street/Wallace Avenue  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	29	97	3.9	A
	T	498	498	100	1.4	A
	R	43	44	103	1.2	A
	Subtotal	571	571	100	1.5	A
SB	L	25	27	107	4.5	A
	T	376	380	101	0.3	A
	R	11	11	102	0.3	A
	Subtotal	412	418	101	0.6	A
<b>EB</b>	L	13	13	102	14.1	B
	T	8	8	97	12.9	B
	R	12	12	102	6.5	A
	<b>Subtotal</b>	<b>33</b>	<b>33</b>	<b>100</b>	<b>11.0</b>	<b>B</b>
WB	L	23	21	90	13.0	B
	T	4	4	94	15.3	C
	R	28	30	108	5.9	A
	Subtotal	55	55	100	9.3	A
<b>Total</b>		1,070	1,077	101	1.8	A

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #1 5:00**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.2	0.4	0.3	3.0	0.3	0.3	3.2	0.4	0.4	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0
Total Del/Veh (s)	16.3	10.9	5.8	13.9	13.2	6.2	9.3	7.3	4.1	10.7	5.5	3.3
Vehicles Entered	25	15	11	22	11	15	7	92	15	10	77	10
Vehicles Exited	25	15	11	22	11	15	6	93	15	10	77	10
Hourly Exit Rate	100	60	44	88	44	60	24	372	60	40	308	40
Input Volume	107	56	41	95	38	73	27	356	56	47	301	40
% of Volume	93	107	107	93	116	82	89	104	107	85	102	100

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #1 5:00**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.7
Total Delay (hr)	0.7
Total Del/Veh (s)	8.3
Vehicles Entered	310
Vehicles Exited	310
Hourly Exit Rate	1240
Input Volume	1237
% of Volume	100

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #2 5:15**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.4	0.3	3.1	0.4	0.3	3.4	0.4	0.5	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0
Total Del/Veh (s)	13.5	10.5	5.8	15.7	12.7	5.9	8.2	6.9	4.4	9.7	6.4	4.4
Vehicles Entered	29	14	10	26	8	19	6	85	14	10	75	10
Vehicles Exited	28	14	11	26	8	19	7	85	14	11	76	10
Hourly Exit Rate	112	56	44	104	32	76	28	340	56	44	304	40
Input Volume	107	56	41	95	38	73	27	356	56	47	301	40
% of Volume	105	100	107	109	84	104	104	96	100	94	101	100

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #2 5:15**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	0.7
Total Del/Veh (s)	8.3
Vehicles Entered	306
Vehicles Exited	309
Hourly Exit Rate	1236
Input Volume	1237
% of Volume	100

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #3 5:30**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.4	0.5	2.9	0.3	0.5	3.7	0.4	0.4	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.3	0.0	0.1	0.2	0.0
Total Del/Veh (s)	14.7	11.7	6.0	16.4	12.6	7.2	13.7	9.0	5.7	14.7	7.1	5.1
Vehicles Entered	32	16	13	30	12	25	7	110	18	13	98	14
Vehicles Exited	33	16	12	28	11	25	7	110	18	12	97	14
Hourly Exit Rate	132	64	48	112	44	100	28	440	72	48	388	56
Input Volume	134	69	52	119	47	92	34	445	69	59	374	51
% of Volume	99	93	92	94	94	109	82	99	104	81	104	110

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #3 5:30**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	1.1
Total Del/Veh (s)	9.6
Vehicles Entered	388
Vehicles Exited	383
Hourly Exit Rate	1532
Input Volume	1545
% of Volume	99

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #4 5:45**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.4	0.3	3.0	0.3	0.3	3.0	0.4	0.5	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0
Total Del/Veh (s)	16.0	11.5	6.1	16.2	11.4	5.7	9.0	7.8	4.8	10.0	6.9	3.8
Vehicles Entered	27	14	11	26	10	17	8	94	15	12	74	11
Vehicles Exited	27	14	11	26	10	17	8	93	15	12	75	11
Hourly Exit Rate	108	56	44	104	40	68	32	372	60	48	300	44
Input Volume	107	56	41	95	38	73	27	356	56	47	301	40
% of Volume	101	100	107	109	105	93	119	104	107	102	100	110

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #4 5:45**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	0.8
Total Del/Veh (s)	9.0
Vehicles Entered	319
Vehicles Exited	319
Hourly Exit Rate	1276
Input Volume	1237
% of Volume	103

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Entire Run**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.4	0.3	3.0	0.4	0.4	3.3	0.4	0.4	0.0	0.0	0.0
Total Delay (hr)	0.5	0.2	0.1	0.5	0.1	0.1	0.1	0.8	0.1	0.1	0.6	0.1
Total Del/Veh (s)	15.6	11.5	6.1	16.2	12.5	6.5	10.4	7.9	5.0	11.9	6.6	4.3
Vehicles Entered	113	60	45	103	40	76	28	381	62	45	324	44
Vehicles Exited	113	59	45	103	41	76	28	381	62	45	324	44
Hourly Exit Rate	113	59	45	103	41	76	28	381	62	45	324	44
Input Volume	114	59	44	101	40	78	29	378	59	50	319	43
% of Volume	99	100	103	102	102	98	97	101	105	90	101	103

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Entire Run**

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.8
Total Delay (hr)	3.3
Total Del/Veh (s)	9.0
Vehicles Entered	1321
Vehicles Exited	1321
Hourly Exit Rate	1321
Input Volume	1314
% of Volume	101

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #1 5:00**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	3.9	0.0	0.0	0.0	3.4	0.3	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.8	11.7	6.4	11.0	18.7	6.0	3.5	1.3	1.0	3.9	0.2	0.3
Vehicles Entered	4	2	2	5	1	7	8	116	11	6	89	2
Vehicles Exited	4	2	2	5	1	8	8	116	10	6	89	2
Hourly Exit Rate	16	8	8	20	4	32	32	464	40	24	356	8
Input Volume	12	8	11	22	4	26	28	469	40	24	354	10
% of Volume	133	100	73	91	100	123	114	99	100	100	101	80

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #1 5:00**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.1
Total Del/Veh (s)	1.8
Vehicles Entered	253
Vehicles Exited	253
Hourly Exit Rate	1012
Input Volume	1008
% of Volume	100

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #2 5:15**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	3.3	0.0	0.0	0.0	3.3	0.3	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.3	11.0	7.4	11.9	7.8	5.1	3.4	1.2	1.0	3.9	0.2	0.2
Vehicles Entered	2	2	2	4	1	8	6	117	9	7	88	3
Vehicles Exited	2	2	2	4	1	8	6	118	10	7	88	3
Hourly Exit Rate	8	8	8	16	4	32	24	472	40	28	352	12
Input Volume	12	8	11	22	4	26	28	469	40	24	354	10
% of Volume	67	100	73	73	100	123	86	101	100	117	99	120

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #2 5:15**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.1
Total Del/Veh (s)	1.5
Vehicles Entered	249
Vehicles Exited	251
Hourly Exit Rate	1004
Input Volume	1008
% of Volume	100

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #3 5:30**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	3.3	0.0	0.0	0.0	3.2	0.4	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.1	16.7	7.1	14.4	18.1	5.8	4.4	1.5	1.2	5.2	0.4	0.4
Vehicles Entered	4	2	4	7	1	9	10	144	14	8	115	4
Vehicles Exited	4	2	4	7	1	9	10	144	14	8	115	4
Hourly Exit Rate	16	8	16	28	4	36	40	576	56	32	460	16
Input Volume	15	9	14	27	5	33	35	585	51	29	442	13
% of Volume	107	89	114	104	80	109	114	98	110	110	104	123

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #3 5:30**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.2
Total Del/Veh (s)	2.1
Vehicles Entered	322
Vehicles Exited	322
Hourly Exit Rate	1288
Input Volume	1258
% of Volume	102



**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #4 5:45**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.3	3.3	0.0	0.0	0.0	3.6	0.3	0.6
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.3	8.2	5.4	14.8	16.6	5.8	3.7	1.4	1.3	4.2	0.3	0.3
Vehicles Entered	3	2	3	4	1	6	6	121	10	6	88	2
Vehicles Exited	3	2	4	4	1	6	6	121	10	6	88	2
Hourly Exit Rate	12	8	16	16	4	24	24	484	40	24	352	8
Input Volume	12	8	11	22	4	26	28	469	40	24	354	10
% of Volume	100	100	145	73	100	92	86	103	100	100	99	80

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #4 5:45**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.1
Total Del/Veh (s)	1.8
Vehicles Entered	252
Vehicles Exited	253
Hourly Exit Rate	1012
Input Volume	1008
% of Volume	100

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Entire Run**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	3.4	0.0	0.0	0.0	3.3	0.4	0.4
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.1	12.9	6.5	13.0	15.3	5.9	3.9	1.4	1.2	4.5	0.3	0.3
Vehicles Entered	13	8	12	21	4	30	29	498	44	27	380	11
Vehicles Exited	13	8	12	21	4	30	29	498	44	27	380	11
Hourly Exit Rate	13	8	12	21	4	30	29	498	44	27	380	11
Input Volume	13	8	12	23	4	28	30	498	43	25	376	11
% of Volume	102	97	102	90	94	108	97	100	103	107	101	102

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Entire Run**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.6
Total Del/Veh (s)	1.8
Vehicles Entered	1077
Vehicles Exited	1077
Hourly Exit Rate	1077
Input Volume	1070
% of Volume	101

Total Network Performance By Interval

Interval Start	5:00	5:15	5:30	5:45	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.4
Denied Del/Veh (s)	0.9	1.1	1.0	1.0	1.0
Total Delay (hr)	0.9	0.9	1.3	1.0	4.2
Total Del/Veh (s)	9.5	9.2	11.0	10.1	10.5
Vehicles Entered	331	328	417	337	1416
Vehicles Exited	333	331	407	343	1414
Hourly Exit Rate	1332	1324	1628	1372	1414
Input Volume	3563	3563	4451	3563	3785
% of Volume	37	37	37	39	37

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, Interval #1**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	74	75	74	72	42	142	45	107
Average Queue (ft)	45	40	40	43	16	85	23	67
95th Queue (ft)	79	77	76	76	46	151	52	107
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	10	5	7	5	0	4		0
Queuing Penalty (veh)	10	5	8	5	0	1		0

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, Interval #2**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	74	65	77	77	41	123	48	136
Average Queue (ft)	48	37	47	43	17	83	25	76
95th Queue (ft)	78	74	79	78	46	129	55	127
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	8	3	10	4		2		1
Queuing Penalty (veh)	8	4	11	4		1		1

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, Interval #3**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	85	88	90	87	43	177	62	138
Average Queue (ft)	54	47	51	54	20	110	29	91
95th Queue (ft)	91	87	90	92	50	184	64	150
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	13	5	12	7		7		2
Queuing Penalty (veh)	15	7	17	8		2		1

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, Interval #4**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	74	78	80	76	43	141	42	140
Average Queue (ft)	48	46	50	41	18	93	24	81
95th Queue (ft)	82	82	84	75	49	157	51	144
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	11	4	11	4		4		1
Queuing Penalty (veh)	10	4	12	4		1		0

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, All Intervals**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	95	101	104	100	59	196	68	163
Average Queue (ft)	49	43	47	45	18	93	26	79
95th Queue (ft)	83	81	83	81	48	158	56	135
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	10	4	10	5	0	4		1
Queuing Penalty (veh)	11	5	12	5	0	1		1

**Intersection: 6: Main Street & Depot Street/Wallace Avenue, Interval #1**

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	L	L
Maximum Queue (ft)	37	42	49	28	22
Average Queue (ft)	23	20	22	9	9
95th Queue (ft)	47	50	52	31	28
Link Distance (ft)	778	979			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			25	120	50
Storage Blk Time (%)		7	4		
Queuing Penalty (veh)		2	1		

**Intersection: 6: Main Street & Depot Street/Wallace Avenue, Interval #2**

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	L	L
Maximum Queue (ft)	38	35	41	24	25
Average Queue (ft)	19	17	22	4	10
95th Queue (ft)	48	44	50	23	30
Link Distance (ft)	778	979			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			25	120	50
Storage Blk Time (%)		5	4		
Queuing Penalty (veh)		1	1		

**Intersection: 6: Main Street & Depot Street/Wallace Avenue, Interval #3**

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	48	55	58	41	2	31
Average Queue (ft)	26	26	27	14	0	13
95th Queue (ft)	52	60	59	44	5	36
Link Distance (ft)	778	979			454	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25	120		50
Storage Blk Time (%)		10	5			0
Queuing Penalty (veh)		3	2			0

**Intersection: 6: Main Street & Depot Street/Wallace Avenue, Interval #4**

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	L	L	TR
Maximum Queue (ft)	54	36	41	27	26	1
Average Queue (ft)	26	18	17	6	7	0
95th Queue (ft)	56	45	47	26	25	2
Link Distance (ft)	778	979				536
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25	120	50	
Storage Blk Time (%)		7	3		0	
Queuing Penalty (veh)		2	1		0	

Intersection: 6: Main Street & Depot Street/Wallace Avenue, All Intervals

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	L	TR	L	TR
Maximum Queue (ft)	59	59	62	43	2	33	1
Average Queue (ft)	23	20	22	8	0	9	0
95th Queue (ft)	51	50	53	32	2	30	1
Link Distance (ft)	778	979			454		536
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			25	120		50	
Storage Blk Time (%)		7	4			0	
Queuing Penalty (veh)		2	1			0	

Network Summary

Network wide Queuing Penalty, Interval #1: 32
Network wide Queuing Penalty, Interval #2: 30
Network wide Queuing Penalty, Interval #3: 56
Network wide Queuing Penalty, Interval #4: 35
Network wide Queuing Penalty, All Intervals: 38

## SimTraffic LOS Report

**Project:** Driggs Idaho  
**Analysis Period:** Existing (2016) Background - July  
**Time Period:** Evening Peak Hour **Project #:** UT16-953

**Intersection:** Main Street & Bates Road/Ski Hill Road  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	31	89	14.5	B
	T	457	460	101	9.5	A
	R	71	71	100	6.8	A
	<b>Subtotal</b>	<b>563</b>	<b>562</b>	<b>100</b>	<b>9.4</b>	<b>A</b>
SB	L	61	62	102	17.0	B
	T	384	388	101	8.0	A
	R	52	53	102	5.1	A
	<b>Subtotal</b>	<b>497</b>	<b>503</b>	<b>101</b>	<b>8.8</b>	<b>A</b>
EB	L	138	140	101	17.9	B
	T	71	70	98	13.4	B
	R	54	56	103	7.2	A
	<b>Subtotal</b>	<b>263</b>	<b>266</b>	<b>101</b>	<b>14.5</b>	<b>B</b>
WB	L	122	118	97	17.5	B
	T	48	49	103	13.2	B
	R	94	99	106	7.8	A
	<b>Subtotal</b>	<b>264</b>	<b>266</b>	<b>101</b>	<b>13.1</b>	<b>B</b>
<b>Total</b>		<b>1,587</b>	<b>1,597</b>	<b>101</b>	<b>10.7</b>	<b>B</b>

**Intersection:** Main Street & Depot Street/Wallace Avenue  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	36	37	103	4.6	A
	T	602	605	101	1.6	A
	R	52	58	112	1.2	A
	<b>Subtotal</b>	<b>690</b>	<b>700</b>	<b>101</b>	<b>1.7</b>	<b>A</b>
SB	L	30	28	94	5.1	A
	T	454	460	101	0.4	A
	R	13	13	102	0.2	A
	<b>Subtotal</b>	<b>497</b>	<b>501</b>	<b>101</b>	<b>0.7</b>	<b>A</b>
<b>EB</b>	L	16	15	94	20.9	C
	T	10	11	113	21.3	C
	R	15	16	107	7.5	A
	<b>Subtotal</b>	<b>41</b>	<b>42</b>	<b>102</b>	<b>15.9</b>	<b>C</b>
WB	L	28	27	97	19.0	C
	T	4	3	71	16.3	C
	R	33	32	97	7.3	A
	<b>Subtotal</b>	<b>65</b>	<b>62</b>	<b>95</b>	<b>12.8</b>	<b>B</b>
<b>Total</b>		<b>1,292</b>	<b>1,305</b>	<b>101</b>	<b>2.3</b>	<b>A</b>

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #1 5:00**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.4	0.4	2.9	0.4	0.4	3.3	0.4	0.4	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1	0.2	0.0
Total Del/Veh (s)	16.1	12.9	7.0	16.4	12.3	7.2	16.3	8.0	4.8	14.9	7.0	4.7
Vehicles Entered	33	16	14	27	13	24	7	109	15	14	92	13
Vehicles Exited	33	15	15	27	13	23	7	108	15	15	92	13
Hourly Exit Rate	132	60	60	108	52	92	28	432	60	60	368	52
Input Volume	130	67	51	115	45	88	33	430	67	57	361	49
% of Volume	102	90	118	94	116	105	85	100	90	105	102	106

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #1 5:00**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	1.0
Total Del/Veh (s)	9.6
Vehicles Entered	377
Vehicles Exited	376
Hourly Exit Rate	1504
Input Volume	1493
% of Volume	101

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #2 5:15**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.4	0.3	3.1	0.4	0.4	3.1	0.4	0.4	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.1	0.2	0.0
Total Del/Veh (s)	14.9	11.4	6.6	16.0	12.1	6.4	12.9	8.7	6.0	14.5	7.5	4.8
Vehicles Entered	33	18	12	29	11	22	8	106	16	14	93	12
Vehicles Exited	32	18	12	29	10	23	7	105	16	14	94	12
Hourly Exit Rate	128	72	48	116	40	92	28	420	64	56	376	48
Input Volume	130	67	51	115	45	88	33	430	67	57	361	49
% of Volume	98	107	94	101	89	105	85	98	96	98	104	98

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #2 5:15**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	1.0
Total Del/Veh (s)	9.7
Vehicles Entered	374
Vehicles Exited	372
Hourly Exit Rate	1488
Input Volume	1493
% of Volume	100



**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #3 5:30**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.5	0.5	2.8	0.4	0.4	3.3	0.5	0.6	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.2	0.1	0.1	0.0	0.5	0.1	0.1	0.3	0.0
Total Del/Veh (s)	20.1	15.0	7.9	18.2	14.6	9.2	16.3	11.4	9.1	21.3	9.6	5.6
Vehicles Entered	41	20	17	35	14	30	10	139	20	17	114	15
Vehicles Exited	41	20	16	34	14	29	10	139	20	17	112	14
Hourly Exit Rate	164	80	64	136	56	116	40	556	80	68	448	56
Input Volume	162	84	64	144	56	111	41	538	84	72	452	61
% of Volume	101	95	100	94	100	105	98	103	95	94	99	92

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #3 5:30**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	1.7
Total Del/Veh (s)	12.5
Vehicles Entered	472
Vehicles Exited	466
Hourly Exit Rate	1864
Input Volume	1869
% of Volume	100

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #4 5:45**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.3	0.4	0.4	3.1	0.3	0.4	3.3	0.4	0.4	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.1	0.2	0.0
Total Del/Veh (s)	17.1	11.6	6.0	16.8	11.3	7.2	11.4	8.4	6.0	15.7	7.1	4.9
Vehicles Entered	33	16	13	28	12	23	6	108	18	16	89	14
Vehicles Exited	34	16	13	28	12	24	6	108	18	16	90	14
Hourly Exit Rate	136	64	52	112	48	96	24	432	72	64	360	56
Input Volume	130	67	51	115	45	88	33	430	67	57	361	49
% of Volume	105	96	102	97	107	109	73	100	107	112	100	114

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Interval #4 5:45**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	1.0
Total Del/Veh (s)	9.7
Vehicles Entered	376
Vehicles Exited	379
Hourly Exit Rate	1516
Input Volume	1493
% of Volume	102

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Entire Run**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.4	0.4	3.0	0.4	0.4	3.3	0.5	0.5	0.0	0.0	0.0
Total Delay (hr)	0.7	0.3	0.1	0.6	0.2	0.2	0.1	1.2	0.1	0.3	0.9	0.1
Total Del/Veh (s)	17.9	13.4	7.2	17.5	13.2	7.8	14.5	9.5	6.8	17.0	8.0	5.1
Vehicles Entered	140	70	55	118	49	99	31	462	70	61	388	54
Vehicles Exited	140	70	56	118	49	99	31	460	71	62	388	53
Hourly Exit Rate	140	70	56	118	49	99	31	460	71	62	388	53
Input Volume	138	71	54	122	48	94	35	457	71	61	384	52
% of Volume	101	98	103	97	103	106	89	101	100	102	101	102

**3: Main Street & Bates Road/Ski Hill Road Performance by movement Entire Run**

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.8
Total Delay (hr)	4.8
Total Del/Veh (s)	10.7
Vehicles Entered	1597
Vehicles Exited	1597
Hourly Exit Rate	1597
Input Volume	1587
% of Volume	101

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #1 5:00**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	3.6	0.0	0.0	0.0	3.4	0.4	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.4	20.5	5.9	11.1	9.8	7.5	4.2	1.4	1.0	5.9	0.4	0.1
Vehicles Entered	4	2	4	6	1	8	8	143	13	6	110	3
Vehicles Exited	4	2	4	5	1	8	8	144	12	6	111	3
Hourly Exit Rate	16	8	16	20	4	32	32	576	48	24	444	12
Input Volume	15	9	14	26	4	31	34	566	49	28	427	12
% of Volume	107	89	114	77	100	103	94	102	98	86	104	100

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #1 5:00**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.2
Total Del/Veh (s)	2.0
Vehicles Entered	308
Vehicles Exited	308
Hourly Exit Rate	1232
Input Volume	1215
% of Volume	101

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #2 5:15**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.3	3.2	0.0	0.0	0.0	3.1	0.4	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.5	21.9	6.4	15.2	13.4	6.0	3.9	1.4	1.2	4.0	0.4	0.1
Vehicles Entered	4	2	4	6	1	7	9	139	13	7	108	4
Vehicles Exited	4	2	4	7	1	8	9	138	13	6	108	4
Hourly Exit Rate	16	8	16	28	4	32	36	552	52	24	432	16
Input Volume	15	9	14	26	4	31	34	566	49	28	427	12
% of Volume	107	89	114	108	100	103	106	98	106	86	101	133

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #2 5:15**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.2
Total Del/Veh (s)	2.0
Vehicles Entered	304
Vehicles Exited	304
Hourly Exit Rate	1216
Input Volume	1215
% of Volume	100

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #3 5:30**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.2		3.7	0.0	0.0	0.0	3.2	0.5	0.5
Total Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.2	27.4	12.5	26.6	13.0	8.2	4.7	1.8	1.4	5.4	0.4	0.2
Vehicles Entered	4	4	4	9	0	9	10	180	18	8	132	4
Vehicles Exited	3	4	4	9	1	9	10	179	18	8	132	4
Hourly Exit Rate	12	16	16	36	4	36	40	716	72	32	528	16
Input Volume	19	12	18	33	5	39	42	708	61	35	534	15
% of Volume	63	133	89	109	80	92	95	101	118	91	99	107

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #3 5:30**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.3
Total Del/Veh (s)	2.9
Vehicles Entered	382
Vehicles Exited	381
Hourly Exit Rate	1524
Input Volume	1521
% of Volume	100

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #4 5:45**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.2	3.4	0.0	0.0	0.0	3.6	0.4	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.6	13.4	6.9	17.2	12.5	6.1	4.5	1.4	1.2	5.0	0.3	0.3
Vehicles Entered	4	2	3	6	1	7	10	142	14	6	109	2
Vehicles Exited	4	2	3	6	1	6	10	144	14	6	109	2
Hourly Exit Rate	16	8	12	24	4	24	40	576	56	24	436	8
Input Volume	15	9	14	26	4	31	34	566	49	28	427	12
% of Volume	107	89	86	92	100	77	118	102	114	86	102	67

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Interval #4 5:45**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.2
Total Del/Veh (s)	2.0
Vehicles Entered	306
Vehicles Exited	307
Hourly Exit Rate	1228
Input Volume	1215
% of Volume	101

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Entire Run**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	3.4	0.0	0.0	0.0	3.3	0.4	0.3
Total Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.9	21.3	7.5	19.0	16.3	7.3	4.6	1.6	1.2	5.1	0.4	0.2
Vehicles Entered	15	11	16	28	3	32	37	605	58	27	460	13
Vehicles Exited	15	11	16	27	3	32	37	605	58	28	460	13
Hourly Exit Rate	15	11	16	27	3	32	37	605	58	28	460	13
Input Volume	16	10	15	28	4	33	36	602	52	30	454	13
% of Volume	94	113	107	97	71	97	103	101	112	94	101	102

**6: Main Street & Depot Street/Wallace Avenue Performance by movement Entire Run**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.8
Total Del/Veh (s)	2.3
Vehicles Entered	1305
Vehicles Exited	1305
Hourly Exit Rate	1305
Input Volume	1292
% of Volume	101

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Total Network Performance By Interval

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Interval Start	5:00	5:15	5:30	5:45	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.5
Denied Del/Veh (s)	1.0	1.0	1.0	1.0	1.0
Total Delay (hr)	1.3	1.3	2.1	1.3	6.0
Total Del/Veh (s)	10.9	11.0	14.3	11.0	12.5
Vehicles Entered	402	398	500	397	1700
Vehicles Exited	401	399	492	405	1698
Hourly Exit Rate	1604	1596	1968	1620	1698
Input Volume	4299	4299	5381	4299	4570
% of Volume	37	37	37	38	37

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, Interval #1**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	99	97	83	94	46	178	58	152
Average Queue (ft)	61	51	50	53	21	101	33	91
95th Queue (ft)	100	98	88	92	53	176	59	159
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	15	6	12	8		6		2
Queuing Penalty (veh)	18	8	16	9		2		1

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, Interval #2**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	91	84	85	87	56	181	60	153
Average Queue (ft)	55	48	51	50	19	108	30	89
95th Queue (ft)	95	92	86	90	46	192	64	152
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	11	6	11	6		6		3
Queuing Penalty (veh)	13	8	15	7		2		1

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, Interval #3**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	100	101	116	95	41	257	67	202
Average Queue (ft)	70	59	62	63	23	162	38	120
95th Queue (ft)	107	104	112	102	51	265	73	206
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	23	10	17	13		16		6
Queuing Penalty (veh)	35	17	29	18		6		4

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, Interval #4**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	87	76	92	97	39	185	60	140
Average Queue (ft)	56	47	52	53	14	105	33	88
95th Queue (ft)	88	83	93	98	42	189	66	144
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	16	5	11	7		6		2
Queuing Penalty (veh)	19	6	14	8		2		1

**Intersection: 3: Main Street & Bates Road/Ski Hill Road, All Intervals**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	115	124	126	121	70	276	79	217
Average Queue (ft)	61	51	54	55	19	119	34	97
95th Queue (ft)	99	95	96	96	49	216	66	170
Link Distance (ft)		904		1042		645		454
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		50		100		120	
Storage Blk Time (%)	16	7	13	8		8		3
Queuing Penalty (veh)	21	10	19	11		3		2

**Intersection: 6: Main Street & Depot Street/Wallace Avenue, Interval #1**

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	52	47	48	33	2	27
Average Queue (ft)	28	22	24	12	0	13
95th Queue (ft)	57	57	54	37	4	33
Link Distance (ft)	778	979			454	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25	120		50
Storage Blk Time (%)		7	6			0
Queuing Penalty (veh)		2	2			0

**Intersection: 6: Main Street & Depot Street/Wallace Avenue, Interval #2**

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	L	L
Maximum Queue (ft)	48	54	53	32	22
Average Queue (ft)	28	25	24	10	9
95th Queue (ft)	54	60	56	35	28
Link Distance (ft)	778	979			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			25	120	50
Storage Blk Time (%)		11	4		
Queuing Penalty (veh)		3	1		

**Intersection: 6: Main Street & Depot Street/Wallace Avenue, Interval #3**

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	64	61	54	35	6	32
Average Queue (ft)	31	30	29	18	1	16
95th Queue (ft)	69	69	60	44	8	39
Link Distance (ft)	778	979			454	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25	120		50
Storage Blk Time (%)		19	8			0
Queuing Penalty (veh)		8	3			0

**Intersection: 6: Main Street & Depot Street/Wallace Avenue, Interval #4**

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	46	42	43	37	2	33
Average Queue (ft)	21	22	19	16	0	10
95th Queue (ft)	48	50	48	45	5	33
Link Distance (ft)	778	979			454	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25	120		50
Storage Blk Time (%)		11	4			0
Queuing Penalty (veh)		4	1			0



Intersection: 6: Main Street & Depot Street/Wallace Avenue, All Intervals

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	70	77	67	46	10	40
Average Queue (ft)	27	25	24	14	0	12
95th Queue (ft)	58	60	55	41	5	34
Link Distance (ft)	778	979			454	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25	120		50
Storage Blk Time (%)		12	5			0
Queuing Penalty (veh)		4	2			0

Network Summary

Network wide Queuing Penalty, Interval #1: 58
Network wide Queuing Penalty, Interval #2: 51
Network wide Queuing Penalty, Interval #3: 120
Network wide Queuing Penalty, Interval #4: 57
Network wide Queuing Penalty, All Intervals: 72

# SimTraffic Queueing Report

Project: Driggs Idaho

Time Period: Evening Peak Hour

95<sup>th</sup> Percentile Queue Length (feet)



Project #: UT16-953

Intersection	Time Period	EB			NB		SB		WB			
		L	LTR	TR	L	TR	L	TR	L	LT	R	TR
Main Street & Bates Road/Ski Hill Road	Existing (2016) Background	83	--	81	48	158	56	135	83	--	--	81
Main Street & Depot Street/Wallace Avenue	Existing (2016) Background	--	51	--	32	2	30	1	--	50	53	--

# SimTraffic Queueing Report

Project: Driggs Idaho

Time Period: Evening Peak Hour

95<sup>th</sup> Percentile Queue Length (feet)



Project #: UT16-953

Intersection	Time Period	EB			NB		SB		WB			
		L	LTR	TR	L	TR	L	TR	L	LT	R	TR
Main Street & Bates Road/Ski Hill Road	Existing (2016) Background - July	99	--	95	49	216	66	170	96	--	--	96
Main Street & Depot Street/Wallace Avenue	Existing (2016) Background - July	--	58	--	41	5	34	--	--	60	55	--