APPENDIX F – PAC MEETING NOTES

Project Advisory Committee Meeting #1
CITY OF DRIGGS TRANSPORTATION MASTER PLAN
September 4, 2024
****Notes in RED**

1. **Introductions**
    a. State name, organization, and interest in the Transportation Plan

2. **Contact Information**
    a. See attached Advisory Committee List
    b. Correspondence to Keller:
        i. bdavis@kellerassociates.com
        ii. jsorenson@kellerassociates.com
        iii. gjesson@kellerassociates.com
    c. Correspondence to City of Driggs:
        i. Doug Self: dself@driggsidaho.org
        ii. Jay Mazalewski: jmaz@driggsidaho.org
        iii. August Christensen: mayor@driggsidaho.org

3. **Project Description & Purpose**
    a. Prepare a Transportation Master Plan for City of Driggs
    b. Establish short-range (3-5 years), mid-range (6-10 years), and long-range (11-20-years) Capital Improvement Plan (CIP) projects
    c. Create a tool to address transportation needs
    d. Identify funding sources to help implement future improvements

4. **Scope/ Planning Process**
    a. Data Collection
        i. GIS, Traffic, Crashes, Demographics, etc.
    b. Documentation of Existing Transportation System
        i. Roadways, condition, safety, etc.
        ii. Will you look at/reference old Transportation Plan(s)? Keller – Yes.

iii. What is the extent of the study? Keller – City limits and overall impact area.

c. Transportation Demand Model
    i. Traffic evaluation and modeling
    ii. Identification of current and future growth needs
    iii. Evaluation of up to ten (10) identified projects
        1. Extents: 2000S to 2500N and 2000E to State Line
        2. Will/should we look at detour routes for SH-33? Keller – Yes, there is an SH-33 corridor study in the scope and detours will be considered for the CIP.
        3. Will there be an evaluation of bus routes? Keller – Yes, at a high level.
d. Transportation Needs Assessment
    i. Growth driven improvements, SH-33 corridor, maintenance, etc.
        1. Recommendations for ROW requirements? Keller – included in CIP projects
        2. What should City be looking at for ROW widths for new developments, etc.? Keller – Will look at this in the policies/standards.
        3. Long-term public transportation options? Keller – Will cover public transit at a high level in the Transportation Plan
e. Capital Improvement Plan
    i. Priority projects and respective costs
f. Public Involvement and Meetings
    i. Online Surveys & Questionnaire
    ii. Advisory Committee
    iii. Stakeholder Interviews
        1. Up to 10 stakeholders in scope.
        2. School district, housing authority, senior center, URA, downtown, Grand Targhee, HOA chair, delivery/trucking, airport, commercial retail, contractor – see link to Google sheet from Doug
    iv. Public Open House
g. Draft and Final Transportation Plan
    i. Final Plan adopted by City Council

5. Schedule (8 months total)

a. Data Collection (Sept. 2024)
b. Transportation Demand Model & Needs Assessment (Nov. 2024)
c. Public Open House (Dec. 2024)
d. Draft Transportation Plan (Feb. 2025)
e. Final Transportation Plan (Apr. 2025)

6. Advisory Committee Roles

a. Extend participation to other stakeholders and interests
b. Conduit for “local” information – identify needs

c. Guide the decision-making process to determine priorities
d. Attend the Advisory Committee Meetings
    i. Initial Advisory Committee Meeting: Currently being scheduled
    ii. Five (5) additional Advisory Committee Meetings anticipated
e. Attend the Public Open House

7. Goals for the Study

a. City Goals
    i. What improvements do we need to make to meet the rapid growth of the community?
    ii. Maintain the character of the community (i.e. protect neighborhoods and downtown).
    iii. Multimodal community is a goal/priority (bike routes, etc.).
    iv. Review of policies and standards for City.

b. Additional goals per Advisory Committee.
    i. Business access in lieu of parking removal on SH-33/Main St.
        1. Economic opportunity.
        2. Maintaining economic function of downtown.
    ii. Multimodal: Planning for e-bikes, charging stations, mobility hubs, etc.
        1. Connectivity and ways to achieve that, removal of barriers, and destinations for multimodal users.
        2. Look at multimodal opportunities prioritized in the CIP
    iii. Ways to relieve traffic from downtown and are there other economic/commercial hubs?
    iv. Goal is to leverage available funding.
    v. Truck routes and freight corridors.
        1. Noise mitigation concern.
    vi. School traffic during drop off and pickup time.
        1. Bus routes.
    vii. Alternative routes and coordination with other entities (i.e. nearby cities, ITD, County).
        1. Timing w/ Safe Streets for All (Teton Co.)
        2. Valleywide vs. community wide.
        3. Airport and golf course.
    viii. Considerations for wildlife.
        1. Overlay of migration corridors.
    ix. Timely delivery of the plan. Having digestible outcomes in the plan.
    x. Public safety is a top priority.
    xi. Mechanisms for tracking failure and success.
        1. Funding lists, traffic model triggers, etc.

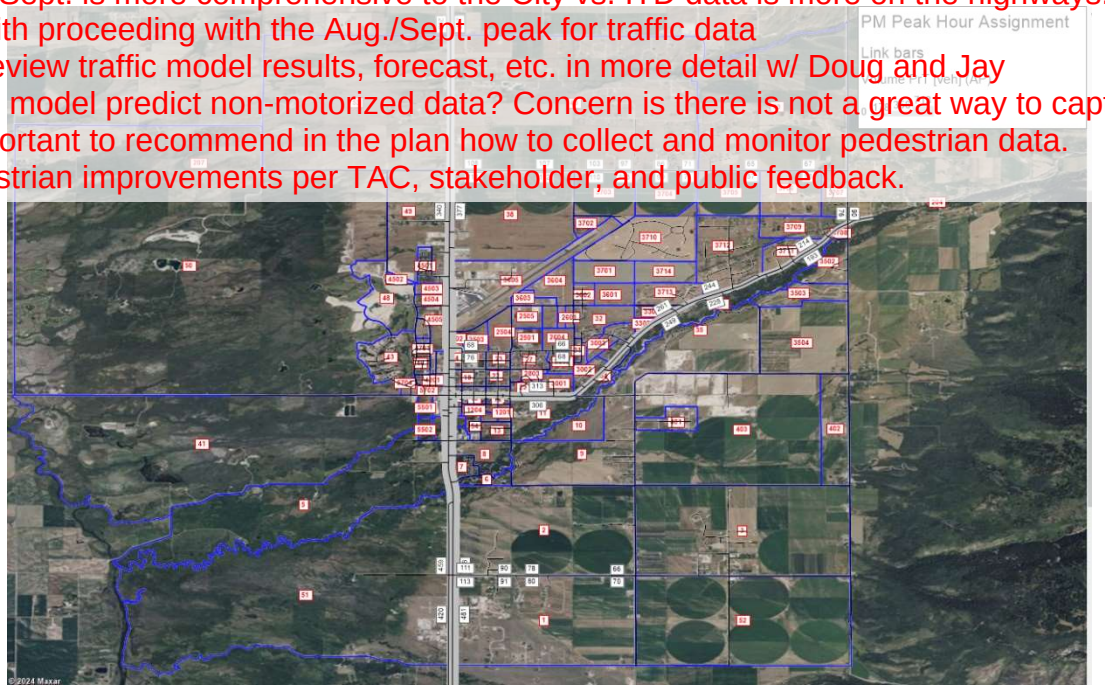
c. Goals for the End Product
    i. Clear action items and recommendations.
    ii. An implementable CIP.

8. Questions (see attached questionnaire)

Project Advisory Committee Meeting #2
CITY OF DRIGGS TRANSPORTATION MASTER PLAN
October 29, 2024

1. **Progress Update**
    a. Stakeholder interviews completed (review summary)
    b. Existing conditions being documented (draft figures attached)
    c. Beginning Needs Assessment
2. **Traffic Model**
    a. Calibration ongoing
    a. ITD shows July peak from Automated Traffic Recorders (ATRs)
    b. City's counts show late August/early September peak (recommended)
        a. Assumption is risk of cut-through traffic is highest when Main/Little volumes are highest.

Keller - Aug./Sept. is more comprehensive to the City vs. ITD data is more on the highways.
City - okay with proceeding with the Aug./Sept. peak for traffic data
Keller - will review traffic model results, forecast, etc. in more detail w/ Doug and Jay
City - can the model predict non-motorized data? Concern is there is not a great way to capture this data. Important to recommend in the plan how to collect and monitor pedestrian data.
Keller - pedestrian improvements per TAC, stakeholder, and public feedback.



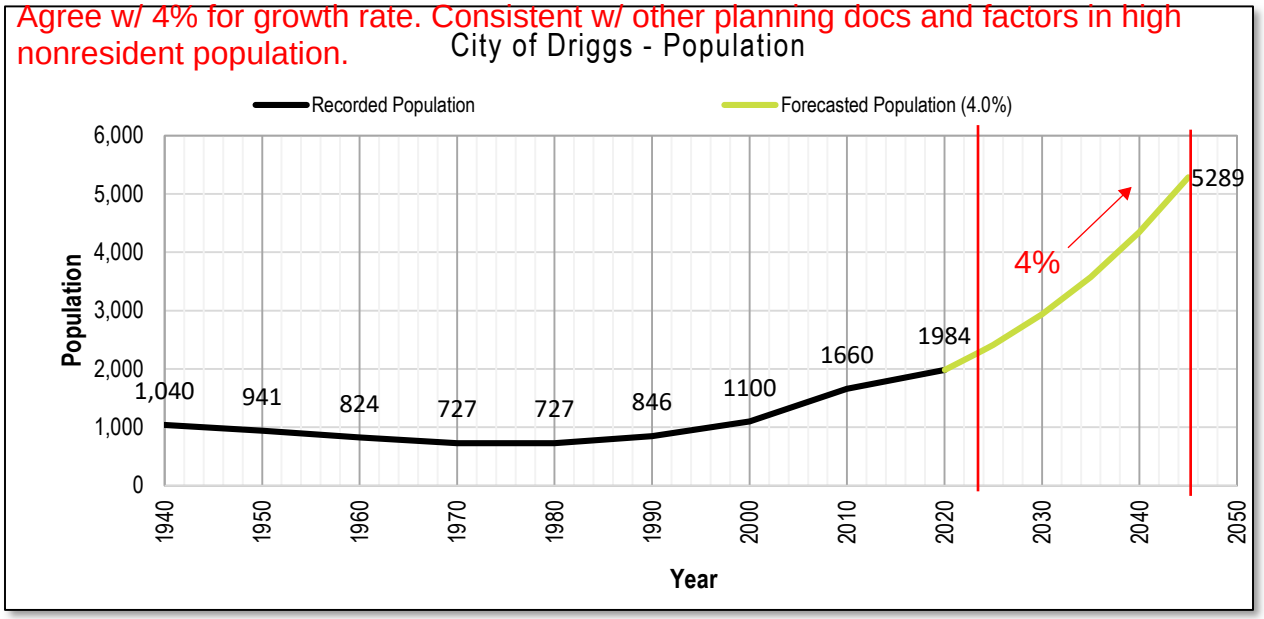
3. **Public Involvement**
    a. Web Map: https://arcg.is/1fSa8a0
    b. Online Survey

City Comments - Include definitions for impacts/ guardrails for the public
Be more specific (i.e. time in traffic)
Add things that public likes/ City doing well and not just the issues
Can it be done in Spanish? Yes.
Add Public Transit and Accessibility/ADA to issues items
How can someone submit more than 1 issue in the map (primary, secondary categories)? Need to figure this out.
Can this be a live location tool?

Keller - Will work on the above comments and send a link for final feedback from TAC before finalizing the Web Map and Online Survey.

4. **Demographics**
    a. Population: 1,981 as of 2020 Census with 2000 to 2020 annual growth rate of 2.99%
    b. Using 4% Annual Growth (other planning docs):

City - can we use census data to forecast? Recently used 3.71% from wastewater study. Agree w/ 4% for growth rate. Consistent w/ other planning docs and factors in high nonresident population.



Community	2010 Population	2022 Est. Population	% Change
Driggs	**2,000**	**2,548**	**27.40%**
Victor	2,257	2,876	27.43%
Tetonia	266	389	46.24%
Teton County	9,413	11,813	25.50%
State of Idaho	1,571,450	1,939,033	23.39%

5. **Action Items**
    a. IWorq data

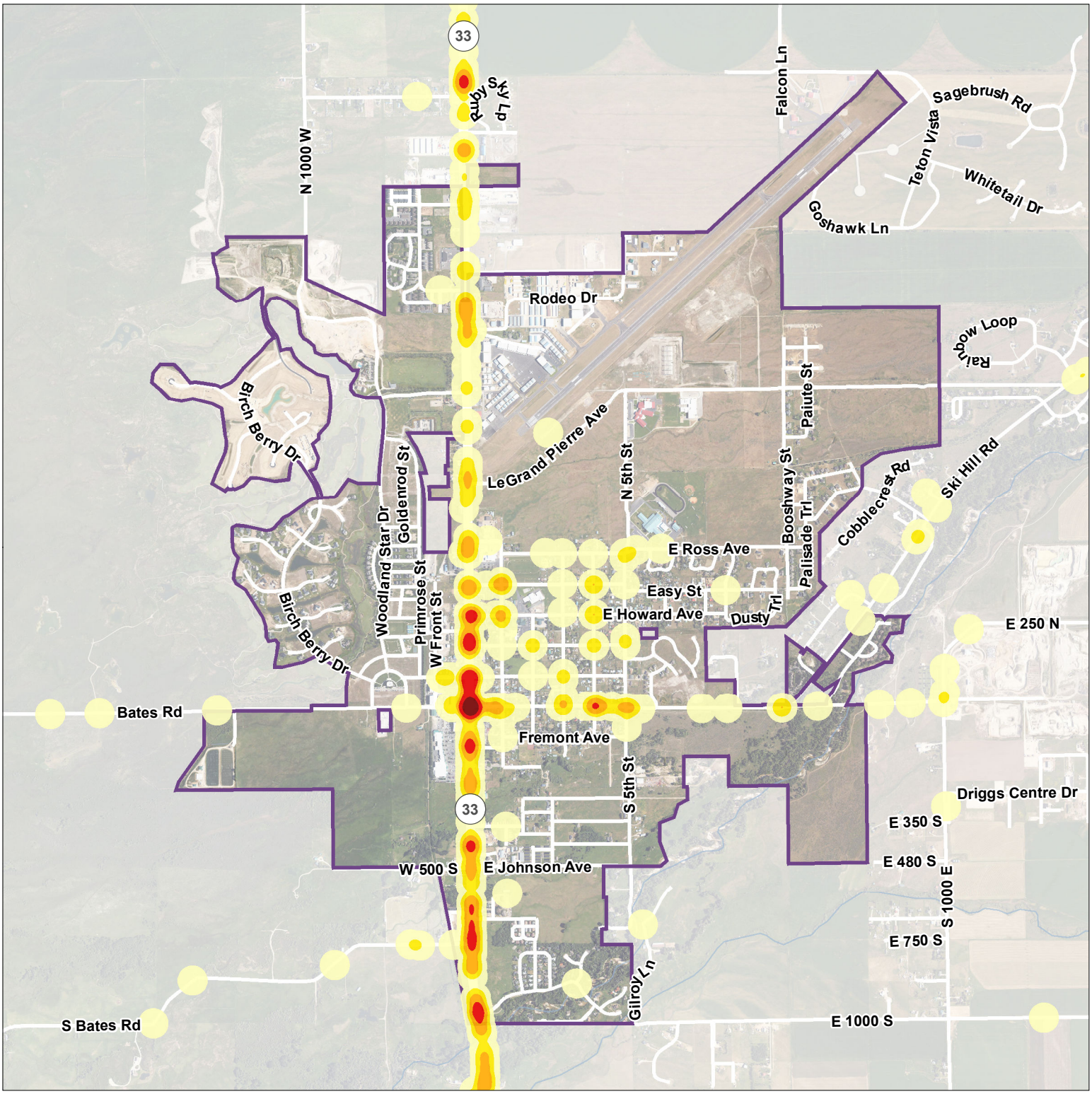
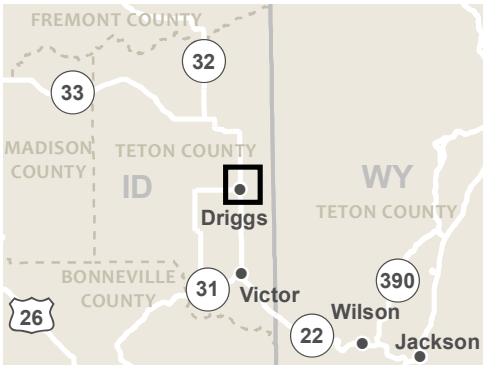


FIGURE 1
Crash Density
Transportation Master Plan
Driggs, Idaho

Crash Density
High
Low

City Limits

0 1,000 Feet



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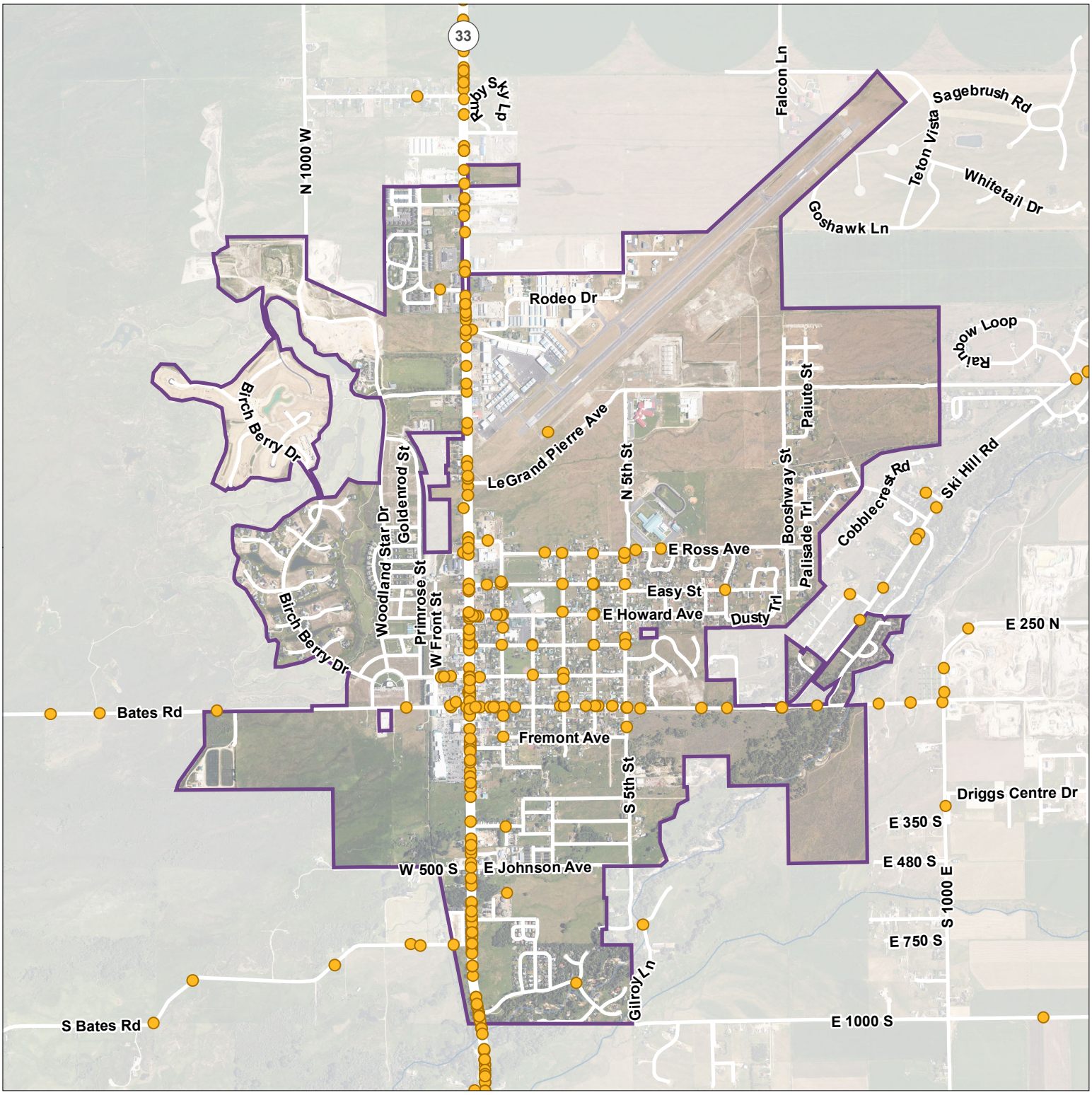
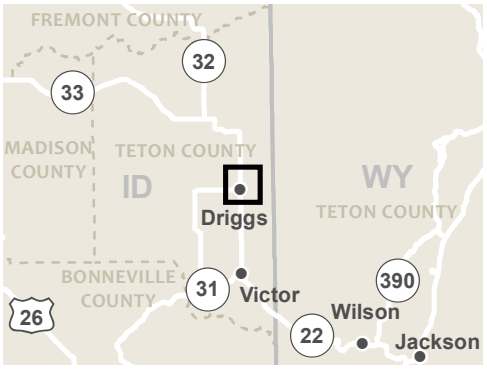


FIGURE 1
Crashes
Transportation Master Plan
Driggs, Idaho

Crashes 2005 - Present
City Limits

0 1,000 Feet



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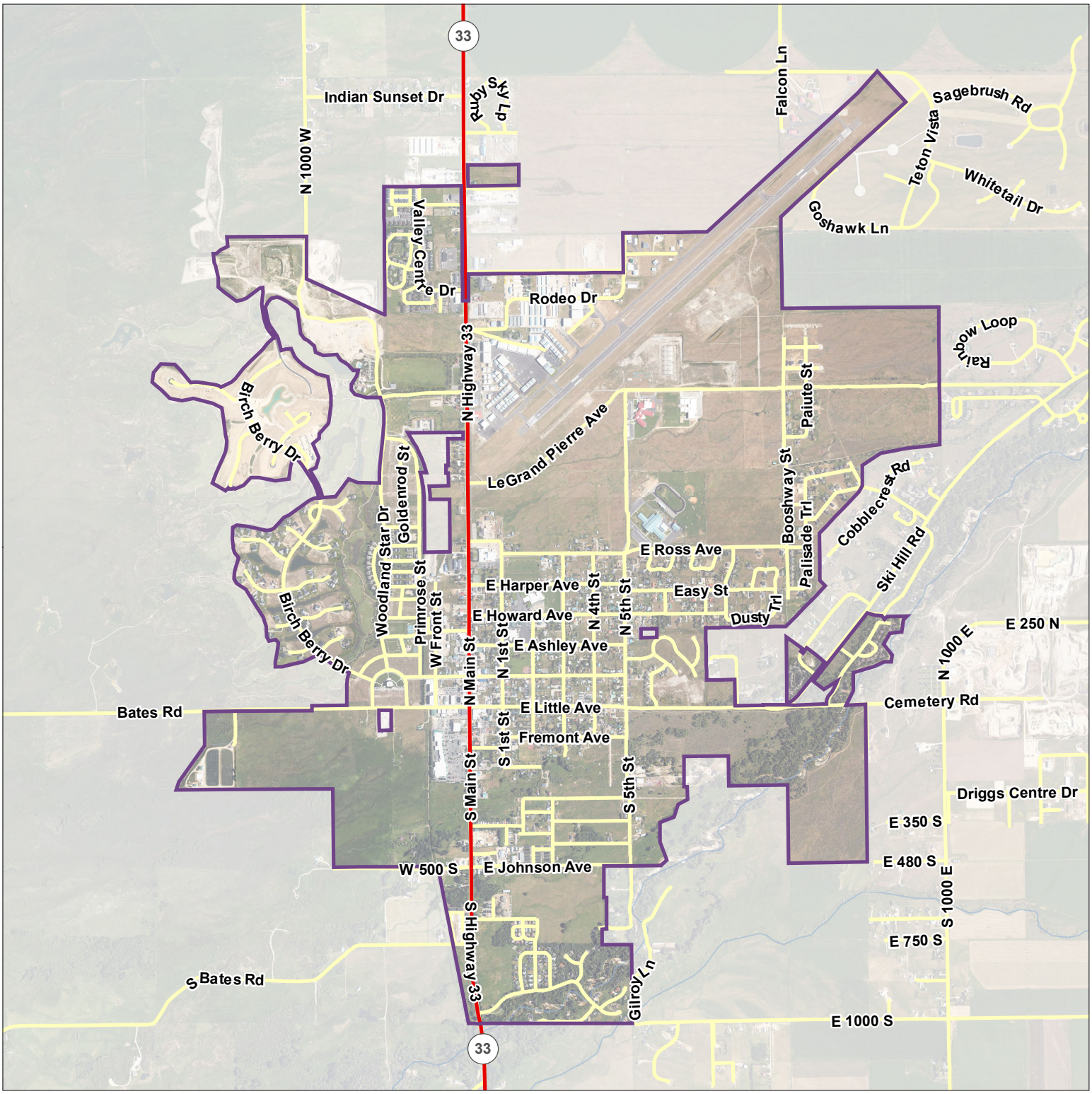
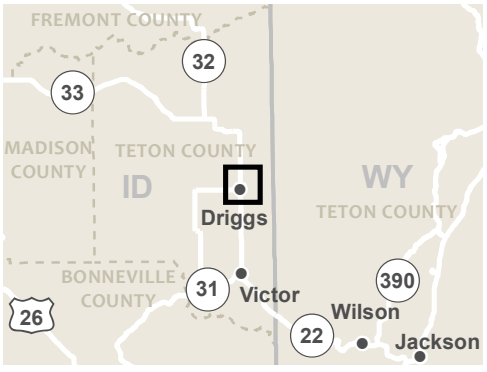


FIGURE 1
Functional Class
Transportation Master Plan
Driggs, Idaho

Local Roads
Major Collector
City Limits

0 1,000 Feet

N



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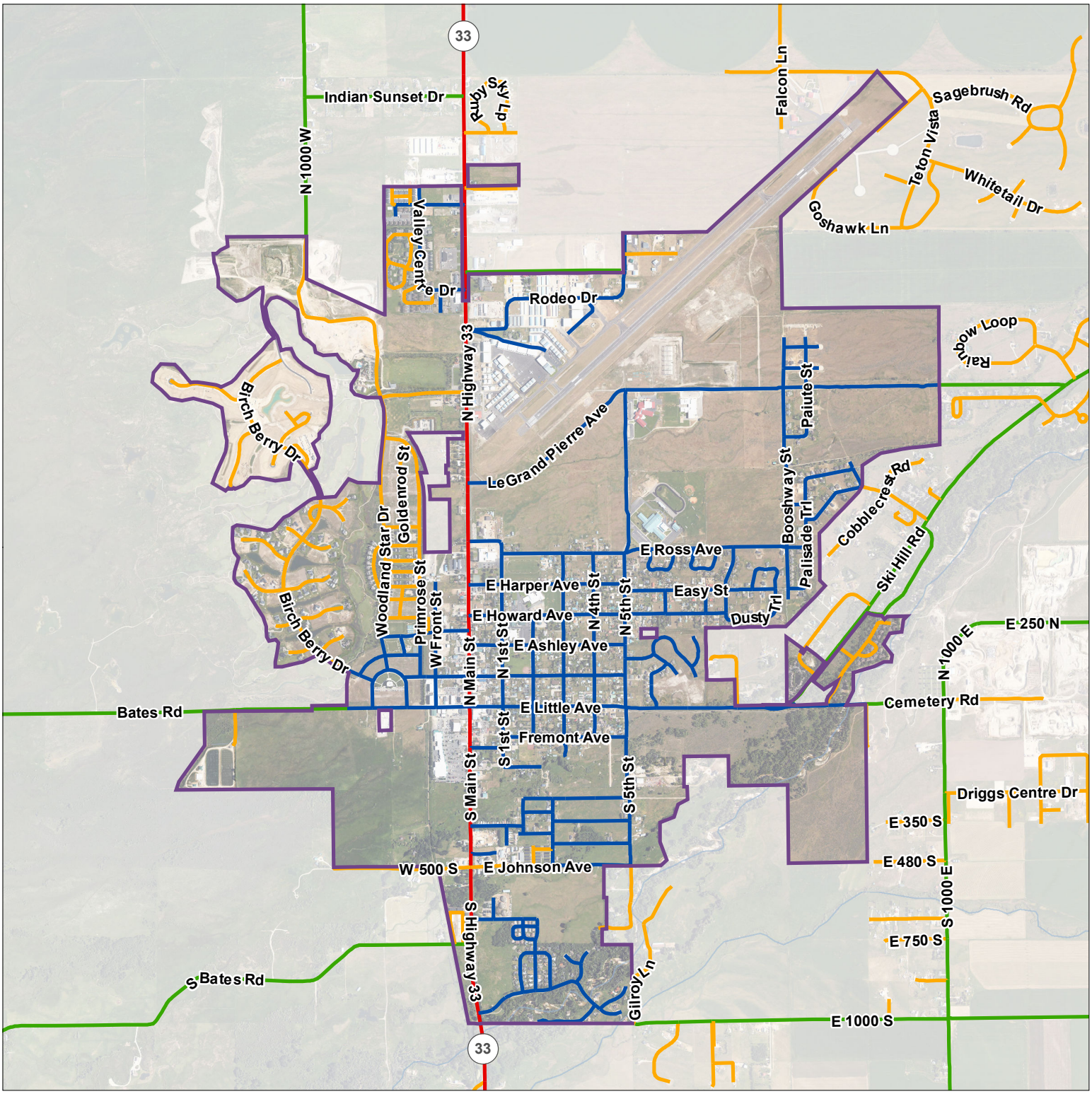
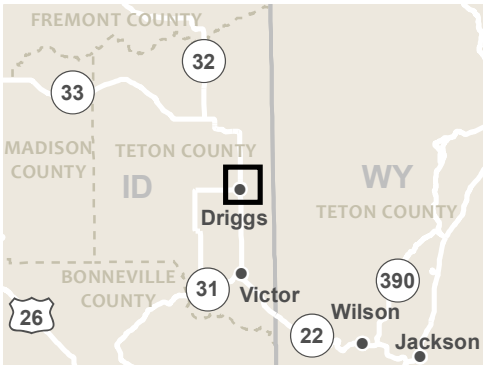


FIGURE 1
Roadway Jurisdiction
Transportation Master Plan
Driggs, Idaho

Driggs
Private
State
Teton
City Limits

0 1,000 Feet

N



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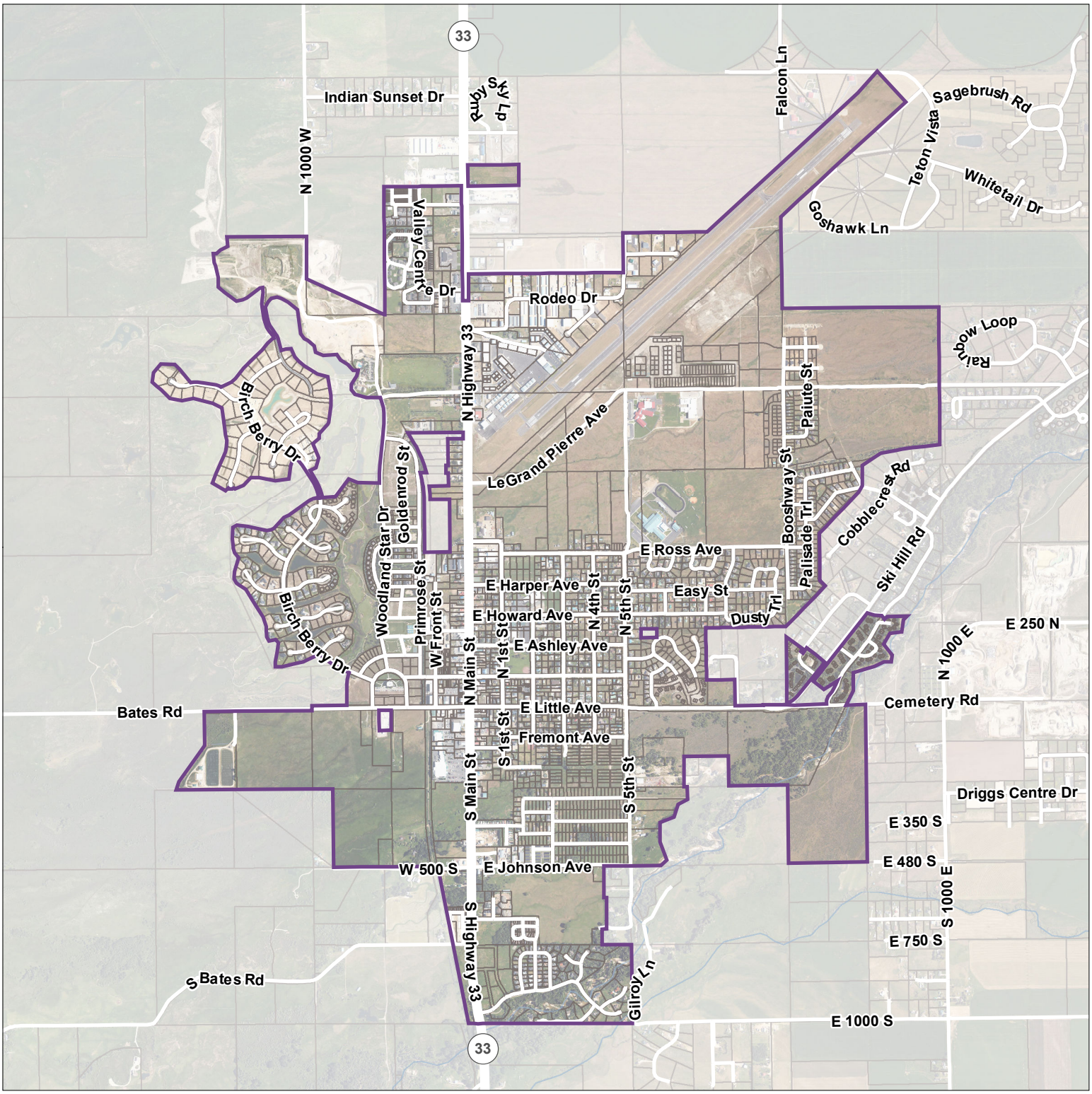

FIGURE 1
Parcels
Transportation Master Plan
Driggs, Idaho

City Limits
Parcels

0 1,000 Feet

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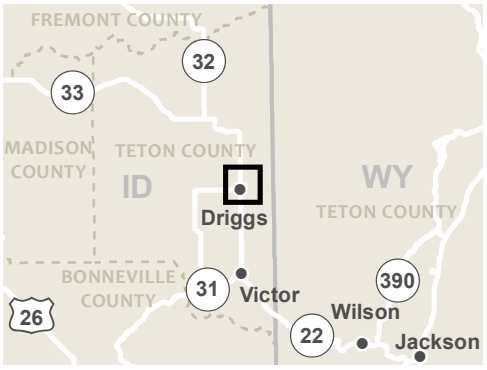

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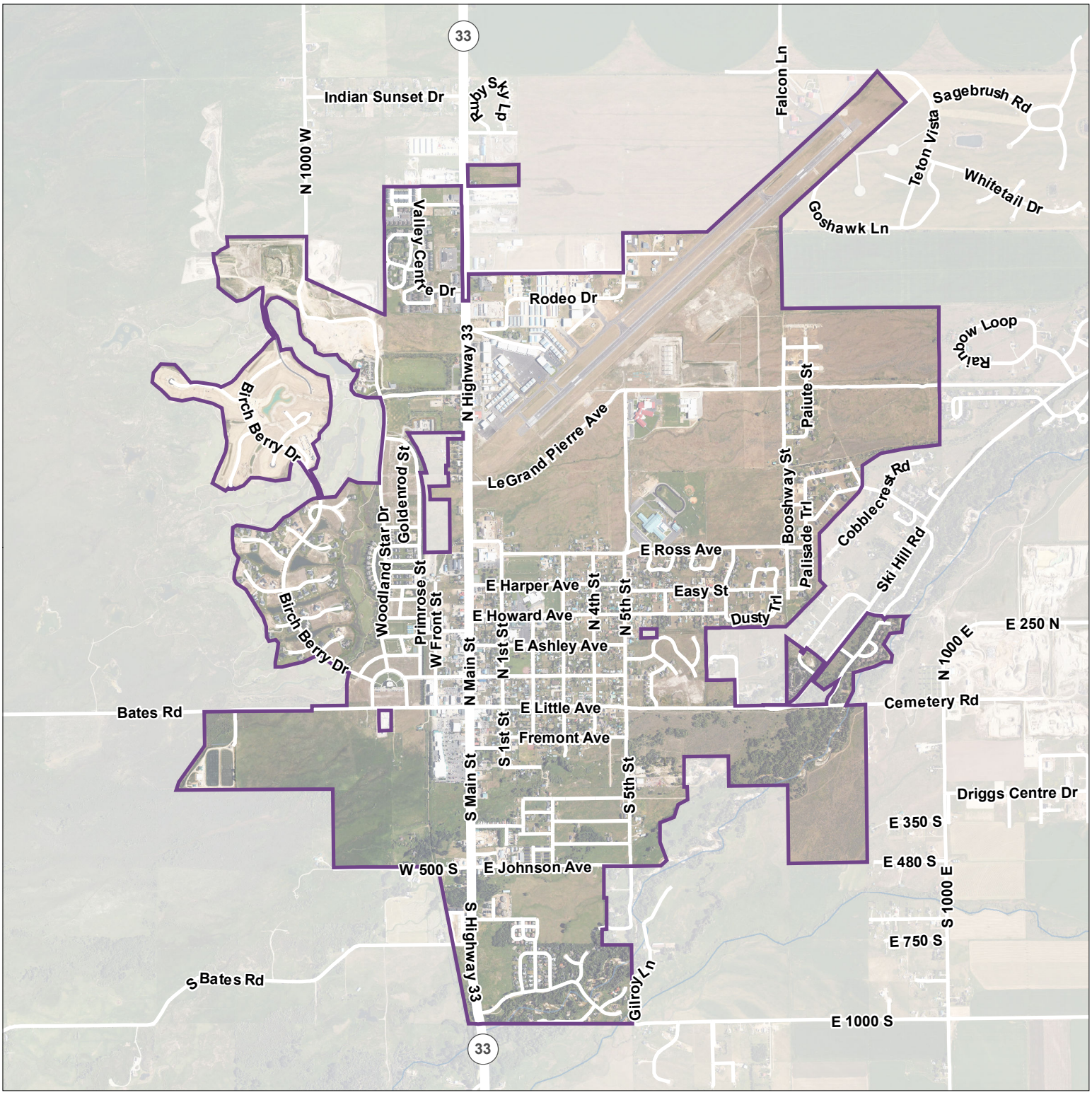

FIGURE 1
Vicinity Map
Transportation Master Plan
Driggs, Idaho

City Limits

0 1,000 Feet

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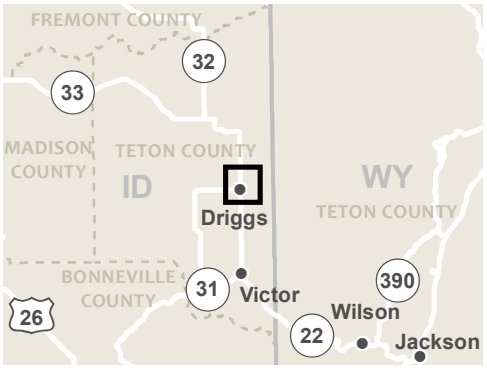


KELLER ASSOCIATES

STAKEHOLDER QUESTIONS SUMMARY

- ROADWAY SYSTEM CONDITION (physical condition)
  - Which of the existing roads need the most attention? Why and what
    - Pavement Condition
      - **3rd**
      - **4th**] City waiting on utilities to get built
      - **5th (3)**
      - **Johnson Ave (2)**
      - **Teton Ave**
      - **E 2500 and 1000E**
      - **SH33/S Bates (future) (2)**
      - **Rodeo Drive**
      - **1st**
      - **SH33 after winter**
    - Other reasons
      - **Short street – potholes**
      - **Stateline Rd – more traffic than gravel can handle**
      - **Little/Main – Potholes in turn bays**
  - If funds were not an issue, what road would you repave first, why?
    - ~~**2000 S and 5th**~~ **Roundabouts** - truck traffic onto roads
    - **E Johnson and S 5th Street (2)**
    - ~~**Legrand Pierre from HWY to Paiute**~~ City - completed
    - **4 lanes all the way to Jackson (2)**
    - **LeGrand Pierre/1000 to meet up with Ski Hill Rd**
    - **Shoshone Plains Subdivision to connect to Ski Hill Rd**
  - Are there any specific drainage, traffic sign, lighting, or other concerns?
    - **True Bus stops – Clubmoss Rd/SH33 int**
    - **Speed dips hurt trucks** Flooding addressed w/ restoration project.
  - Do any bridge concerns come to mind?
    - **Bridge over Teton Creek has flooding concerns** (Creekside)
    - **Stateline Bridges – Narrow** *Outside of City Limits
    - **Teton Creek Bridge – Potholes** (Cemetary Rd.)
- ROADWAY SAFETY AND OPERATIONS
  - Any "bad" or dangerous roadway corridors/sections?
    - **Little/Main (2)**
    - **S 5th /Fremont**
    - **LaGrand Pierre/SH33 (Crashes) (3)**
    - **Ski Hill Rd (Winter traffic/speed) (2)**
    - **Roads around schools get congested**
    - **"Staggering" truck traffic on Little**
    - **5th/LaGrand Pierre**
    - **5th/Ross Ave (2)**

City - does this correlate to the crash data? This is ongoing.

        - **Ross/SH33**
        - **Powder Valley**
    - Are there any "bad" or dangerous intersections?
        - **Little/5th**
        - **Main/Little – more N-S through time in cycle (3)**
        - **5th/Ross – Roundabout?**
        - **5th/Howard is hard left turn for busses**
        - **Stop sign placement with trucks & busses in mind (2)**
    - Is there a need for high-speed loop or bypass?
        - **Yes, keep trucks out of main st traffic, away from kids (3)**
        - **Yes, Take pressure off 33 through town (N 1000 – Stateline – S 2000) (5)**
        - **Yes, Noise levels on Main (70-80 dB)**
- ALTERNATE TRANSPORTATION MODES
    - Is there a need for public or private transit?
        - **Yes, more busses may make bigger impact on traffic, charge parking and transit with cheaper transit (3)** Keller - more often, on weekends was feedback
    - Are there any sidewalk or crosswalk concerns that come to mind?
        - Existing City - challenges for wheelchair travel due to sidewalk deterioration and blockage, as well as ADA ramps.
            - **More RRFB's on SH33 and Little at all crosswalks (3)**
            - **SH33 Crosswalks south of Little (3)**
            - **SH33 crosswalks north of Little (pedestrian visibility) (3)**
            - **Rails – Trails crossing at each end of town (3)**
            - **Paint and signage no sufficient on Little**
            - **Little/5th** City - no comments on N/S pedestrian travel?
        - Future/non-existing but needed?
            - **E Ross Ave with coming development**
            - **S 5th for kids walking to school** City - pathway on one side?
            - **Sidewalks in front of new developments**
    - If you could extend the pathway network, what would that look like?
        - Pathway corridors/locations
            - **Bike path up Ski Hill Rd**
            - **Bike path from Driggs through Tetonia (rails – trails) (2)**
            - **2nd St from Howard to Little** (deadends) City - signage issue? Main N/S pathwa
            - **Have offset grids of car centric roads (existing now) and bicyclist/pedestrian centric roads (much lower speed limit, sharrows, etc). ["super blocks" from Barcelona]**
- CONCLUSION
    - Any other transportation wish lists or ideas?
        - **Ways to build roads to neighborhoods not built by big developers**
        - **Maintain safe and quiet downtown**
        - **Fancy wayfinding signs and lamp posts**
        - **Snow removal issues related to parking and pedestrian accessibility (2)**
        - **Cemetery Rd to Stateline paved**
        - **More public parking for full size vehicles**

City - connectivity seems to be focused on East side of highway for vehicular and pedestrian travel. What about West side? Extending Front St. north/south?

Project Advisory Committee Meeting #3
CITY OF DRIGGS TRANSPORTATION MASTER PLAN
January 14, 2025

Meeting notes in **red.

Meeting Purpose: **This Advisory Committee meeting will cover the Needs Assessment phase of the project. This is an important step where Traffic Model results, Stakeholder Input, Public Web Survey results, and your input help to formulate what projects will be prioritized in the Capital Improvements Plan.**

1. **Progress Update (Ben – Keller)**
    a. Existing and future conditions Traffic Modeling has been completed.
    b. Stakeholder input has been received and reviewed.
    c. Public Web Survey results are available.
    d. ITD coordination meeting for SH-33 Corridor Study.
    e. Review of Crash Data and other information.

Keller - will setup meeting with City to review pedestrian needs and opportunities.

2. **Existing Conditions Traffic Model Results (Aaron – DKS)**
    a. Initial results show no failing intersections for existing.
    b. Intersection LOS expected to change for future conditions (Main/Little LOS D or worse).
    c. From a system perspective, the primary existing traffic operations concerns are:
        i. Congestion at Main Street/Little Road and intersection avoidance trip diversion.
        ii. Access to/across SH 33.
        iii. Access to/across Little Road.
        iv. All way stops near schools have limited capacity.

DKS - send development predictions and maps to City for review and input.

Intersection	Control	LOS	Delay (sec/veh)*
Main & Little	Signalized	C	25.1
1st St & Ross Ave	AWSC	A	7.5
5th St & Ross Ave	AWSC	B	12.3
5th St & Howard Ave	AWSC	B	13.9
5th St & Legrande Ave	AWSC	B	11.0
Main St & Legrande Ave	TWSC	C	20.4
Main St & Ross Ave	TWSC	C	17.1
Main St & Harper Ave	TWSC	C	18.3
Main St & Howard Ave	TWSC	C	19.8
1st St & Harper Ave	TWSC	B	10.2
1st St & Howard Ave	TWSC	B	10.4
1st St & Ashley Ave	TWSC	B	10.4
1st St & Wallace Ave	TWSC	B	10.2
1st St & Little Ave	TWSC	C	15.3
Ski Hill Rd & Aspen Meadows Ln	TWSC	B	10.4
5th St & Little Ave	TWSC	C	15.4

*Total Intersection Delay for AWSC & Signals, Worst Case Movement Delay for TWSC

ITD - Dupports idea of pulling traffic away from SH-33. When 4-lanes would be required per the model?

City - Would like to delay 4-lane expansion of SH-33 and know what the options are from Keller moving forward. Also wants an emphasis on alternative modes of transportation to relieve traffic.

Keller - Presented option for Front St. and First St. bypasses; Ross and 5th Arterial Route; Johnson and 5th Arterial Route. Moving further away from city center there is LeGrand to Ski Hill Rd. extension.

3. **Future Conditions Traffic Model Results (Aaron – DKS)**
    a. Future conditions model results show most intersections on SH-33 as failing (LOS F)
    b. Considerations for SH-33 and overlying city-wide improvements may be:
        i. Consider a two-way center turn lane on SH-33.
        ii. Intersection improvements could include a left turn lane from incoming streets.
        iii. Consider bypass options and alternative routes.
        iv. Consider ways to reduce trucks entering downtown area.
        v. Ways to open up arterial routes through town (less reliance on SH-33).
        vi. Consider signal timing and/or right turn lanes at Main/Little.

4. **Project List from Stakeholder Interviews (Gentry – Keller)**

Intersections:

a. Main/ Little Intersection (Stoplight) Capacity and Safety Improvements
b. SH-33/ LeGrand Pierre Intersection Improvements
c. SH-33 Intersection Improvements
d. Intersection Improvements near Schools
e. Little/5th Intersection Improvements

Roadway:

a. Ways to accommodate truck traffic via a "loop" around Driggs
b. Little Ave. Corridor Safety Improvements

Public Transit:

c. True Bus Stops in Driggs
d. Increased Bus Transportation Network and Volume

Pedestrian:

e. Improved Pedestrian Crossing Signage on SH-33 and Little Ave.
f. Pedestrian/Traffic Prioritization plans

5. **Projects supported by Crash Data**

Safety:

a. SH33 curb extensions at crosswalks (A injury, bicycle)
b. Protected Bicycle Lanes on SH33 through town (Bicycle related accidents)
c. Signal Timing (Green/Red delay) at Main/SH33 Intersection
    i. Multiple turning/failed to yield at intersection

6. **Solicit Additional Projects from City**

City - Would like engineer's opinion on projects and recommendations as well. Can we have a list to prioritize? Is it possible to show benefit of each project?

Intersections:

a. Right turn lanes at Main/ Little Consider possible roundabout locations.

Roadway:

b. 5th and Johnson Improvements
c. LeGrand Pierre to Skihill Rd. Extension
d. Front St. Extension/ Alt. Route (north to LeGrand Pierre, south to 500S)
e. Coordination with County on truck traffic/ alternative routes (intersection at 2000S)

Keller - Will be providing recommendations through the CIP Phase, but want input to guide the process. Prioritization of projects will happen at the next CIP meeting. Projects will be organized based on category (i.e. safety, intersection, pedestrian, etc.).

Public Transit: Targhee bus stops

Pedestrian: Little Ave. Bike Lanes; Front & First St. Bike Lanes; SH-33 pedestrian access

Safety:

7. **Review Public Web Survey Results**
   a. See attached figures
   b. https://arcg.is/0bvf0i

City - What comments from public have not been identified?

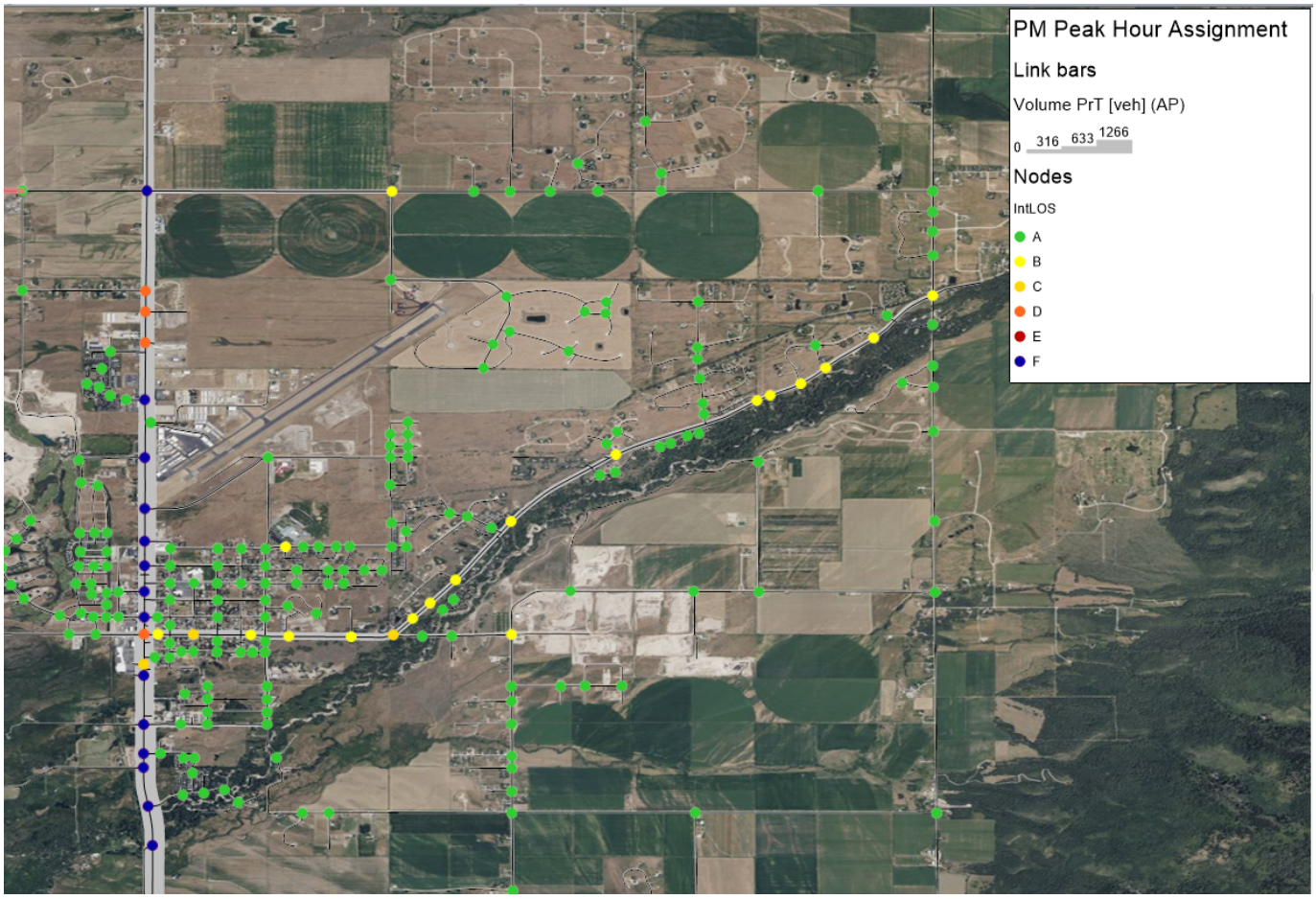
8. **Meetings**
   a. Public Open House is February 25th @ 4:30-7pm MST

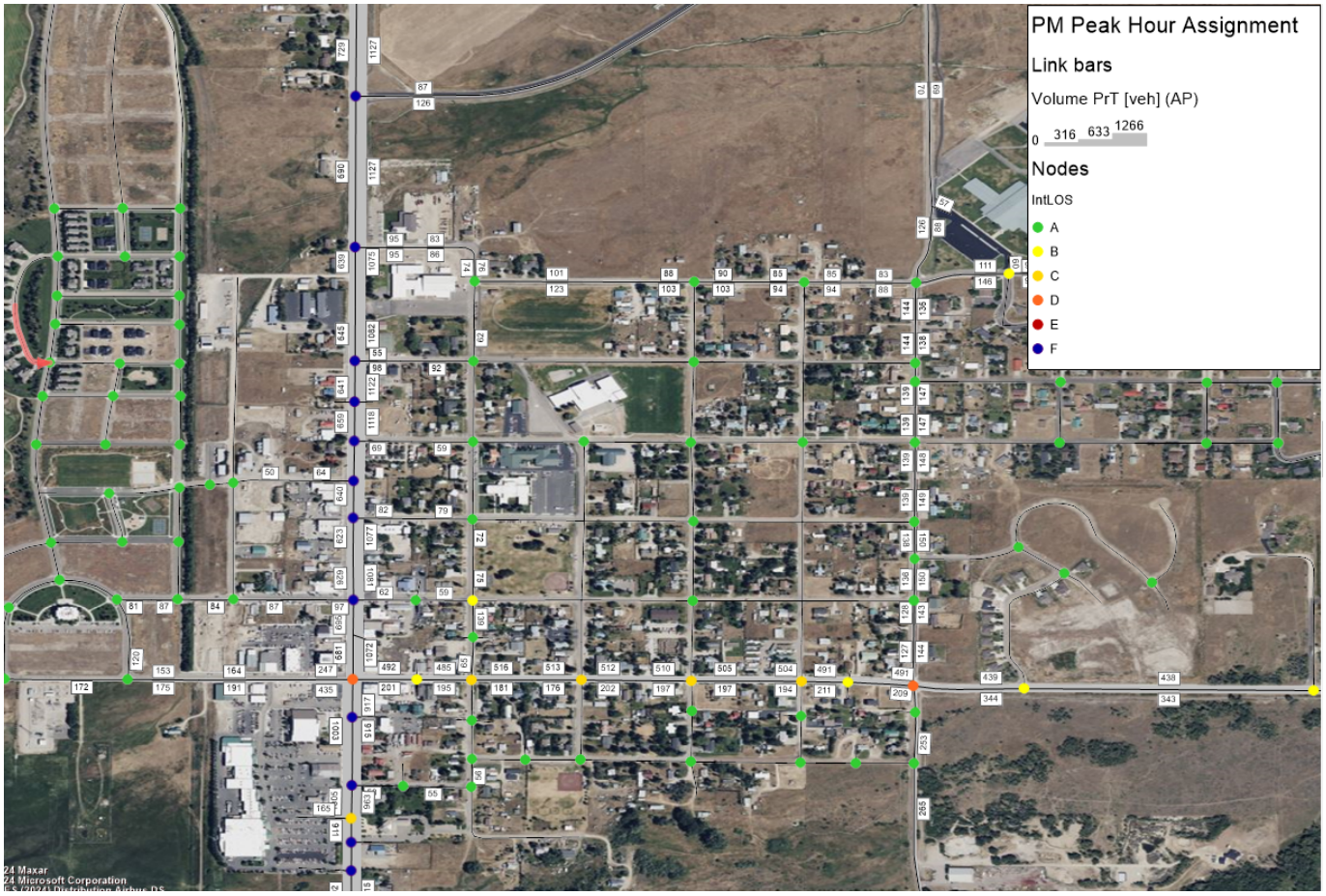
9. **Action Items**

Keller:
Send city the public responses Excel file.
How many ppl took the web survey?
Development maps for City review
Setup pedestrian meeting

City:
Send any projects you'd like Keller to look into.

TRAFFIC MODELING FIGURES:





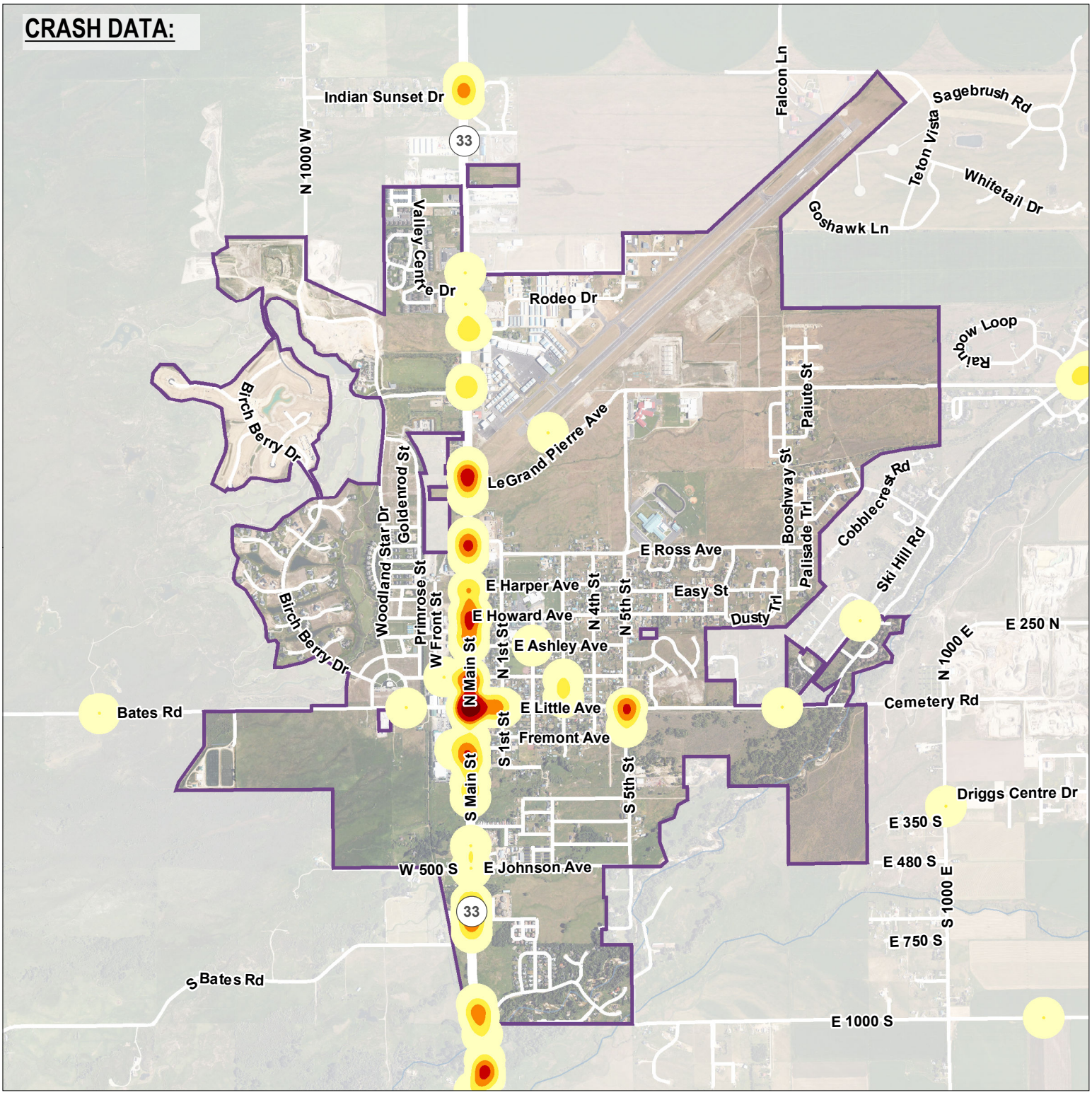


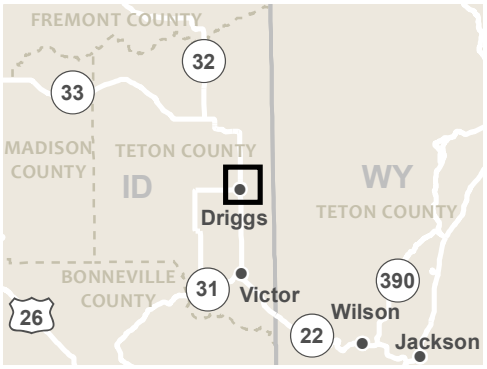
FIGURE 1
Crash Density
Transportation Master Plan
Driggs, Idaho

Crash Density
High
Low

City Limits

0 1,000 Feet

N



KELLER ASSOCIATES

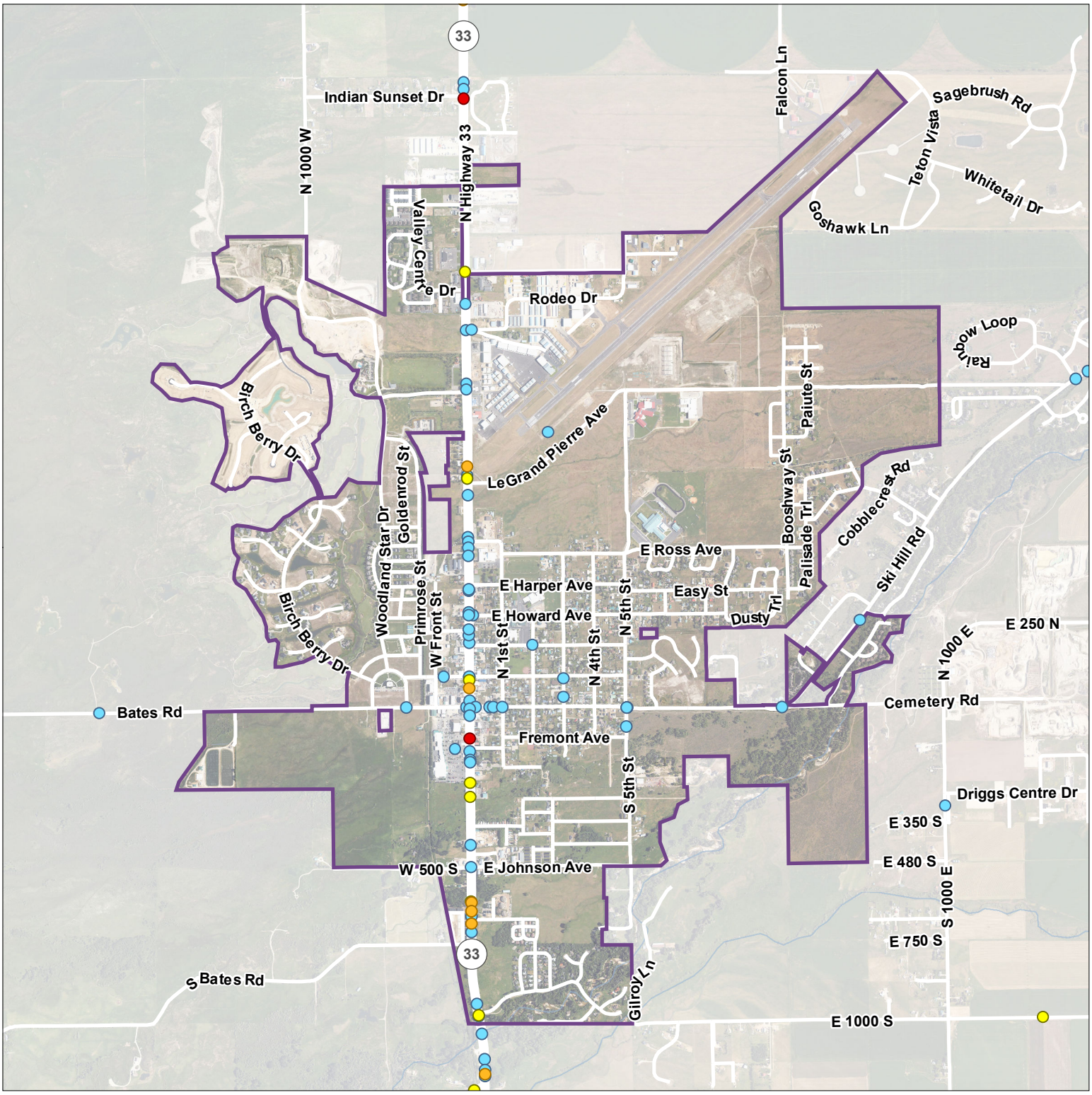
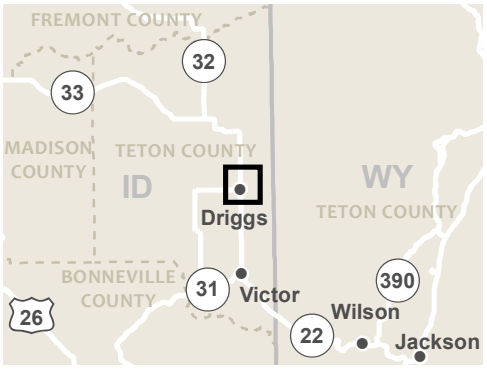


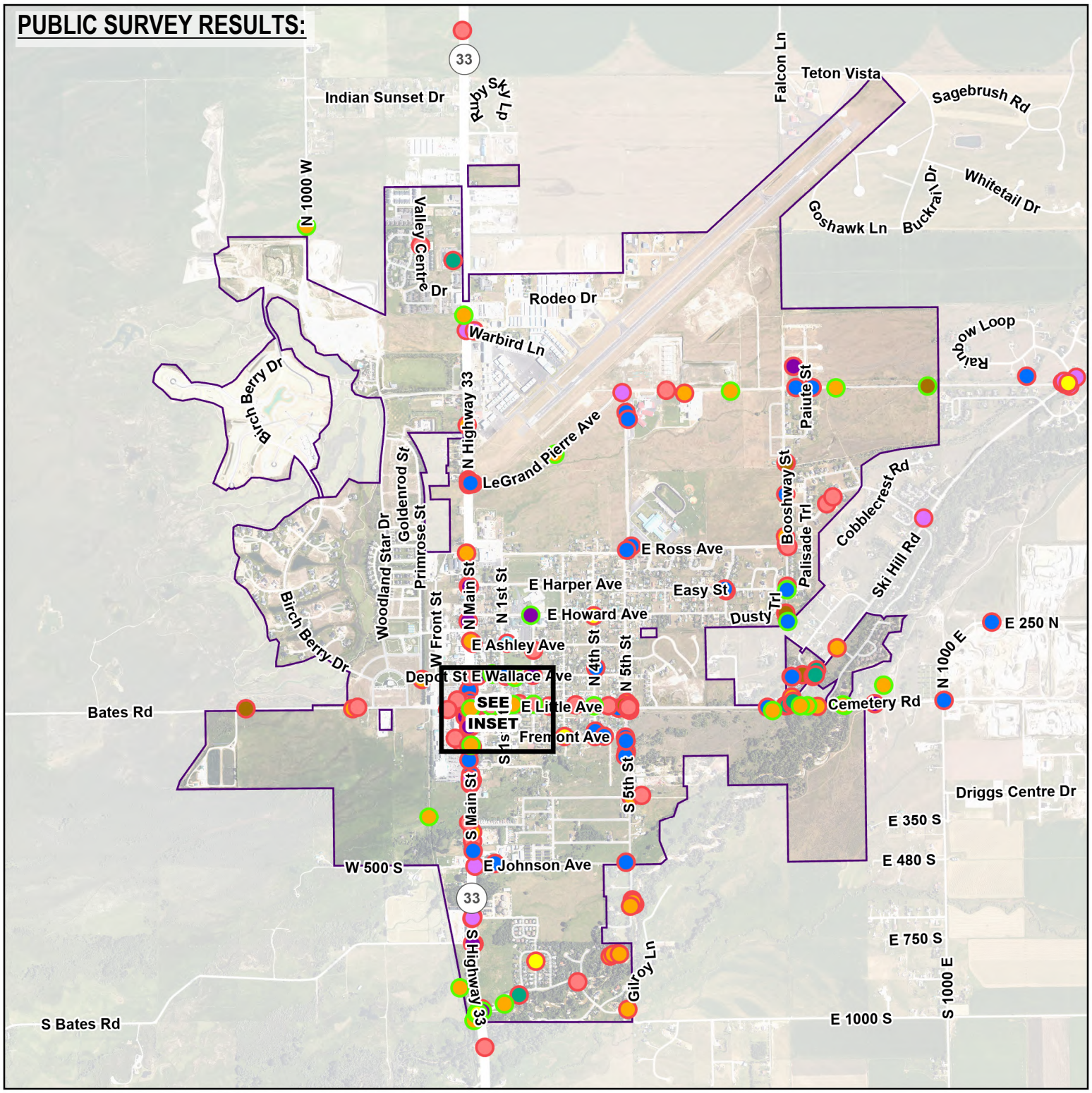
FIGURE 1
Crashes 2019 - 2023
Transportation Master Plan
Driggs, Idaho

- A Injury Accident
- B Injury Accident
- C Injury Accident
- Property Damage Report
- City Limits

0 1,000 Feet



KELLER ASSOCIATES



Public Input Survey Results

Transportation Master Plan

Driggs, Idaho

Experience

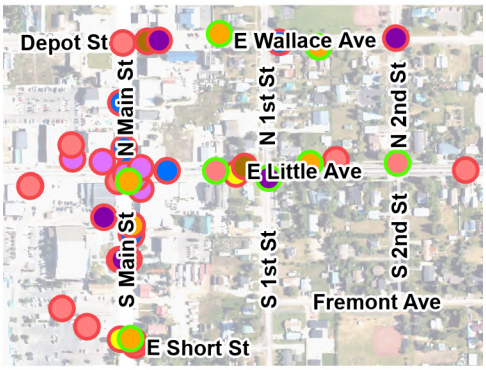
- Negative
- Positive

Topic

- Accessibility
- Signage or lighting
- Public transit
- Other
- Road crossing
- Intersection
- Safety
- Pedestrian or bike paths
- Traffic flow
- City Limits

0 ¼ Mile

N



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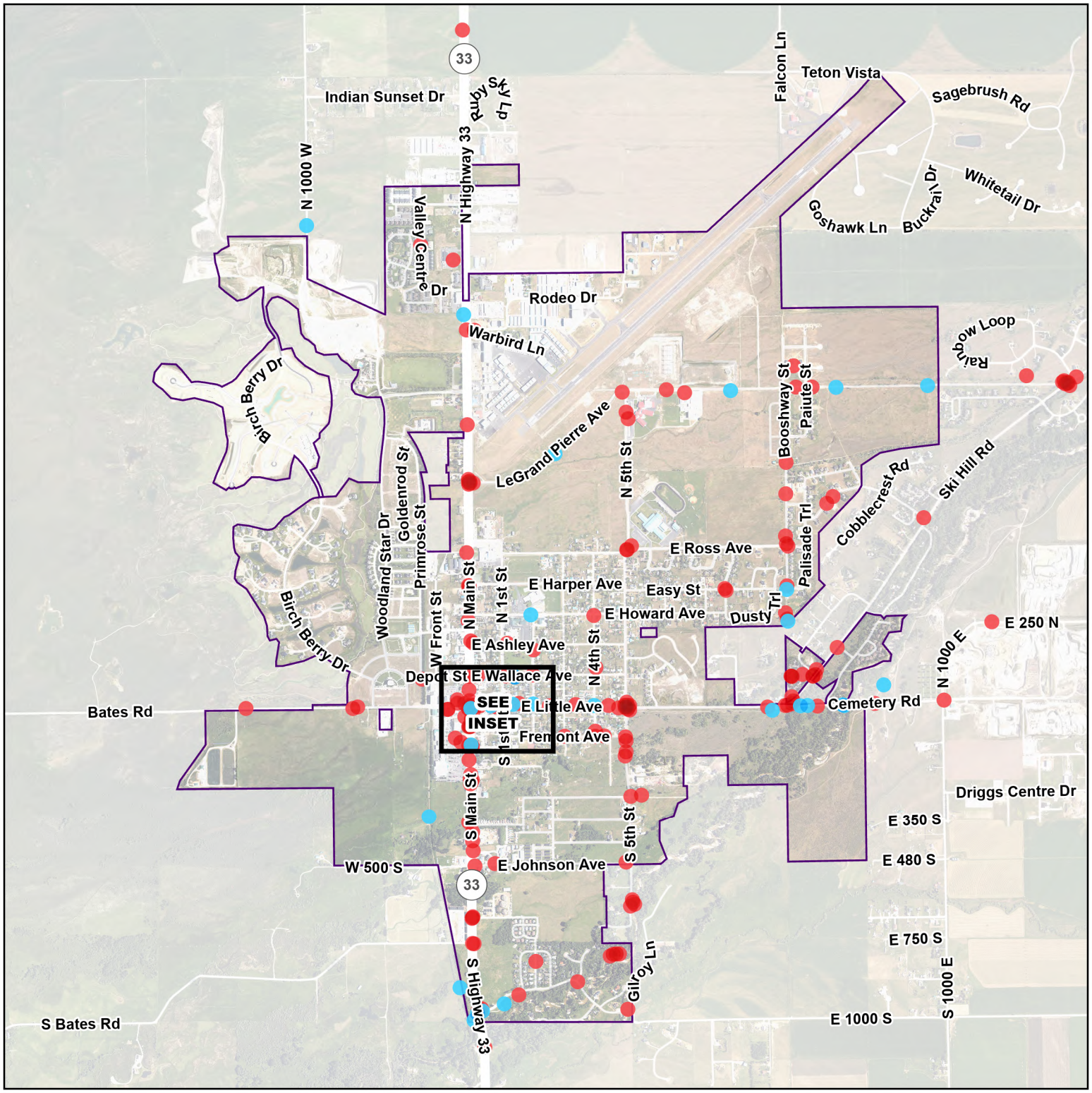


Public Input Survey Results

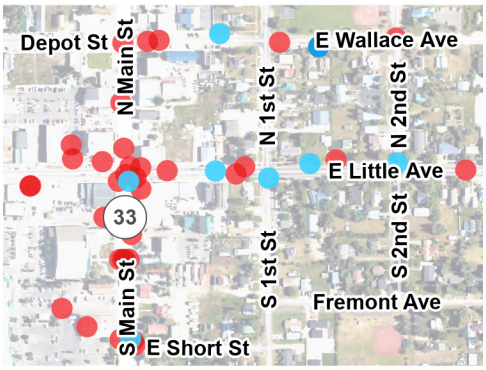
Transportation Master Plan

Driggs, Idaho

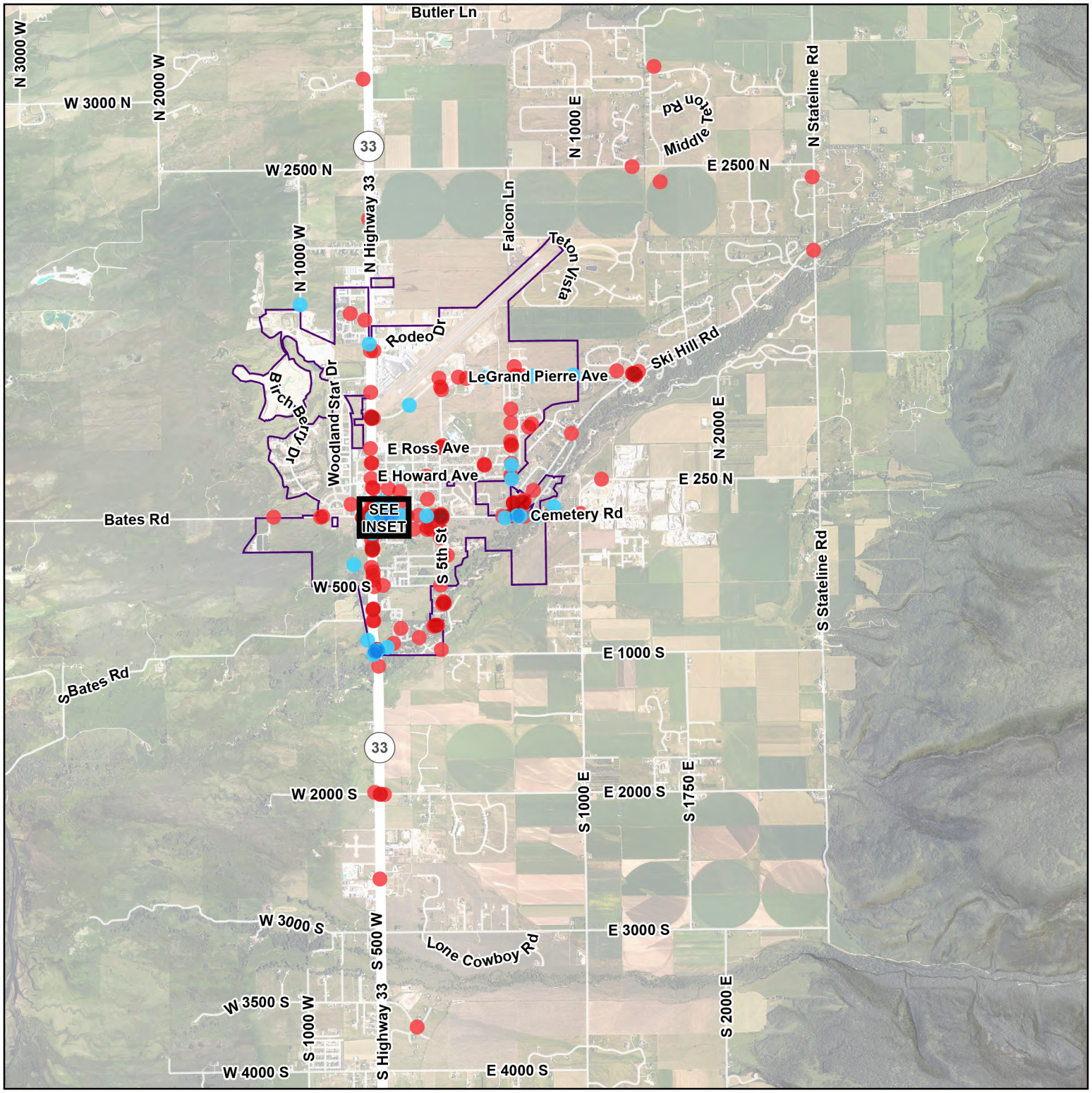
- Positive Experience
- Negative Experience
- City Limits

0 ¼ Mile

N



KELLER ASSOCIATES



Public Input Survey Results

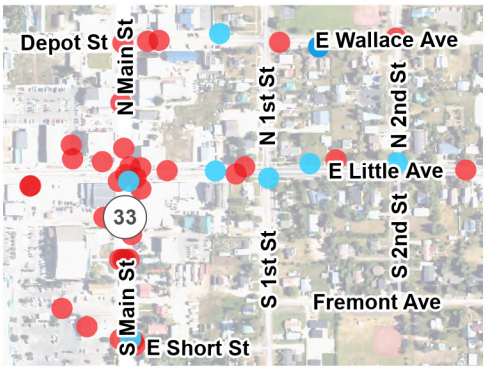
Transportation Master Plan

Driggs, Idaho

- Positive Experience
- Negative Experience
- City Limits

0 ½ Mile

N



KELLER ASSOCIATES

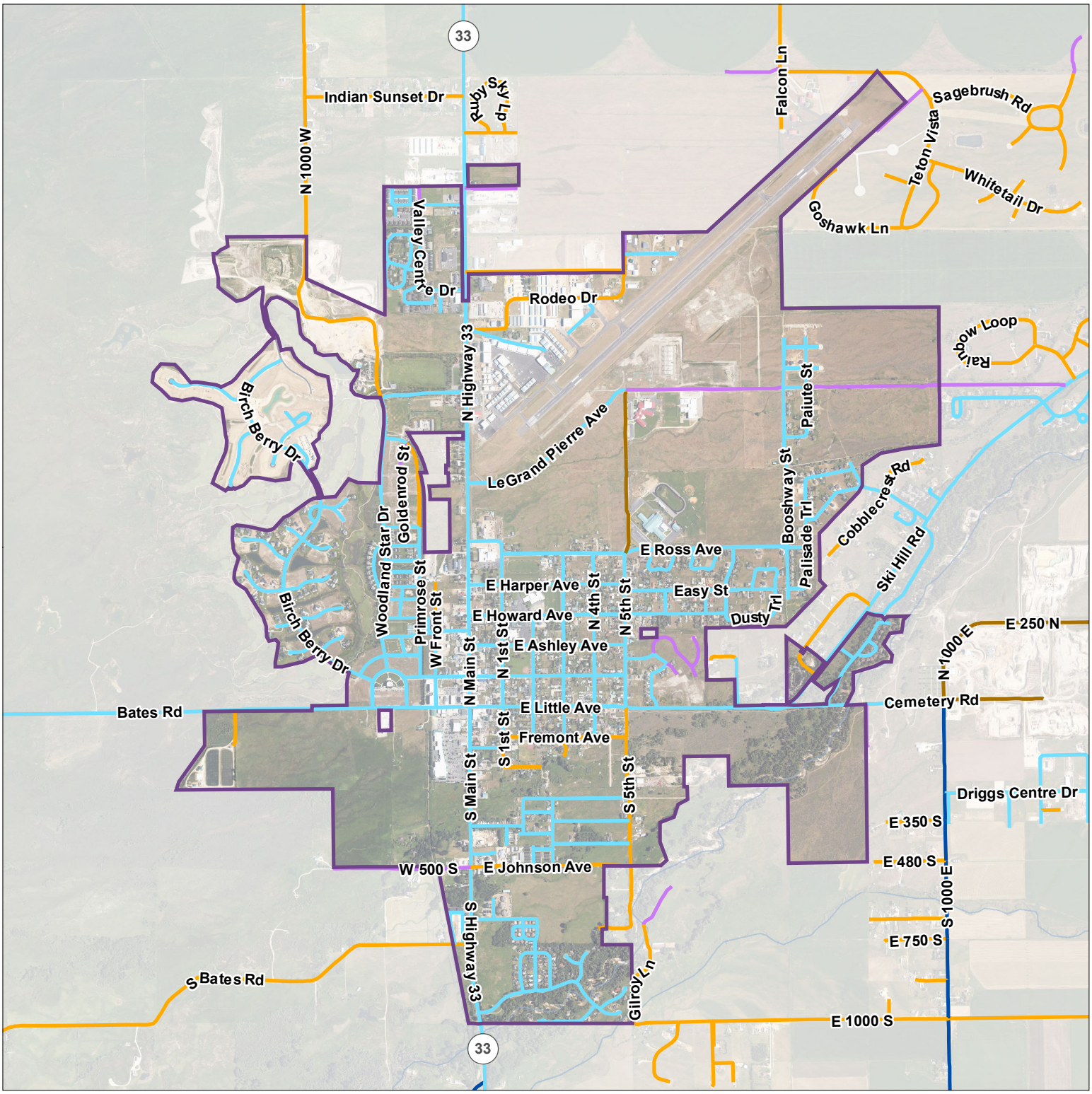
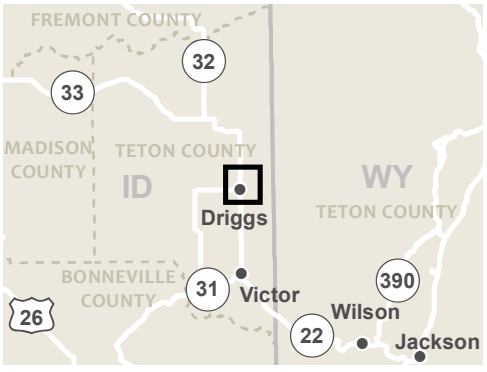


FIGURE 1
Surface Type
Transportation Master Plan
Driggs, Idaho

- Asphalt
- Cold Mix Asphalt / Chip Seal
- Earth / Unimproved
- Gravel
- Treated Gravel
- City Limits

0 1,000 Feet

N



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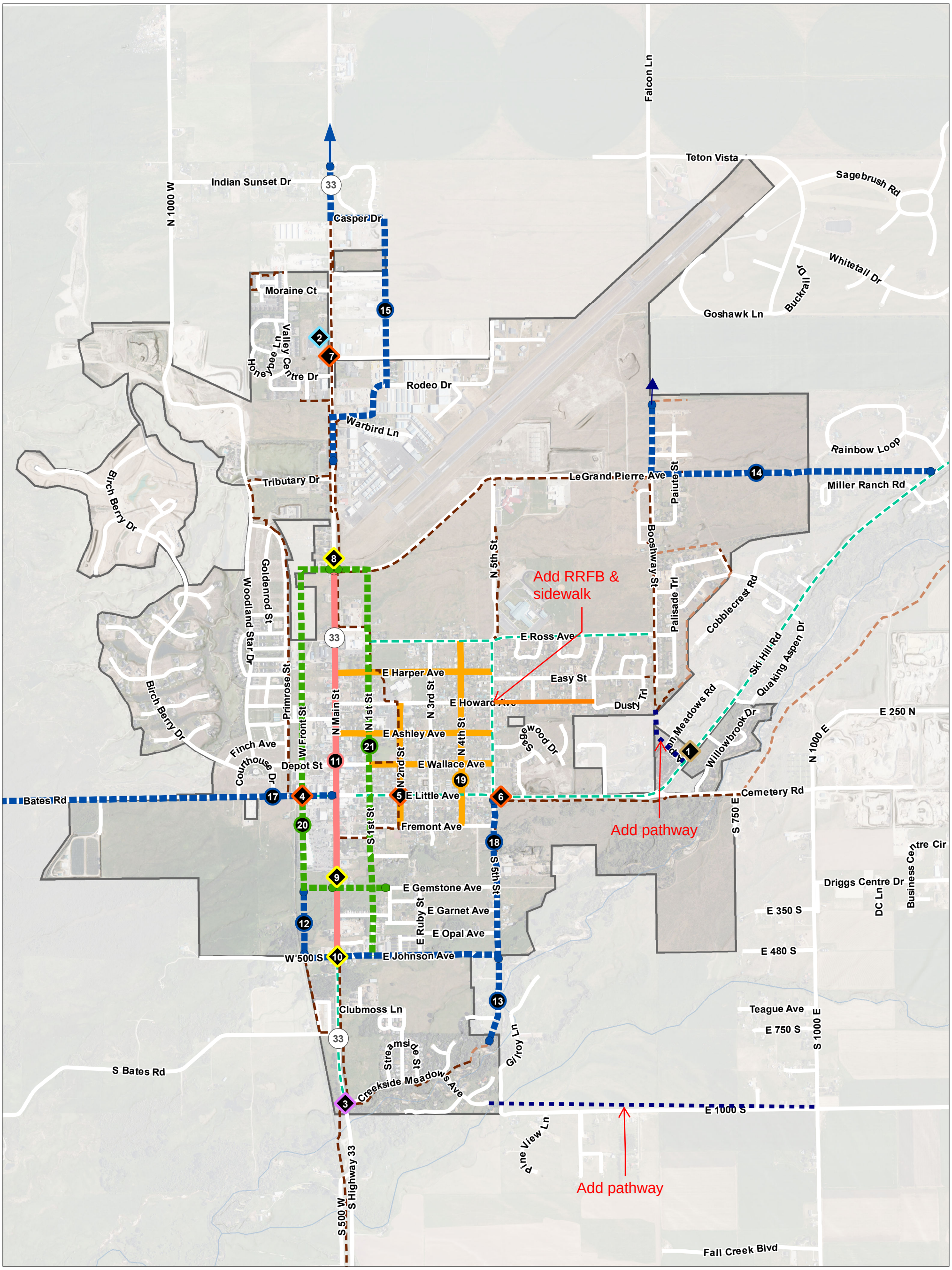
CIP PEDESTRIAN AND PUBLIC TRANSIT

TRANSPORTATION MASTER PLAN



- Future Crosswalk
- New Public Transit Bus Stop
- New Targee Bus Stop
- Pedestrian Underpass
- RRFB & Crosswalk
- Existing Bikelane
- Existing Shared-Use Pathway
- Existing Trail
- Future Bike Lane
- New Pathway
- Crosswalk Striping and Maintenance
- Sidewalk Improvements

0 500 Feet

N

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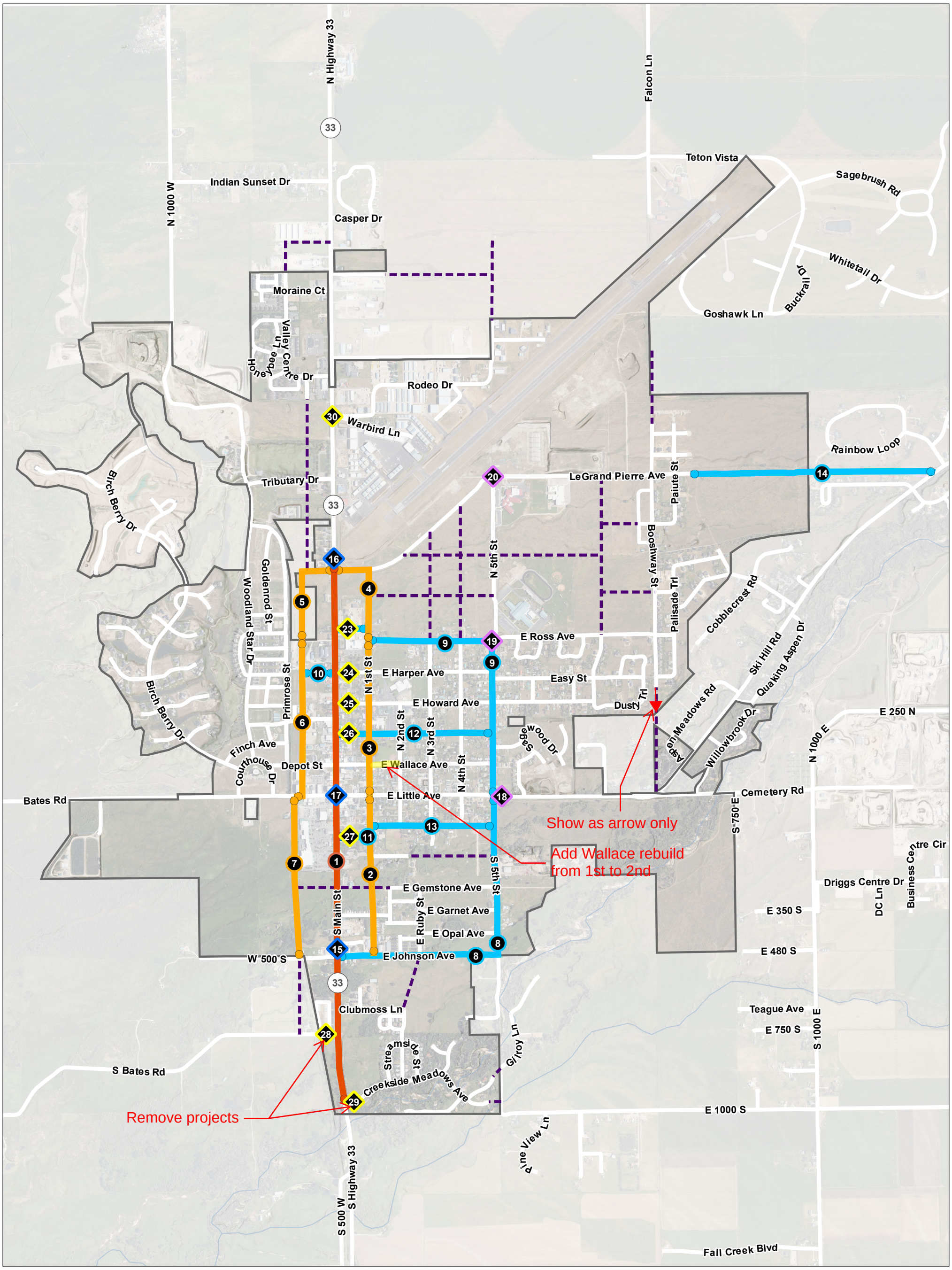
CIP TRAFFIC/SAFETY PRIORITY IMPROVEMENTS

TRANSPORTATION MASTER PLAN



- Intersection Improvements
- Roundabout
- Traffic Signal (Add/Upgrade)
- 3-lane Expansion
- Roadway Improvements (2-lane Commercial Collector Route)
- Roadway Improvements (2-lane Collector Route)
- Future Connections — Alignment TBD

0 500 Feet

N

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