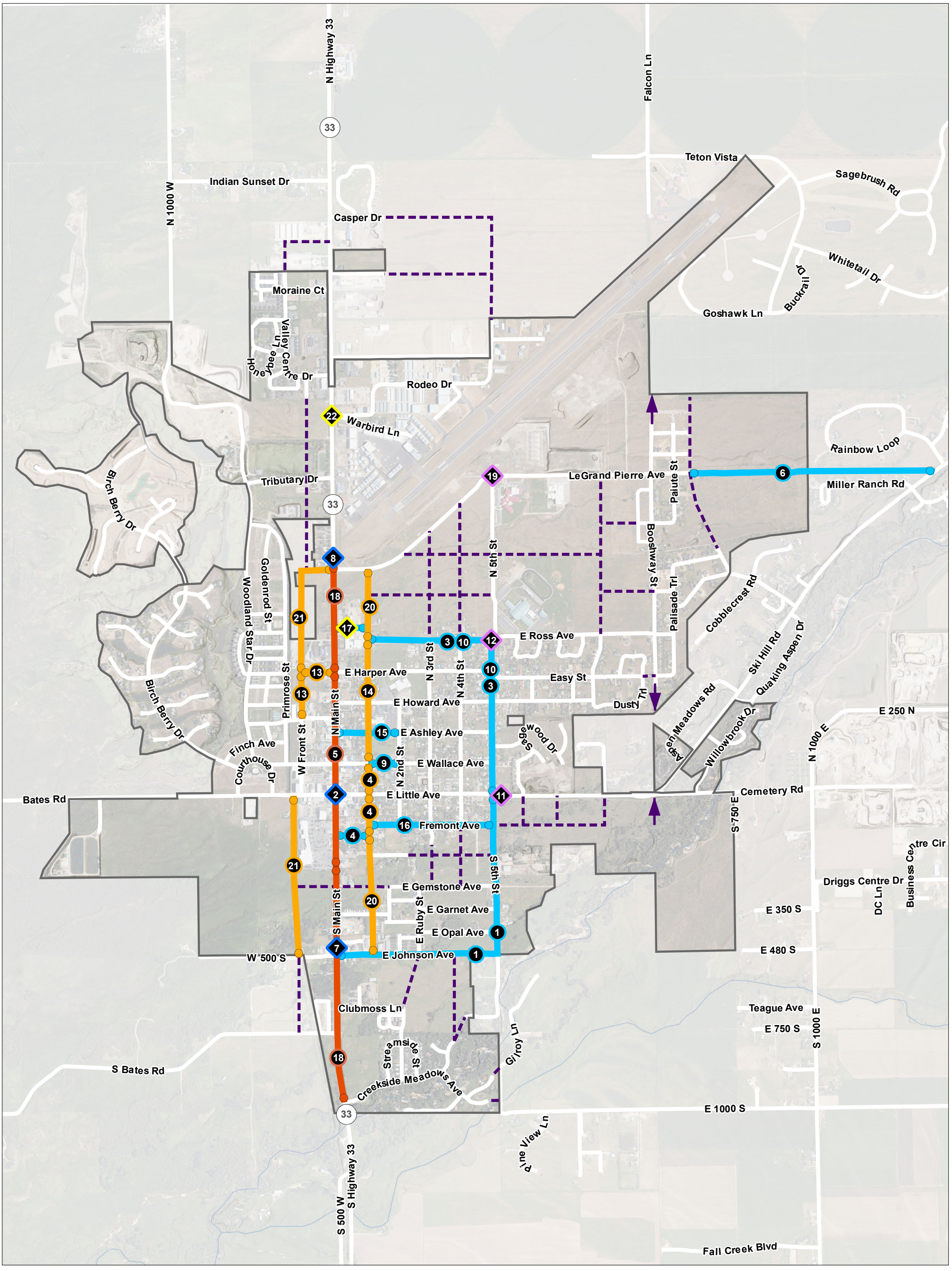
APPENDIX A – CIP FIGURES

CIP TRAFFIC/SAFETY PRIORITY IMPROVEMENTS

TRANSPORTATION MASTER PLAN



- Intersection Improvements
- Roundabout
- Traffic Signal (Add/Upgrade)
- 3-lane Expansion
- Roadway Improvements (Commercial Standard Section, up to 82.5' right-of-way)
- Roadway Improvements (Residential Standard Section, up to 60' right-of-way)
- Future Connections & Developer Driven Projects (Alignment TBD)
- Future Extension (Alignment TBD)

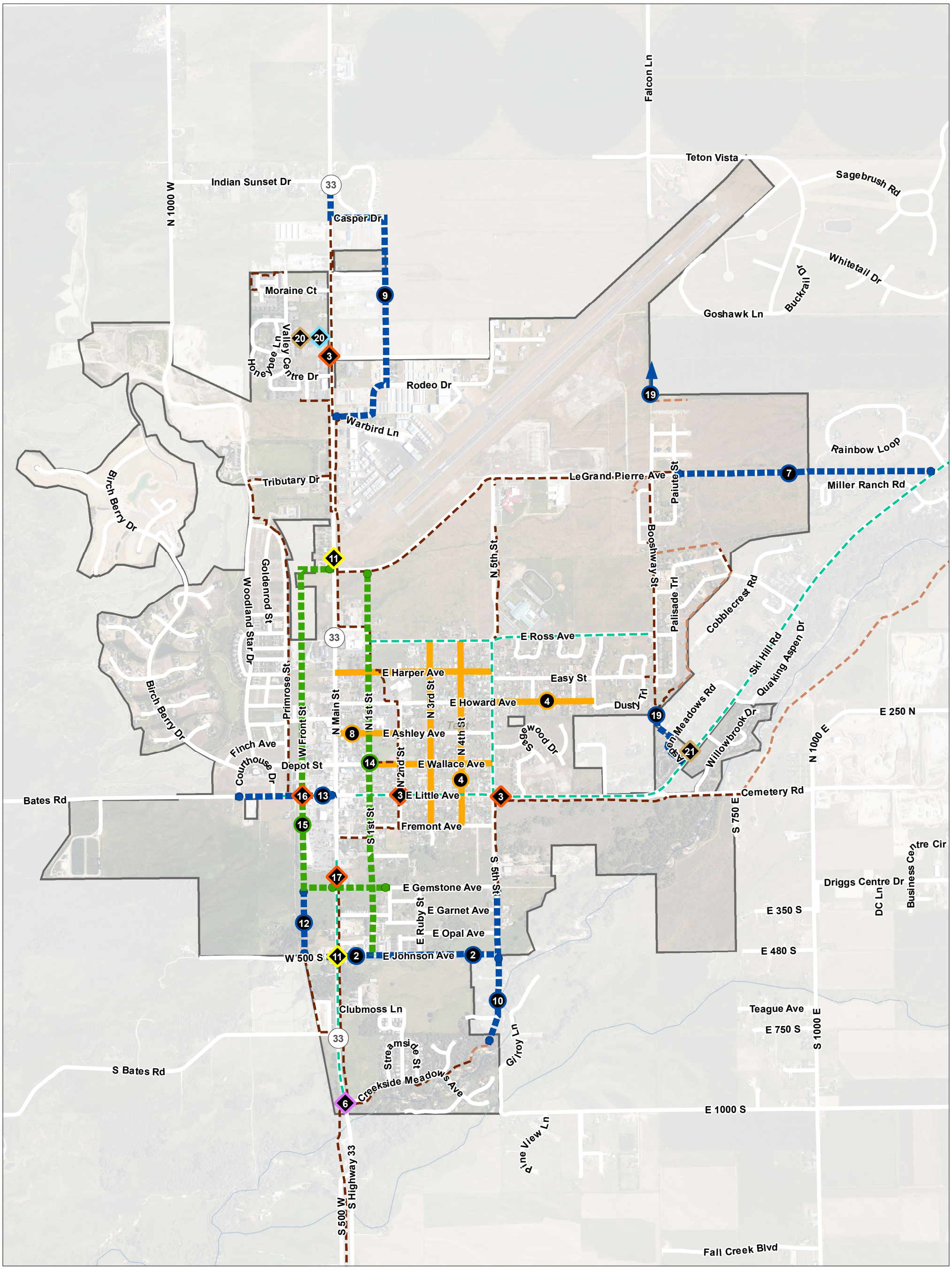
0 500 Feet

N

KELLER ASSOCIATES

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
- Bike Lane Striping
- Sidewalk Improvements

0 500 Feet

N

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APPENDIX B – CIP COSTS

R1 — **S 5th St & Johnson Ave***

Item Description	Quantity	Unit	Unit Price	Cost	Note
Equipment Mobilization & Demobilization	1	EA.	$ 75,000.00	$ 75,000.00	Cost from the City of Driggs
Erosion & Sediment Control	1	L.S.	$ 15,000.00	$ 15,000.00	
Traffic Control	1	L.S.	$ 25,000.00	$ 25,000.00	
Construction Staking Survey	1	L.S.	$ 25,000.00	$ 25,000.00	
Reset property corners	15	EA.	$ 2,000.00	$ 30,000.00	
Materials Testing / QC	1	L.S.	$ 30,000.00	$ 30,000.00	
Asphalt Sawcut	420	L.F.	$ 8.00	$ 3,360.00	
Asphalt pavement removal	180	S.Y.	$ 20.00	$ 3,600.00	
Excavation	3249.5	C.Y.	$ 35.00	$ 113,732.50	
Pit-Run, Uncrushed Aggregate Sub Base (includes area below curb)	5745	C.Y.	$ 75.00	$ 430,875.00	
3/4" minus Crushed Aggregate Base (under asphalt only)	2761	C.Y.	$ 75.00	$ 207,075.00	
Plant Mix Asphalt Pavement (4")	16100	S.Y.	$ 35.00	$ 563,500.00	
Concrete Ribbon Curb	10210	L.F.	$ 40.00	$ 408,400.00	
3/4" minus Crushed Aggregate Base (under asphalt Pathway only)	754	C.Y.	$ 75.00	$ 56,550.00	
Plant Mix Asphalt Pavement Pathway (3")	5715	S.Y.	$ 35.00	$ 200,025.00	
Concrete ADA Ramp and truncated detectable warning bar	14	EA.	$ 2,000.00	$ 28,000.00	
Signs	18	EA.	$ 1,000.00	$ 18,000.00	
Pavement Paint striping	6900	S.F.	$ 2.50	$ 17,250.00	
Painted White Crosswalk & stop bar	7	EA.	$ 850.00	$ 5,950.00	
Relocate Fire Hydrant	3	EA.	$ 5,000.00	$ 15,000.00	
Adjust Water Valve	18	EA.	$ 1,000.00	$ 18,000.00	
Adjust Sewer MH	8	EA	$ 2,000.00	$ 16,000.00	
Light Posts w/ receptacles, fixtures, electrical connections	8	EA.	$ 18,000.00	$ 144,000.00	
Relocate Canal/Drainage	500	L.F.	$ 25.00	$ 12,500.00	
36" CCP Culvert	160	L.F.	$ 180.00	$ 28,800.00	
24" CCP Culvert	140	L.F.	$ 160.00	$ 22,400.00	
Seed Mix (at recommended rate)	51000	S.F.	$ 0.40	$ 20,400.00	
R&R Fence	2100	L.F.	$ 25.00	$ 52,500.00	

Design & CE&I	10%	$ 259,000.00
Construction Admin Fee	3%	$ 78,000.00
Concept Contingency	15%	$ 439,000.00
Total:		**$ 3,362,000**

R2 — **E Little Ave & SH-33 Intersection**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Pavement Paint Striping	4800	SF	$ 3.00	$ 14,400	Assumed 100 LF for all four legs; 6" stripe width and 6 stripes
Traffic Study	1	LS	$ 15,000.00	$ 15,000	to improve signal timing
Traffic Control	1	LS	$ 10,000.00	$ 10,000	I'm using 10k for lower traffic volume roads and 20k for busier areas
Signs	12	EA	$ 1,000	$ 12,000	Turning lane signage and/or no parking signage
Sign Removal	12	EA	$ 300.00	$ 3,600	Removal of parking signs
Mobilization			10%	$ 5,500.00	
Design & CE&I			30%	$ 19,000.00	
Contingency			30%	$ 24,000.00	
		Total:		**$ 104,000**	

R3 — **N 5th St & E Ross Ave**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Remove Speed Dips	8	EA	$ 1,000.00	$ 8,000	Per each, 8 total
Install New Speed Dips	8	EA	$ 1,500.00	$ 12,000	$150/SY, 10SY per EA
Rectangular Rapid Flashing Beacon (RRFB)	1	EA	$ 25,000.00	$ 25,000	Price from ITD Ref spreadsheet.
Sign Removal	2	EA	$ 300.00	$ 600	Price from ITD Ref spreadsheet.
Pavement Paint Striping	3200	LF	$ 3.00	$ 9,600	School zone striping and walkways
Traffic Control	1	LS	$ 10,000.00	$ 10,000	
Mobilization			10%	$ 6,600.00	
Design & CE&I			30%	$ 22,000.00	
Contingency			30%	$ 29,000.00	
		Total:		**$ 123,000**	

R4 — **Short St. & S. 1st St.**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	2000	CY	$ 25.00	$ 50,000	18" depth, 1200' long, 30' wide (incl sidewalk)
Asphalt Pavement Removal	2400	SY	$ 15.00	$ 36,000	18ft wide and 1200' long
Granular Pit-Run Subbase	1156	CY	$ 45.00	$ 52,000	1 ft subbase depth, 1200' long, 26' wide
3/4 Aggregate for Base	578	CY	$ 55.00	$ 31,778	.5' depth, 26' wide, 1200' long. Price from City cost estimate
Plant Mix Pavement (4" thick mat)	3470	SY	$ 30.00	$ 104,100	4" thick pavement, 1200' long, 26' wde
Concrete Sidewalk (One Side, Includes Base Course)	800	SY	$ 110.00	$ 88,000	6' wide sidewalk, 1200' long; one side only, extg. bike path preserved
Concrete Ribbon Curb	2400	LF	$ 40.00	$ 96,000	1200' on both sides
Pavement Paint Striping	2400	SF	$ 3.00	$ 7,200	1200 LF, 4 stripes, 0.5 ft wide
Traffic Control	1	LS	$ 10,000.00	$ 10,000	
Mobilization			10%	$ 47,600.00	
Design & CE&I			30%	$ 157,000.00	
Contingency			30%	$ 204,000.00	
		Total:		**$ 884,000**	

R5 — **SH-33 (Main St)**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Pavement Paint Striping	26400	SF	$ 3.00	$ 79,200	3300', 8 lines, 0.5' wide, 2 coats
Traffic Control	1	LS	$ 20,000.00	$ 20,000	
Fog Seal	2475	GAL	$ 8.00	$ 19,800	assumed .15 gal/SY, 45' wide road
Signs	16	EA	$ 1,000.00	$ 16,000	
Mobilization			10%	$ 13,500.00	
Design & CE&I			30%	$ 45,000.00	
Contingency			30%	$ 59,000.00	
			Total:	**$ 253,000**	

R6 — **LeGrand Pierre Ave**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	10990	CY	$ 25.00	$ 274,750	4300' stretch, 46' Wide not including bike path, 1.5' depth
Granular Pit-Run Subbase	4150	CY	$ 45.00	$ 186,750	1' depth, 26' wide, 4300' long
3/4 Aggregate for Base	2080	CY	$ 55.00	$ 114,400	.5' depth, 26' wide, 4300'
Plant Mix Pavement (4" thick mat)	12430	SY	$ 30.00	$ 372,900	4" thick, 26' wide, 4300'
Concrete Sidewalk (Both sides, includes base course)	5740	SY	$ 110.00	$ 631,400	4300 long, 6' sidewalks both sides
Concrete Ribbon Curb	8600	LF	$ 40.00	$ 344,000	4300' long both sides of road
Pavement Paint Striping	8600	SF	$ 3.00	$ 25,800	striping for roadway, 4 lines, 6" wide
Signs	10	EA	$ 1,000	$ 10,000	
Traffic Control	1	LS	$ 10,000	$ 10,000	
Mobilization			10%	$ 196,000.00	
Design & CE&I			30%	$ 650,000.00	
Contingency			30%	$ 845,000.00	
			Total:	**$ 3,661,000**	

R7 — **E Johnson Ave & SH-33 Intersection**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Traffic Signal Installation	1	LS	$ 400,000.00	$ 400,000	Price from ITD Ref.
Traffic Study	1	LS	$ 15,000.00	$ 15,000	
Traffic Control	1	LS	$ 20,000.00	$ 20,000	
Signs	4	EA	$ 1,000	$ 4,000	
Sign Removal	2	EA	$ 300.00	$ 600	Removal of stop signs
Pavement Paint Striping	4800	SF	$ 3.00	$ 14,400	Assumed 100 LF for all four legs; 6" stripe width and 6 stripes
Mobilization			10%	$ 45,400.00	
Design & CE&I			30%	$ 150,000.00	
Contingency			30%	$ 195,000.00	
			Total:	**$ 845,000**	

R8 — **LeGrand Pierre & SH-33 Intersection**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Traffic Signal Installation	1	LS	$ 400,000.00	$ 400,000	Price from ITD Ref.
Traffic Study	1	LS	$ 15,000.00	$ 15,000	
Traffic Control	1	LS	$ 20,000.00	$ 20,000	
Signs	4	EA	$ 1,000	$ 4,000	
Sign Removal	2	EA	$ 300.00	$ 600	Removal of stop signs
Pavement Paint Striping	4800	SF	$ 3.00	$ 14,400	Assumed 100 LF for all four legs; 6" stripe width and 6 stripes
Mobilization			10%	$ 45,400.00	
Design & CE&I			30%	$ 150,000.00	
Contingency			30%	$ 195,000.00	
			Total:	**$ 845,000**	

R9 — **E Wallace Ave**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	1760	CY	$ 25.00	$ 44,000	18" depth, 510' long, 62' wide (incl sidewalks)
Asphalt Pavement Removal	1140	SY	$ 15.00	$ 17,100	20' wide and 510' long
Granular Pit-Run Subbase	950	CY	$ 45.00	$ 42,750	1 ft subbase depth, 510' long, 50' wide
3/4 Aggregate for Base	480	CY	$ 55.00	$ 26,400	.5' depth, 50' wide, 510' long. Price from City cost estimate
Plant Mix Pavement (4" thick mat)	2840	SY	$ 30.00	$ 85,200	4" thick pavement, 510' long, 50' wide
Concrete Sidewalk (Both Sides, Includes Base Course)	680	SY	$ 110.00	$ 74,800	6' wide sidewalk, 510' long, both sides
Concrete Ribbon Curb	1020	LF	$ 40.00	$ 40,800	510' on both sides
Pavement Paint Striping	1530	SF	$ 3.00	$ 4,590	510 LF, 6 stripes, 0.5' wide
Traffic Control	1	LS	$ 10,000.00	$ 10,000	
Mobilization			10%	$ 34,600.00	
Design & CE&I			30%	$ 115,000.00	
Contingency			30%	$ 149,000.00	
			Total:	**$ 645,000**	

R10 — **N 5th St & E Ross Ave**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	1970	CY	$ 25.00	$ 49,250	5300' long, 10' wide, 1' depth
Granular Pit-Run Subbase	500	CY	$ 45.00	$ 22,500	3" depth, 10' wide, 5300' long
3/4 Aggregate for Base	660	CY	$ 55.00	$ 36,300	4" depth, 10' wide, 5300' long
Plant Mix Pavement (bike path, 3" thick)	5890	SY	$ 20.00	$ 117,800	3" thick, 10' wide, 5300'
Signs	4	EA	$ 1,000	$ 4,000	Assume signage for stop signs and school zone
Traffic Control	1	LS	$ 1,000	$ 1,000	
Mobilization			10%	$ 23,000.00	
Design & CE&I			30%	$ 77,000.00	
Contingency			30%	$ 100,000.00	
			Total:	**$ 431,000**	

R11 — **E Little Ave & 5th St Intersection**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Install New Roundabout	1	LS	$ 1,000,000.00	$ 1,000,000	Planning level cost
Right-of-Way Acquisition	1	LS	$ 50,000.00	$ 50,000	Guess
Mobilization			10%	$ 105,000.00	
Design & CE&I			30%	$ 347,000.00	
Contingency			30%	$ 451,000.00	
			Total:	**$ 1,953,000**	

R12 — **N 5th St & E Ross Ave Intersection**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Install New Roundabout	1	LS	$ 1,000,000.00	$ 1,000,000	Planning level cost
Right-of-Way Acquisition	1	LS	$ 50,000.00	$ 50,000	Guess
Mobilization			10%	$ 105,000.00	
Design & CE&I			30%	$ 347,000.00	
Contingency			30%	$ 451,000.00	
			Total:	**$ 1,953,000**	

R13 — **N Front St & W Harper Ave**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	7540	CY	$ 25.00	$ 188,500	1500ft total length Front St.; 600ft Harper, 1.5ft depth; 76ft width
Granular Pit-Run Subbase	3650	CY	$ 45.00	$ 164,250	52ft wide road, 1ft thick
3/4 Aggregate for Base	1830	CY	$ 55.00	$ 100,650	52ft wide road, 0.5ft thick
Plant Mix Pavement (4" thick mat w/ bike lanes)	10940	SY	$ 30.00	$ 328,200	52ft wide road
Concrete Sidewalk (Both sides, to include base course)	2800	SY	$ 110.00	$ 308,000	8ft wide, both sides
Conc Curb & Gutter (rolled) (incl. base course)	3000	LF	$ 50.00	$ 150,000	1500ft both sides
Concrete Ribbon Curb	1200	LF	$ 40.00	$ 48,000	600ft both sides
Pavement Paint Striping	6300	SF	$ 3.00	$ 18,900	6 lines @ 6" wide each, includes striping for roadway and bike lanes
Signs	6	EA	$ 1,000	$ 6,000	Assume signage for stop signs and parking
Traffic Control	1	LS	$ 10,000	$ 10,000	
Right-of-Way Acquisition	1	LS	$ 100,000	$ 100,000	Guess
Mobilization			10%	$ 131,300.00	
Design & CE&I			30%	$ 467,000.00	
Contingency			30%	$ 607,000.00	
			Total:	**$ 2,628,000**	

R14 — **N 1st St.**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	10387	CY	$ 25.00	$ 259,667	2050ft total length; 1.5ft depth; 76ft width
Asphalt Pavement Removal	5020	SY	$ 15.00	$ 75,300	2050' length, 22' wide
Granular Pit-Run Subbase	3950	CY	$ 45.00	$ 177,750	52ft wide road, 1ft thick
3/4 Aggregate for Base	1980	CY	$ 55.00	$ 108,900	52ft wide road, 0.5ft thick
Plant Mix Pavement (4" thick mat w/ bike lanes)	11850	SY	$ 30.00	$ 355,500	52ft wide road
Concrete Sidewalk (Both sides, 8ft, to include base course)	3650	SY	$ 110.00	$ 401,500	2050' length, 8Ft sidewalks, both sides
Conc Curb & Gutter (rolled) (incl. base course)	4100	LF	$ 50.00	$ 205,000	Both sides
Pavement Paint Striping	6150	SF	$ 3.00	$ 18,450	6 lines @ 6" wide each, includes striping for roadway and bike lanes
Signs	10	EA	$ 1,000	$ 10,000	Assume signage for stop signs and parking
Traffic Control	1	LS	$ 20,000	$ 20,000	
Mobilization			10%	$ 161,300.00	
Design & CE&I			30%	$ 539,000.00	
Contingency			30%	$ 700,000.00	
			Total:	**$ 3,033,000**	

R15 — **E Ashley Ave**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	2560	CY	$ 25.00	$ 64,000	1000' length, 1.5ft depth, 46' wide exc.
Asphalt Pavement Removal	2890	SY	$ 15.00	$ 43,350	1000' length in roadway, existing pavement 26' wide
Granular Pit-Run Subbase	1260	CY	$ 45.00	$ 56,700	1ft deep and 34ft wide
3/4 Aggregate for Base	630	CY	$ 55.00	$ 34,650	0.5ft deep and 34ft wide
Plant Mix Pavement (4" thick mat)	3780	SY	$ 30.00	$ 113,400	34ft wide
Concrete Ribbon Curb	2000	LF	$ 40.00	$ 80,000	Both sides
Pavement Paint Striping	3000	SF	$ 3.00	$ 9,000	6 lines @ 6" wide each, includes striping for roadway and bike lanes
Traffic Control	1	LS	$ 10,000.00	$ 10,000	
Mobilization			10%	$ 40,200.00	
Design & CE&I			30%	$ 136,000.00	
Contingency			30%	$ 177,000.00	
			Total:	**$ 765,000**	Sidewalks included in ped projects

R16 — **Fremont Ave**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	5120	CY	$ 25.00	$ 128,000	2000' length, 1.5ft depth, 46' wide exc.
Asphalt Pavement Removal	2450	SY	$ 15.00	$ 36,750	1000' length paved roadway, existing pavement 22' wide
Concrete Sidewalk (Both sides, to include base course)	2670	SY	$ 110.00	$ 293,700	6ft wide, both sids
Granular Pit-Run Subbase	2520	CY	$ 45.00	$ 113,400	1ft deep and 34ft wide
3/4 Aggregate for Base	1260	CY	$ 55.00	$ 69,300	0.5ft deep and 34ft wide
Plant Mix Pavement	7560	SY	$ 30.00	$ 226,800	1000' new pavement, 1000' existing pavement
Concrete Ribbon Curb	4000	LF	$ 40.00	$ 160,000	Both sides
Pavement Paint Striping	6000	SF	$ 3.00	$ 18,000	6 lines @ 6" wide each, includes striping for roadway and bike lanes
Mobilization			10%	$ 104,600.00	
Design & CE&I			30%	$ 346,000.00	
Contingency			30%	$ 449,000.00	
			Total:	**$ 1,946,000**	

R17 — **E Ross Ave & SH-33 Intersection**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	90	CY	$ 25.00	$ 2,250	100' right turn lane; 11ft wide
Granular Pit-Run Subbase	50	CY	$ 45.00	$ 2,250	
3/4 Aggregate for Base	30	CY	$ 55.00	$ 1,650	
Plant Mix Pavement	130	SY	$ 30.00	$ 3,900	
Conc Curb & Gutter (rolled) (incl. base course)	100	LF	$ 50.00	$ 5,000	
Pavement Paint Striping	300	SF	$ 3.00	$ 900	
Traffic Control	1	LS	$ 5,000.00	$ 5,000	
Mobilization			10%	$ 1,600.00	
Design & CE&I			30%	$ 7,000.00	
Contingency			30%	$ 9,000.00	
			Total:	**$ 39,000**	

R18 — **SH-33**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	7230	CY	$ 25.00	$ 180,750	4000' S to Creekside, 1200' N to LeGrand; 25ft additional width
Granular Pit-Run Subbase	4820	CY	$ 45.00	$ 216,900	25ft additional width
3/4 Aggregate for Base	2410	CY	$ 55.00	$ 132,550	25ft additional width
Plant Mix Pavement	14440	SY	$ 30.00	$ 433,200	25ft additional width
Pavement Paint Striping	20800	SF	$ 3.00	$ 62,400	8 lines @ 6" wide each, includes striping for roadway and bike lanes
Traffic Control	1	LS	$ 20,000.00	$ 20,000	
Mobilization			10%	$ 102,600.00	
Design & CE&I			30%	$ 345,000.00	
Contingency			30%	$ 449,000.00	
			Total:	**$ 1,943,000**	

R19 — **N 5th St & LeGrand Pierre Ave Intersection**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Install New Roundabout	1	LS	$ 1,000,000.00	$ 1,000,000	
Right-of-Way Acquisition	1	LS	$ 50,000.00	$ 50,000	
Mobilization			10%	$ 105,000.00	
Design & CE&I			30%	$ 347,000.00	
Contingency			30%	$ 451,000.00	
			Total:	**$ 1,953,000**	

R20 — **1st St.**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	16470	CY	$ 25.00	$ 411,750	3900' total of new roadway; 76' excavation width
Asphalt Pavement Removal	2450	SY	$ 15.00	$ 36,750	1000' of removal, 22' wide
Granular Pit-Run Subbase	7800	CY	$ 45.00	$ 351,000	54' width of roadway improvements
3/4 Aggregate for Base	3900	CY	$ 55.00	$ 214,500	32' width increase in existing pavement
Plant Mix Pavement	23400	SY	$ 30.00	$ 702,000	assumed new pavement would be installed over existing
Conc Curb & Gutter (rolled) (incl. base course)	7800	LF	$ 50.00	$ 390,000	3900ft both sides
Concrete Sidewalk (Both sides, 6ft, to include base course)	2600	SY	$ 110.00	$ 286,000	8ft both sides
Signs	10	EA	$ 1,000.00	$ 10,000	
Pavement Paint Striping	19200	SF	$ 3.00	$ 57,600	6 lines @ 6" wide each, includes striping for roadway and bike lanes
Traffic Control	1	LS	$ 20,000.00	$ 20,000	
Right-of-Way Acquisition	1	LS	$ 300,000.00	$ 300,000	Guess
Mobilization			10%	$ 248,000.00	
Design & CE&I			30%	$ 909,000.00	
Contingency			30%	$ 1,181,000.00	

	Total:		**$**	**5,118,000**

R21 — **Front St.**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	18580	CY	$ 25.00	$ 464,500	4400' total of new roadway; 76' excavation width
Granular Pit-Run Subbase	8800	CY	$ 45.00	$ 396,000	54' width of roadway improvements
3/4 Aggregate for Base	4400	CY	$ 55.00	$ 242,000	54' width of roadway improvements
Plant Mix Pavement	26400	SY	$ 30.00	$ 792,000	54' width of roadway improvements
Conc Curb & Gutter (rolled) (incl. base course)	8800	LF	$ 50.00	$ 440,000	4400' both sides
Concrete Sidewalk (Both sides, 6ft, to include base course)	5870	SY	$ 110.00	$ 645,700	8ft both sides
Signs	10	EA	$ 1,000.00	$ 10,000	
Pavement Paint Striping	13200	SF	$ 3.00	$ 39,600	6 lines @ 6" wide each, includes striping for roadway and bike lanes
Traffic Control	1	LS	$ 20,000.00	$ 20,000	
Right-of-Way Acquisition	1	LS	$ 400,000.00	$ 400,000	Guess
Mobilization			10%	$ 305,000.00	
Design & CE&I			30%	$ 1,127,000.00	
Contingency			30%	$ 1,465,000.00	
		Total:		**$ 6,347,000**	

The opinions of most probable costs herein are based on our perception of current conditions at the project locations. These estimates reflect our opinion of probable costs at this time and are subject to change as the project designs mature. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices, or bidding strategies. Keller Associates cannot and does not warrant or guarantee that designs, plans, studies, proposals, bids, or actual construction costs will not vary from the costs presented herein.

P2 S 5th St & E Johnson Ave

Item Description	Quantity	Unit	Unit Price	Cost	Note
**Cost included in traffic project*					

P3 E Little Ave and Valley Centre

Item Description	Quantity	Unit	Unit Price	Cost	Note
Rectangular Rapid Flashing Beacon (RRFB)	3	EA	$ 25,000.00	$ 75,000	RRFBs
Crosswalk Striping	600	SF	$ 10.00	$ 6,000	
Traffic Control	1	LS	$ 10,000.00	$ 10,000	
Signs	6	EA	$ 1,000.00	$ 6,000	
Mobilization			10%	$ 9,100.00	
Design & CE&I			30%	$ 32,000.00	
Contingency			30%	$ 42,000.00	
			Total:	**$ 181,000**	

P4 N 3rd St, N 4th St, E Harper Ave, and E Howard Ave

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	1550	CY	$ 25.00	$ 38,750	4th st - Fremont to Ross: 3050'
Concrete Sidewalk (6ft wide, to include base course)	6940	SY	$ 110.00	$ 763,400	3rd St - Fremont to Ross: 3050'
Mobilization			10%	$ 80,300.00	E Howard Ave: 1700'
Design & CE&I			30%	$ 265,000.00	
Contingency			30%	$ 345,000.00	
			Total:	**$ 1,493,000**	

P5 SH-33

Item Description	Quantity	Unit	Unit Price	Cost	Note
**Cost included in traffic project*					

P6 SH-33 & Creekside Meadows Ave Intersection

Item Description	Quantity	Unit	Unit Price	Cost	Note
Feasibility Study for Pedestrian Underpass/Overpass				$ 50,000	
			Total:	**$ 50,000**	

P7 LeGrand Pierre Ave

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	1600	CY	$ 25.00	$ 40,000	4300' length
Granular Pit-Run Subbase	800	CY	$ 45.00	$ 36,000	3" depth
3/4 Aggregate for Base	530	CY	$ 55.00	$ 29,150	4" depth
Plant Mix Pavement, Bike Path	4780	SY	$ 20.00	$ 95,600	3" thick
Mobilization			10%	$ 20,100.00	
Design & CE&I			30%	$ 67,000.00	
Contingency			30%	$ 87,000.00	
			Total:	**$ 375,000**	

P8 E Ashley Ave and E Wallace Ave

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	920	CY	$ 25.00	$ 23,000	Ashley Ave: 2600'
Concrete Sidewalk 4" (to include base course)	2740	SY	$ 110.00	$ 301,400	Wallace: 1500' (600ft in other project)
Mobilization			10%	$ 32,500.00	
Design & CE&I			30%	$ 108,000.00	
Contingency			30%	$ 140,000.00	
			Total:	**$ 605,000**	

P9 **Rodeo Drive**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	1860	CY	$ 25.00	$ 46,500	5000' stretch
Granular Pit-Run Subbase	930	CY	$ 45.00	$ 41,850	3" depth
3/4 Aggregate for Base	620	CY	$ 55.00	$ 34,100	4" depth
Plant Mix Pavement, Bike Path	5560	SY	$ 20.00	$ 111,200	3" thick
Mobilization			10%	$ 23,400.00	
Design & CE&I			30%	$ 78,000.00	
Contingency			30%	$ 101,000.00	
			Total:	**$ 437,000**	

P10 **Creekside Meadows Ave**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	890	CY	$ 25.00	$ 22,250	2400' segment
Granular Pit-Run Subbase	450	CY	$ 45.00	$ 20,250	3" depth
3/4 Aggregate for Base	300	CY	$ 55.00	$ 16,500	4" depth
Plant Mix Pavement, Bike Path	2670	SY	$ 20.00	$ 53,400	3" thick
Mobilization			10%	$ 11,300.00	
Design & CE&I			30%	$ 38,000.00	
Contingency			30%	$ 49,000.00	
			Total:	**$ 211,000**	

P11 **SH-33**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Crosswalk Paint Striping	1000	SF	$ 10.00	$ 10,000	Crosswalks at Johnson and LeGrand
Crosswalk Flags	9	EA	$ 500.00	$ 4,500	
Traffic Control	1	LS	$ 5,000.00	$ 5,000	
Mobilization			10%	$ 2,000.00	
Design & CE&I			30%	$ 7,000.00	
Contingency			30%	$ 9,000.00	
			Total:	**$ 38,000**	

P12 **W 500 S to S Front St.**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	230	CY	$ 25.00	$ 5,750	600' pathway
Granular Pit-Run Subbase	120	CY	$ 45.00	$ 5,400	3" depth
3/4 Aggregate for Base	80	CY	$ 55.00	$ 4,400	4" depth
Plant Mix Pavement, Bike Path	670	SY	$ 20.00	$ 13,400	3" thick
Mobilization			10%	$ 2,900.00	
Design & CE&I			30%	$ 10,000.00	
Contingency			30%	$ 13,000.00	
			Total:	**$ 55,000**	

P13 **Bates Rd.**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	300	CY	$ 25.00	$ 7,500	Approx 800ft pathway
Granular Pit-Run Subbase	150	CY	$ 45.00	$ 6,750	6" depth
3/4 Aggregate for Base	100	CY	$ 55.00	$ 5,500	4" depth
Plant Mix Pavement, Bike Path	890	SY	$ 20.00	$ 17,800	3" thick
Mobilization			10%	$ 3,800.00	
Design & CE&I			30%	$ 13,000.00	
Contingency			30%	$ 17,000.00	
			Total:	**$ 72,000**	

P14 **1st St.**

Item Description	Quantity	Unit	Unit Price	Cost	Note

**Cost included in traffic project*

P15 **Front St.**

Item Description	Quantity	Unit	Unit Price	Cost	Note

**Cost included in traffic project*

P16 **Front St. & Bates Rd.**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Rectangular Rapid Flashing Beacon (RRFB)	1	EA	$ 25,000.00	$ 25,000	
Crosswalk Paint Striping	600	SF	$ 10.00	$ 6,000	
Traffic Control	1	LS	$ 5,000.00	$ 5,000	
Mobilization			10%	$ 3,600.00	
Design & CE&I			30%	$ 12,000.00	
Contingency			30%	$ 16,000.00	
			Total:	**$ 68,000**	

P17 **Gemstone Ave & SH-33**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Rectangular Rapid Flashing Beacon (RRFB)	1	EA	$ 25,000.00	$ 25,000	
Crosswalk Paint Striping	600	SF	$ 10.00	$ 6,000	
Traffic Control	1	LS	$ 5,000.00	$ 5,000	
Mobilization			10%	$ 3,600.00	
Design & CE&I			30%	$ 12,000.00	
Contingency			30%	$ 16,000.00	
			Total:	**$ 68,000**	

R18 **Booshway St**

Item Description	Quantity	Unit	Unit Price	Cost	Note
Excavation	230	CY	$ 25.00	$ 5,750	1600' bike path
Granular Pit-Run Subbase	300	CY	$ 45.00	$ 13,500	6" depth
3/4 Aggregate for Base	200	CY	$ 55.00	$ 11,000	4" depth
Plant Mix Pavement, Bike Path	1780	SY	$ 20.00	$ 35,600	3" thick
Mobilization			10%	$ 6,600.00	
Design & CE&I			30%	$ 22,000.00	
Contingency			30%	$ 29,000.00	
			Total:	**$ 124,000**	

APPENDIX C – TRAVEL DEMAND MEMO

DKS 704 E. UNITED HERITAGE COURT, SUITE 204 • MERIDIAN, ID 83642 • 208.378.0654 • DKSASSOCIATES.COM

DRAFT TRAVEL DEMAND MODEL MEMORANDUM

DATE: May 16, 2025

TO: Aaron Berger, PE | DKS Associates

FROM: Ben Davis, PE | Keller Associates

SUBJECT: City of Driggs Transportation Master Plan Project #24878-000

INTRODUCTION

This memorandum summarizes the travel demand modeling methodology, assumptions, and calibration for the City of Driggs Transportation Master Plan, along with the detailed intersection analysis informed by the travel demand modeling. This report includes the following sections:

- Data Compilation
- Model Development
- Model Calibration
- Future Year
- Models
- Traffic Operations Analysis

DATA COMPILATION

The travel demand model was created from the following elements:

- Roadway Network
- Land Use
- Traffic Volumes

ROADWAY NETOWRK

The roadway network was generated from Open Street data using the PTV Visum software. This network data included all roadways within the City of Driggs and surrounding Teton County Area, including local streets and alleys. Figure 1 shows a sample of the roadway network compiled from Open Street data.

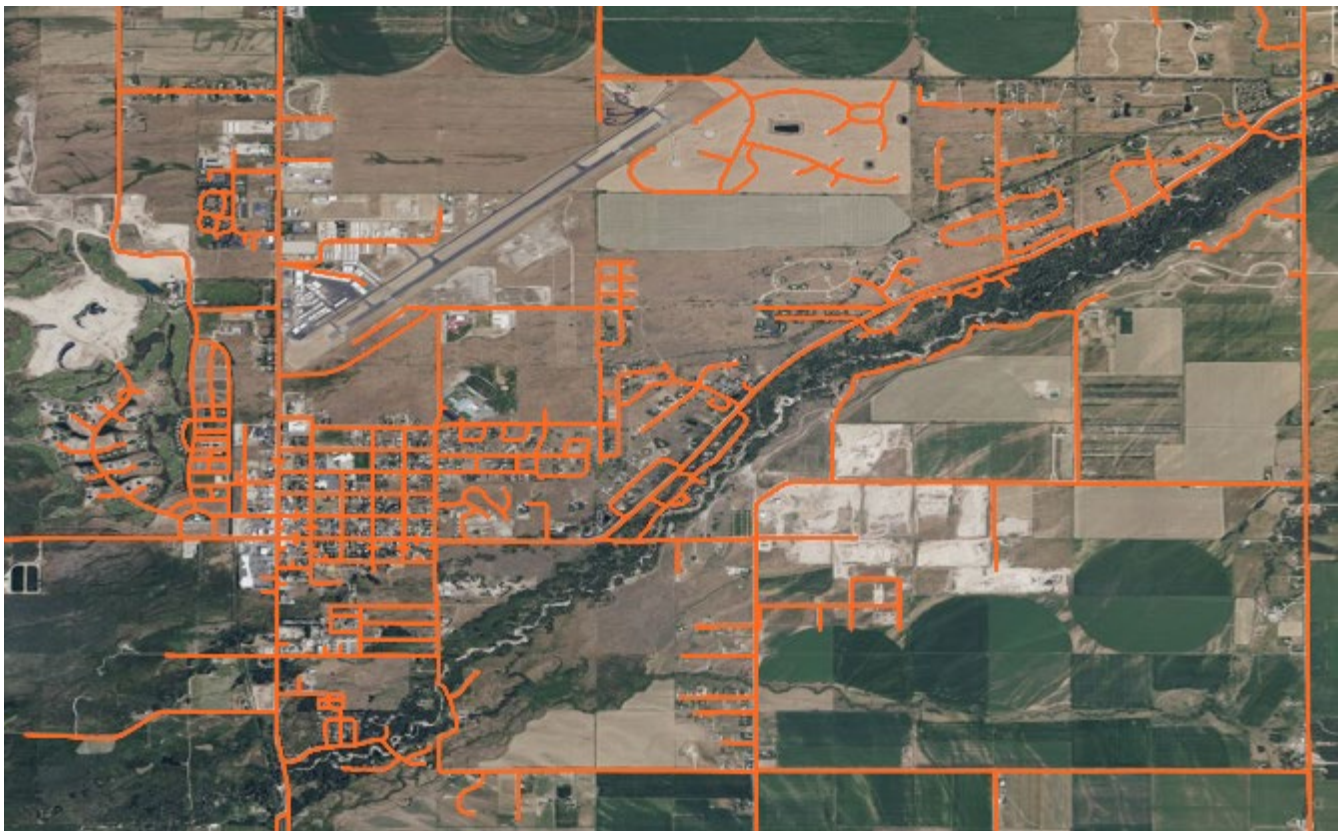


FIGURE 1: OPEN STREET ROADWAY NETWORK

LAND USE

The existing land use data for the travel demand model was compiled from the following data sources:

- Census Data (American Community Survey 2023 household data)
- Rooftop counts
- Development Applications (for housing constructed 2023-2024)
- School enrollment from Driggs school websites
- Employment square footage data from Replica

Replica is a comprehensive dataset that captures the movement patterns of people between specific geographic zones over a defined period. It is derived primarily from anonymized mobile device location data, which is then processed to infer trip origins, destinations, travel modes, and purposes. This data also incorporates land use, demographics, and transportation networks to provide contextually accurate travel behavior insights.

This land use data was disaggregated into the Traffic Analysis Zone (TAZ) structure shown in Figure 2.

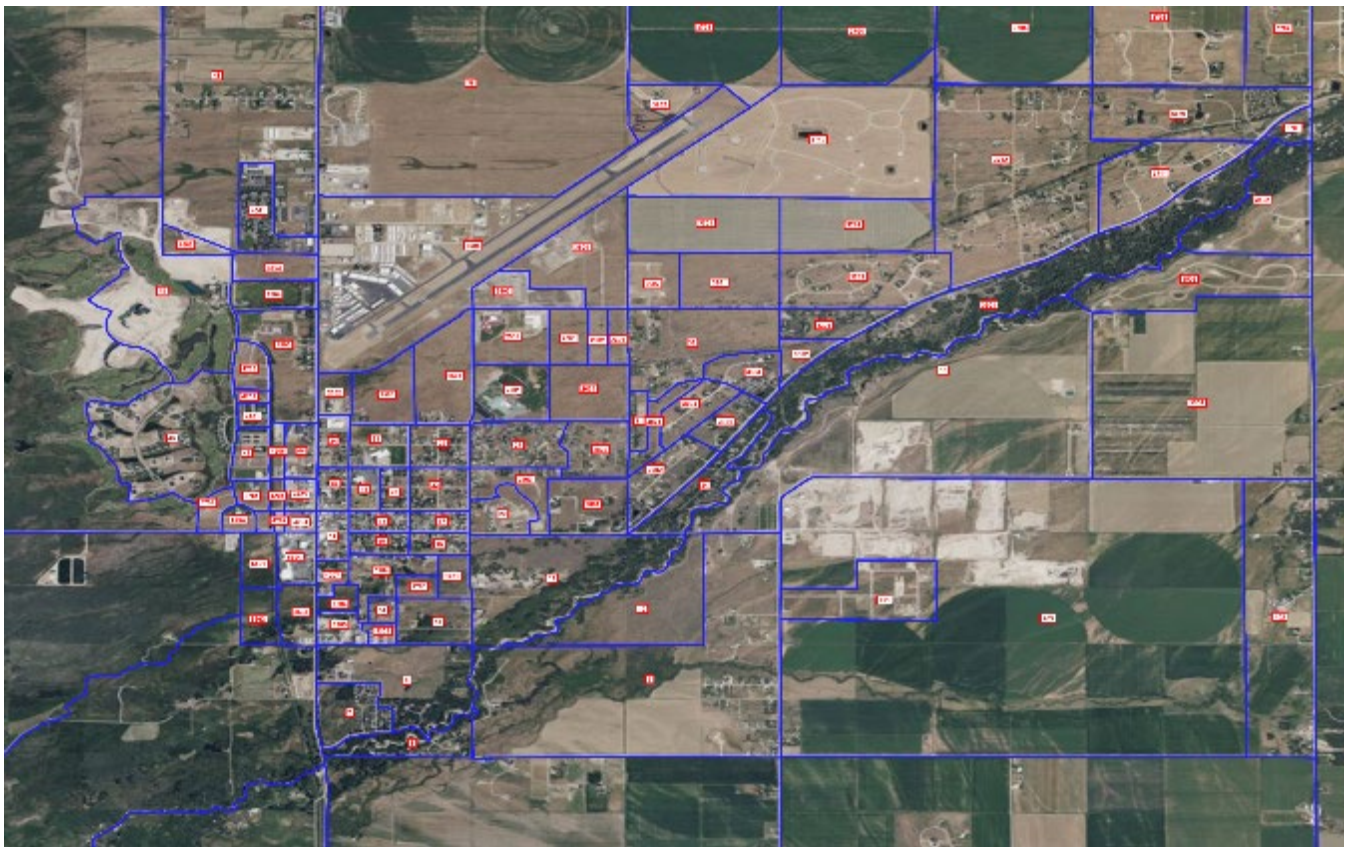


FIGURE 2: TRAFFIC ANALYSIS ZONES (TAZ)

The existing conditions land use data was compiled for year 2024 into the following categories by TAZ:

- Single-Family Dwelling Units
- Multi-Family Dwelling Units
- School Enrollment (separated into elementary, middle, and high school)
- Square feet of retail space
- Square feet of non-retail space

TRAFFIC VOLUMES

The primary traffic data sources for the City of Driggs Travel Demand Model are listed as follows:

- Intersection counts from the Traffic Impact Study Multi-Development, completed in 2022 with the following intersections counts:
  - Main and LeGrande – PM peak hour count collected on 3/2/2022
  - Main & Ross – PM peak hour count collected on 3/2/2022
  - Main & Harper – PM peak hour count collected on 3/2/2022
  - Main & Howard – PM peak hour count collected on 3/2/2022
  - 1st & Ross – PM peak hour count collected on 3/1/2022

- 1st & Harper – PM peak hour count collected on 3/1/2022
- 1st & Howard – PM peak hour count collected on 3/2/2022
- 1st & Ashely– PM peak hour count collected on 3/1/2022
- 1st & Wallace – PM peak hour count collected on 3/1/2022
- 1st & Little – PM peak hour count collected on 3/3/2022
- Main & Little – PM peak hour count collected on 3/3/2022
- 3rd & Ross – PM peak hour count collected on 3/1/2022
- 4th & Ross – PM peak hour count collected on 3/1/2022
- 5th & Ross – PM peak hour count collected on 12/15/2021
- 5th & Howard – PM peak hour count collected on 12/15/2021
- 5th & Legrande – PM peak hour count collected on 12/15/2021
- Booshway & Legrande – PM peak hour count collected on 12/15/2021
- Cowboy Trail & Ross – PM peak hour count collected on 12/15/2021
- Booshway & Comanche Wy – PM peak hour count collected on 12/15/2021
- Ski Hill & Powder Valley – PM peak hour count collected on 3/3/2022
- Cowboy Trail & Easy – PM peak hour count collected on 12/16/2021
- Cowboy Trail & Howard – PM peak hour count collected on 12/16/2021
- 5th & Little – PM peak hour count collected on 3/1/2022
- Booshway & Ross – PM peak hour count collected on 12/15/2021
- Palisade Trail & Wind River Trail – PM peak hour count collected on 12/16/2021

- AM and PM traffic counts collected at:
  - Main & Little – PM peak hour count collected on 8/13/24 and 9/10/24
  - 5th & Ross – PM peak hour count collected on 9/11/24

Additional data was compiled from the following ITD Automatic Traffic Recorders (ATR):

- #239 on SH 33, 0.4 miles south of Darby Rd
- #63 on Ski Hill Rd, 0.6 miles east of SH-33

Counts were also collected using the City of Driggs speed camera units on Ski Hill Road.

After reviewing all the traffic data, the peak condition selected to best represent the traffic conditions for the City of Driggs was 4:45-5:45 PM on a weekday in early September. This condition represented near the highest traffic volume on SH 33, and the highest volumes on the local street as both recreational and school traffic occur during this period. The turn movement counts were scaled from 2021 and 2022 to September 2024 conditions using growth and seasonal adjustment factors calculated from the 2024 and 2022 counts at Main & Little, and 5th and Ross.

MODEL DEVELOPMENT

The travel demand model was developed using the data sources described in the prior section and the PTV Visum Version 2025 software. The model was built for the PM peak hour, peak seasonal

condition year 2024 condition, which from the traffic counts was determined to be early September. The model development included the following steps:

- Trip Generation
- Trip Distribution
- Traffic Assignment

TRIP GENERATION

The trip generation was conducted using initially using ITE 11th Edition Trip Generation rates for the PM peak period, including the ITE direction splits. This list of land use types and corresponding ITE Trip Generation codes are listed in Table 1.

TABLE 1: CITY OF DRIGGS TRAVEL DEMAND MODEL LAND USE INPUTS

DESCRIPTION	MEASURE	ITE LAND USE TYPE	ITE LAND USE CODE
SINGLE FAMILY HOUSING UNIT	unit	Single Family Housing	210
MULTI FAMILY/ATTACHED HOUSING UNIT	unit	Multi-Family Housing	215
VACATION RENTAL	unit	Timeshare	265
RETAIL	1k GLA	Shopping plaza (40-150k)	821
NON-RETAIL	1k GLA	Small Office Building	712
ELEMENTARY SCHOOL	Student	Elementary School	520
MIDDLE SCHOOL	Student	Middle School	522
HIGH SCHOOL	Student	High School	525

The City of Driggs has a considerable number (approximately 30%) of rental/vacation homes and condominiums. The number of vacation homes was estimated from the existing land use as the difference between the census households and the total housing units in each TAZ. The trip generation rate for vacation/rental homes was used to estimate trips for the housing unit.

The model included the following external stations:

- Bates Rd – West of Driggs
- SH 33 – South of Driggs
- S 1000 E – South of Driggs
- Stateline Rd – South of Driggs
- Ski Hill Rd – East of Driggs
- Stateline Rd – North of Driggs
- SH 33 – North of Driggs

- W 2500 N – West of Driggs

The traffic count data from ITD ATR #239 was used to estimate the inbound and outbound traffic volume at the SH 33 south external station. Replica PM peak hour traffic volume estimates from this location were then scaled to the other external station locations, calculating the inbound and outbound trips. The combined external station and TAZ inbound and outbound PM peak hour trips were then balanced across the model. The ITE trip generation rates were scaled iteratively through the model calibration process. The result of this step was a list of inbound and outbound PM peak hour trips for each TAZ and external, that total up to a balanced (Inbound = Outbound) total.

TRIP DISTRIBUTION

The balanced PM peak hour trips were distributed across the model using a singly constrained methodology, which allocated each TAZ's outbound trips proportionally based on the number of inbound trips at every other TAZ and external station. The school trips were subtracted from the non-school trips and were distributed proportional to the housing units throughout the model. School trips were also allocated to the external stations reflecting the portion of each school district not captured within the model. The trip distribution step included iterations to balance the distributed inbound and outbound trips while simultaneously maintaining integrity to the total inbound and outbound trips for each TAZ. The result of this step was an Origin-Destination matrix for the travel demand model, capturing the PM peak hour travel between model TAZs and external stations throughout the City of Driggs.

TRAFFIC ASSIGNMENT

To perform the traffic assignment, the Open Street network in Visum was edited and refined to reflect the level of detail needed to perform an ICA (Iterative Capacity Restraint Assignment). The Visum ICA assignment method is a user equilibrium approach to model traffic flow where no traveler can reduce their travel time by changing routes. It iteratively adjusts link travel times based on congestion effects using capacity restraint functions, recalculating flows until the model meets the specific convergence criteria. This method balances network efficiency and realism, representing how drivers redistribute themselves in response to delays. The method applied specifically for this model used intersection delay, opposed to link delay. Simplified Highway Capacity Manual (HCM) intersection delay calculations estimate delays based on conflicting volumes at each model intersection.

To perform this type of assignment, intersection lane configuration and control details were coded into the Visum network. This detail included turn bays and traffic signal timings. The model network speeds were reviewed and updated to reflect the local roadway conditions. The TAZs were connected to roadway network with "centroid connectors," abstracted conduits for assigning TAZ trips to the roadway network. The centroid connector usage was controlled through weighting factors, which reflected the expected trip distribution across driveways and access points within each TAZ.

The PM peak hour OD matrix generated in the Trip Distribution step was then assigned to the roadway network using the ICA methodology with intersection delays. The result of this step was an assigned 2024 PM peak hour model.

MODEL CALIBRATION

Once the initial traffic assignment was completed, the resulting modeled turn movements were compared against the counted and estimated 2024 September PM Peak Hour counts. Iterative adjustments were made to both the trip generation rates and the centroid connector loading allocations to better align the assigned trips with counted trips. Further adjustments were made to reflect the low-speed conditions due to parking movements and limited space on the local streets, particularly on 1st Avenue N. The final model calibration statistics are summarized in the following two statistics:

- The **R-squared (R^2)** statistic measures the proportion of variance in observed data explained by a travel demand model's prediction, indicating how well the model fits actual travel patterns. In model calibration, a higher R^2 value (closer to 1) suggests the model accurately replicates observed trip volumes or flows, while a low value indicates poor predictive performance. When compared against the 2024 counts and estimates, the **model R^2 was 0.97,** indicating a close fit.
- **Root Mean Square Error (RMSE)** is a measure of the average magnitude of errors between observed and modeled values in travel demand model calibration. It quantifies how far the model's predictions deviate from actual data, with lower RMSE values indicating better model accuracy. RMSE is especially useful because it penalizes larger errors more heavily, helping identify significant discrepancies in trip volumes or traffic counts. While this measure is typically used for link volumes, this model was calibrated to turn movements (higher level of detail). The **RMSE 42%**, which is a strong fit for travel demand model turn volumes.

These measures indicate that the 2024 PM peak hour model is calibrated to the local traffic conditions. Figure 3 shows the calibrated model intersection Level of Service (LOS) and PM peak hour traffic volume information.

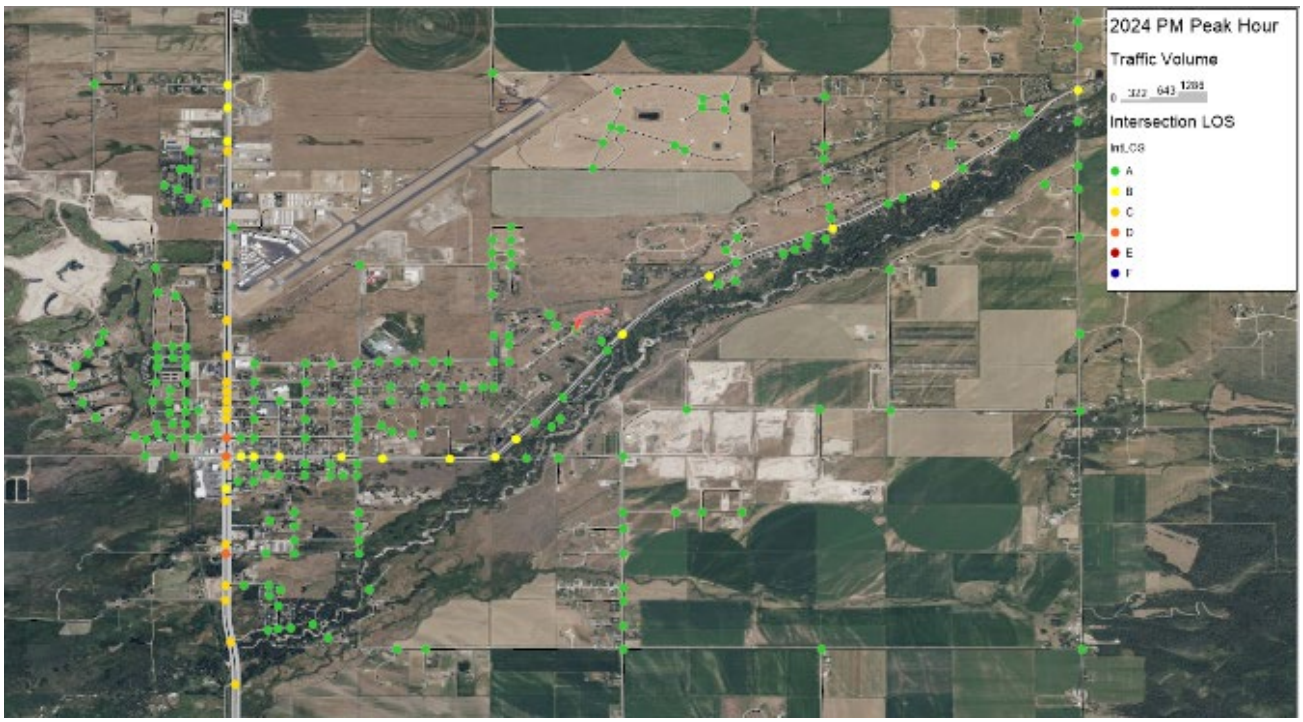


FIGURE 3: 2024 EXISTING CONDITIONS TRAVEL DEMAND MODEL RESULTS

FUTURE YEAR MODELS

The future year model scenarios were built off the existing conditions model, following a similar procedure but without further calibration. The future housing and employment square footage allocations were developed initially based on the projected 20-year population/housing growth for the City (over 5,000 residents by 2045) and planned/platted developments throughout the City and in unincorporated Teton County areas anticipated to enter the City in the next 20 years. The housing allocations are shown in Figure 4, and the employment square footage allocations are shown in Figure 5.

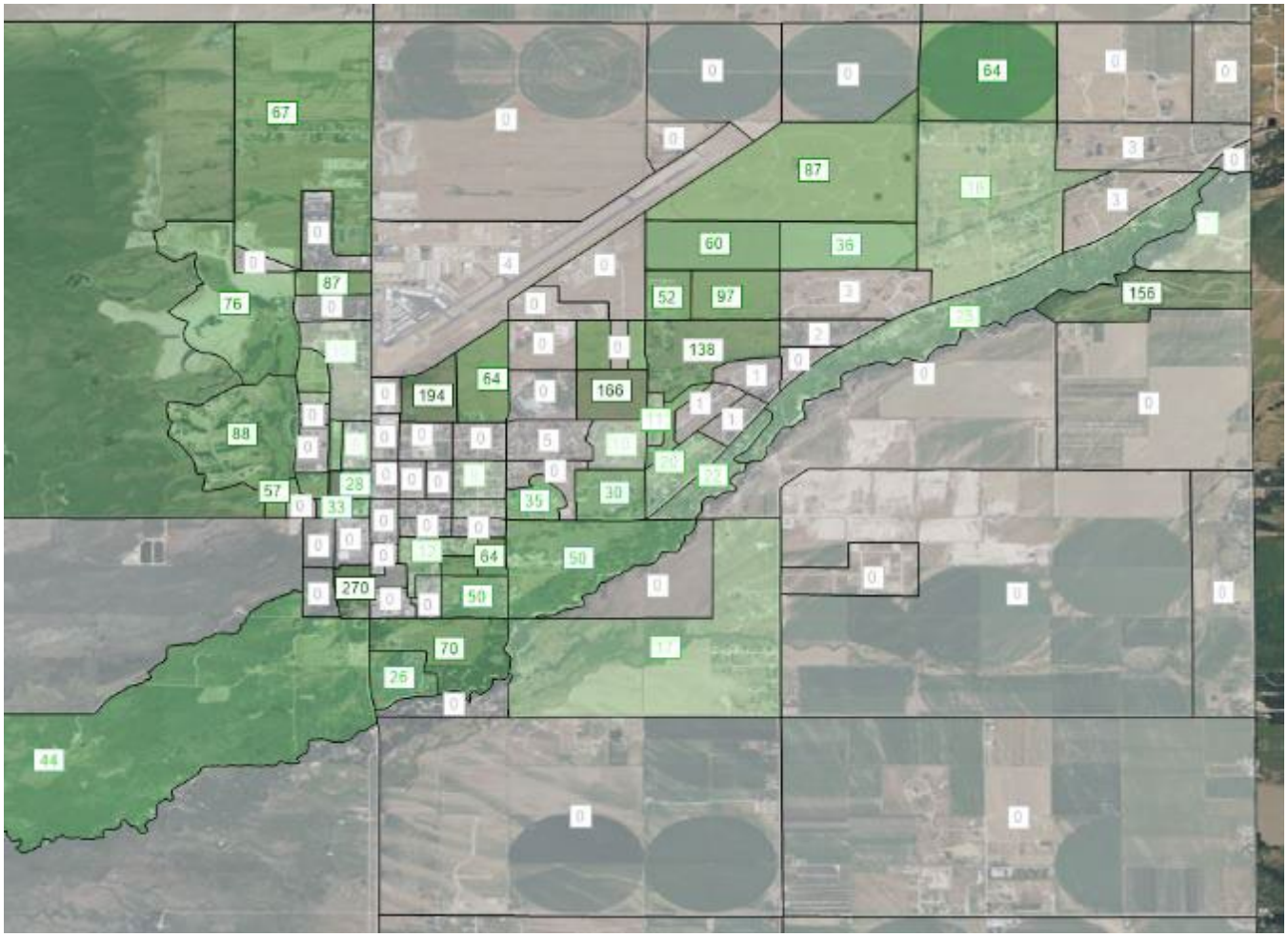


FIGURE 4: 2024 TO 2045 HOUSING UNIT GROWTH BY TAZ

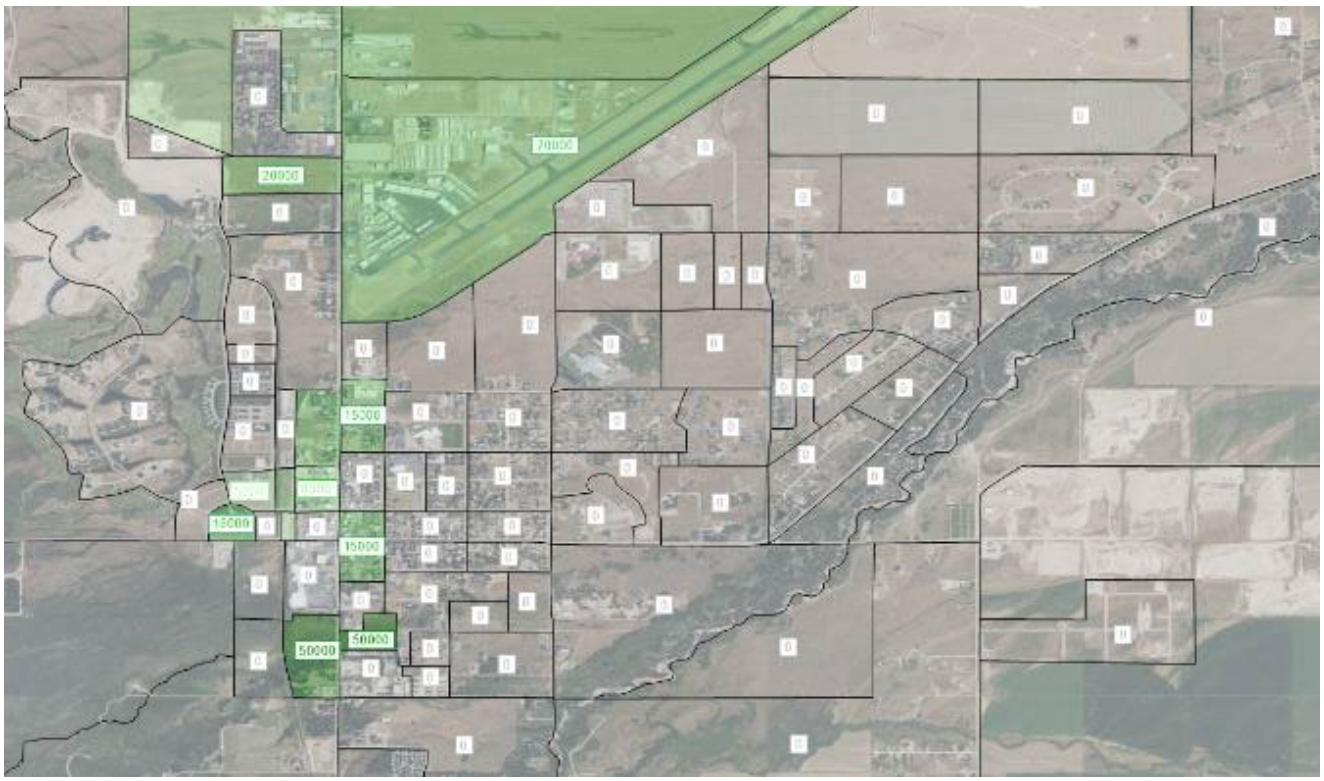


FIGURE 5: 2024 TO 2045 RETAIL+NON-RETAIL SQUARE FOOTAGE GROWTH BY TAZ

The school enrollment was assumed to grow at the same rate as the population of the City. The same percentage of total housing units (34%) as present day were assumed to be vacation/short-term rentals. The external station traffic volumes were increased based on historical facility growth trends, resulting in the annual growth rates summarized in Table 2.

TABLE 2: EXTERNAL STATION GROWTH

EXTERNAL STATION	ASSUMED ANNUAL GROWTH RATE (COMPOUND) FROM 2024-2045
BATES RD – WEST OF DRIGGS	2.0%
SH 33 – SOUTH OF DRIGGS	4.0%
S 1000 E – SOUTH OF DRIGGS	2.0%
STATELINE RD – SOUTH OF DRIGGS	2.0%
SKI HILL RD – EAST OF DRIGGS	2.3%
STATELINE RD – NORTH OF DRIGGS	2.0%
SH 33 – NORTH OF DRIGGS	4.0%
W 2500 N – WEST OF DRIGGS	2.0%

FUTURE NO-BUILD

The roadway network was updated to include the local street infrastructure included in plats of areas assumed to be fully built out, as these areas could not be fully developed without local street infrastructure. Centroid connectors were added and adjusted to reflect the new neighborhoods and primary access points added with the anticipated growth. The updated 2045 model trips were then generated, distributed, and assigned to the network, and validated to verify that the trip distribution patterns remained reasonable. This resulted in the 2045 No-Build model. The 2045 No-Build model intersection LOS and PM peak hour volumes are shown in Figure 6.

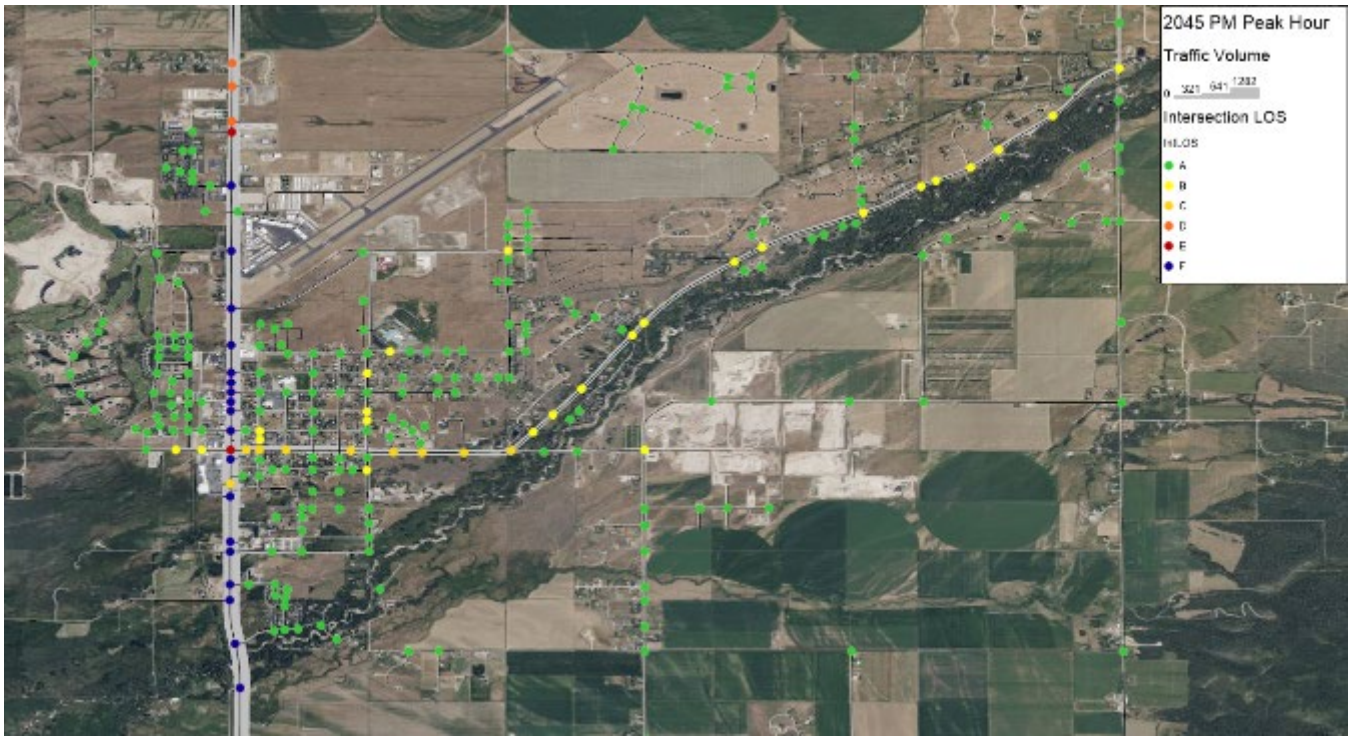


FIGURE 6: 2045 NO-BUILD INTERSECTION LOS AND PM PEAK HOUR VOLUMES

Evaluation of planned projects was conducted by adding to and/or modifying the roadway network, and res-assigning the model to assess the changes in traffic volumes and intersection operations.

FUTURE BUILD SCENARIO

The following projects were included in the CIP Build scenario and are mapped in Figure 7:

- Main/Little Intersection Improvements
  - Signal timing
  - Right Turn Lanes
- SH-33 (Main St.) Improvements
  - Extend the 3-lane cross-section from LeGrand Pierre to S. Bates Rd.
- SH-33 Intersection Improvements
  - LeGrand Pierre (Analyze a Signal vs. a Roundabout)

- Johnson Ave. (Analyze a Signal vs. a Roundabout)
- Collector Streets, add LT lanes
  - Harper, Ross, etc.
- SH-33 (Main St.) Bypass Routes
  - Front St Bypass
  - First St Bypass
- Arterial Route Improvements
  - 5th and Ross – Paving, widening, and remove stop signs
  - 5th and Johnson – Paving, widening, and remove stop signs
- LeGrand Pierre Extension to Ski Hill Rd.
  - Include intersection improvements where extension meets Ski Hill Rd.
- Ski Hill Rd. (Little Ave.) Intersection Improvements
  - Roundabout at 5th and Little
- Harper to Front Extension

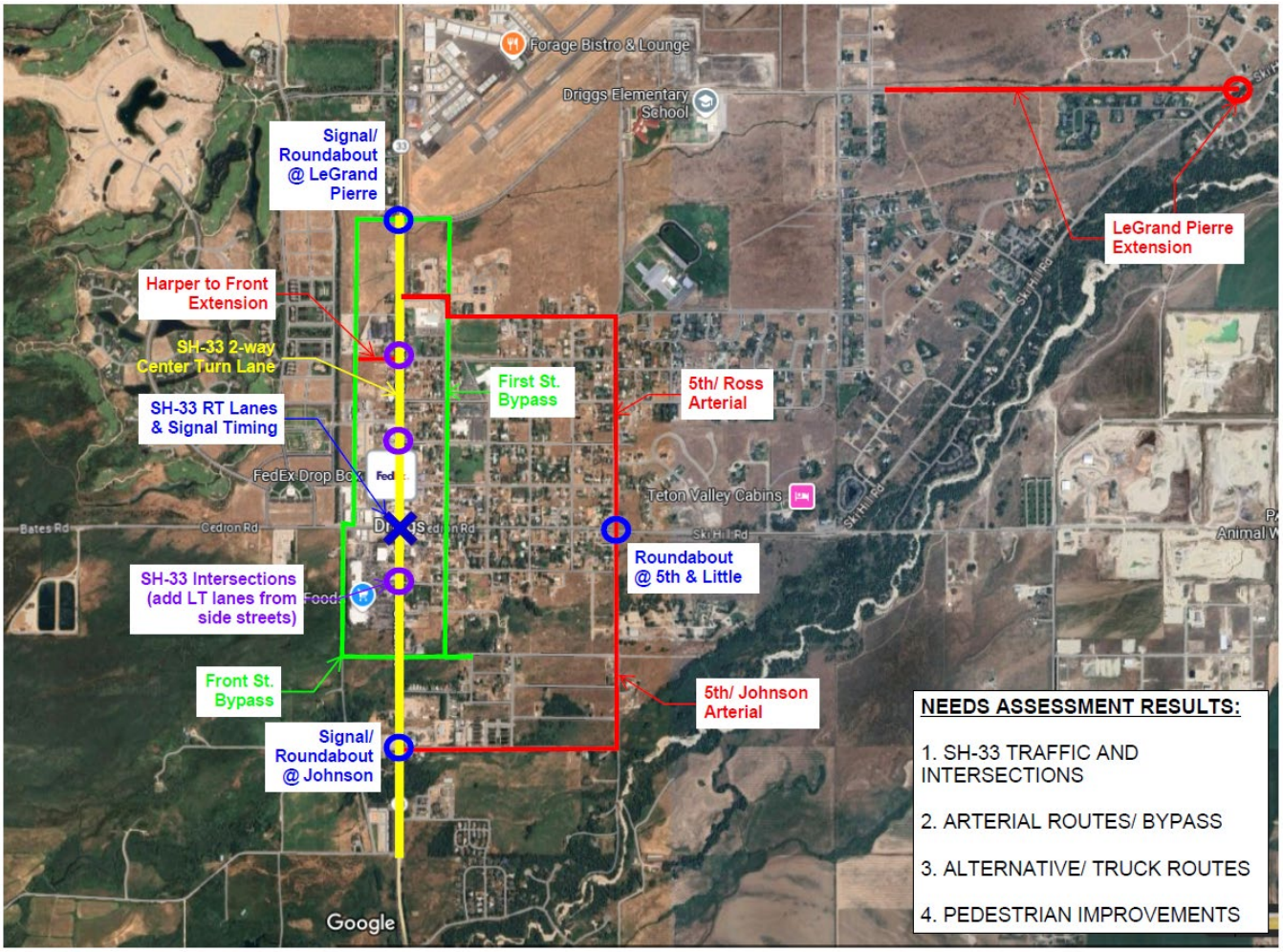


FIGURE 7: PROPOSED CIP PROJECTS

The proposed projects were added to the 2045 model, and the model was re-assigned to determine how traffic volumes shifted and intersection operations improved. Figure 7 shows the travel demand model intersection LOS and PM peak hour volumes for the 2045 PM peak hour CIP scenario.

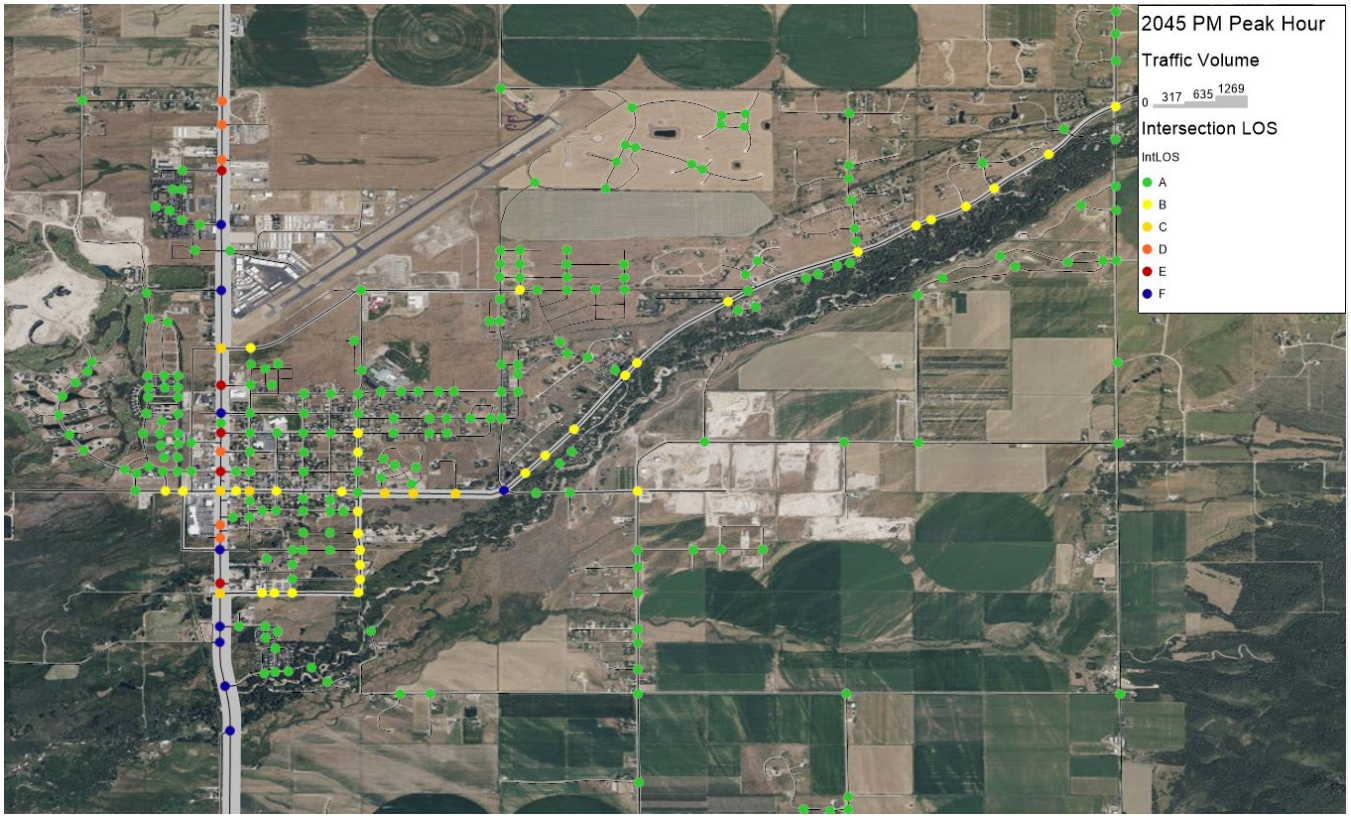


FIGURE 8: 2045 CIP PROJECTS INTERSECTION LOS AND PM PEAK HOUR VOLUMES

As shown in Figure 7, the modeled projects significantly improve operations along SH 33, particularly for Main/Little and the two-way stop controlled (TWSC) intersections downtown. The 5th/Johnson arterial route draws significant traffic away from the congested Main/Little intersection, while both 1st Street bypass routes draw side street traffic to signalized access point on SH 33, improving traffic volumes in the downtown area. More detailed discussion of the traffic operations benefits of the modeled projects is included in the subsequent section.

TRAFFIC OPERATIONS ANALYSIS

Synchro Version 12 (by Cubic) was used to evaluate detailed intersection operations at key locations using the Highway Capacity Manual methodologies. The Synchro model was first coded for 2024 PM Summer Existing Conditions, using the same traffic volume information used to calibrate the travel demand model. The travel demand model 2045 No-Build and Build PM peak hour volumes were then input into the Synchro model to evaluate the proposed projects' effectiveness. Table 3 summarizes these results.

TABLE 3: INTERSECTION HCM OPERATIONS

INTERSECTION	INTERSECTION CONTROL		LEVEL OF SERVICE (LOS)			DELAY (SEC/VEH) *		
	Existing	Future Build Condition	2024	2045		2024	2045	
			Existing	No-Build	Build	Existing	No-Build	Build
MAIN & LITTLE	Signal	Signalized	C	**F**	C	30	**170**	30
1ST ST & ROSS AVE	AWSC	TWSC	A	A	A	8	8	9
5TH ST & ROSS AVE	AWSC	Roundabout	B	B	A	12	12	4
5TH ST & HOWARD AVE	AWSC	TWSC	B	B	C	14	13	16
5TH ST & LEGRANDE AVE	AWSC	Roundabout	B	A	A	11	10	5
MAIN ST & LEGRANDE AVE	TWSC	Signalized	C	**F**	C	20	**57**	24
MAIN ST & ROSS AVE	TWSC	TWSC	C	**F**	**E**	17	**81**	**37**
MAIN ST & HARPER AVE	TWSC	TWSC	C	**F**	**E**	18	**86**	**41**
MAIN ST & HOWARD AVE	TWSC	TWSC	C	**F**	**D**	20	**58**	**30**
1ST ST & HARPER AVE	TWSC	TWSC	B	B	B	10	11	12
1ST ST & HOWARD AVE	TWSC	TWSC	B	B	B	10	11	11
1ST ST & ASHLEY AVE	TWSC	TWSC	B	B	A	10	11	10
1ST ST & WALLACE AVE	TWSC	TWSC	B	B	A	10	11	10
1ST ST & LITTLE AVE	TWSC	TWSC	C	C	C	15	20	16
SKI HILL RD & ASPEN MEADOWS LN	TWSC	TWSC	B	B	B	10	13	11
5TH ST & LITTLE AVE	TWSC	Roundabout	C	**D**	A	15	31	7

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

EXISTING OPERATIONAL NEEDS

While none of the City intersections currently fall below the standard LOS C threshold, these results do indicate growing traffic congestion trends throughout the City. The busiest intersection, Main St & Little, operates at LOS C, with multiple approaches (eastbound and westbound) operating at LOS D. Volumes at this intersection have grown even over the last two years, and are expected to continue to grow as further development and continued non-local through traffic continue to grow. As shown in Table 3, this intersection is expected to reach LOS F or worse under the 20-year projected growth conditions. If the pace of growth remains consistent, the intersection will reach LOS D by 2028.

All the stop-controlled approaches to intersections along Main Street (SH 33) reported in this analysis operate at LOS C conditions, indicating both existing delay, and risk of traffic cutting through the Driggs neighborhood grid to avoid congestion at Main Street & Little. This issue is expected to compound under future conditions, even independent of local growth due to ever increasing recreational/regional travel along SH 33.

At a smaller scale, exiting traffic on Little Road also creates congestion side street travel either trying to cross or enter the roadway, with both 1st Street and 5th Street experiencing LOS C conditions at Little.

Current operations at the All-Way-Stop Control intersections near the schools do not indicate elevated levels of congestion. However, this specific intersection type has limited capacity, and the amount of residential growth is likely to happen in north/east Driggs could potentially push these intersections to the LOS D threshold. Note that the peak period traffic behavior drives the traffic operations performance of these intersections, with most traffic occurring in a 15–30-minute period due to school pick-up travel patterns.

From a system perspective, the primary existing traffic operations concerns are:

- Congestion at Main Street/Little Road and intersection avoidance trip diversion
- Access to/across SH 33
- Access to/across Little Road"

FUTURE OPERATIONAL NEEDS

As shown in Table 3, the Main & Little intersection is expected to reach LOS F or worse under the 20-year projected growth conditions. If the pace of growth remains consistent, the intersection will reach LOS D by 2028. This will cause widespread cut-through traffic issues, which are captured in the 2045 No-Build travel demand model, as drivers use local streets in attempts to bypass congestion. In addition, the operations of the stop-controlled approaches along SH 33 further degrade, increasing the risk of aggressive driving maneuvers as frustrated drivers attempt to enter or cross the highway. At least one side street approach to SH 33 on all the evaluated intersections from Legrande to Little operate at LOS F.

BUILD CONDITIONS

With the planned projects in place, operations improve significantly along SH 33. Main & Little maintains LOS C, partially due to the intersection improvements, and due to the 5th/Johnson Bypass, which draws traffic away from this intersection. As mentioned in the travel demand modeling results section, the 1st Avenue bypasses re-distribute local traffic to new Johnson/SH 33 and Legrande/Main signals, providing safe crossing and access onto SH 33 and improving the LOS for the unsignalized intersections along SH 33.

APPENDIX

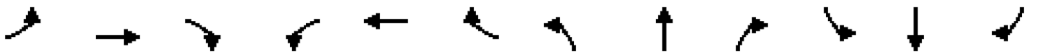
CONTENTS

APPENDIX A. EXISTING CONDITIONS HCM RESULTS

2024 PM PEAK HOUR SYNCHRO OUTPUTS

HCM 7th Signalized Intersection Summary
14: Main St & Little Ave

05/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	97	64	207	74	72	45	410	70	63	361	54
Future Volume (veh/h)	194	97	64	207	74	72	45	410	70	63	361	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462
Adj Flow Rate, veh/h	209	104	69	223	80	77	48	441	75	68	388	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	130	86	280	114	109	327	543	92	268	564	84
Arrive On Green	0.10	0.16	0.16	0.10	0.17	0.17	0.04	0.45	0.45	0.05	0.45	0.45
Sat Flow, veh/h	1392	820	544	1392	684	659	1392	1218	207	1392	1243	186
Grp Volume(v), veh/h	209	0	173	223	0	157	48	0	516	68	0	446
Grp Sat Flow(s),veh/h/ln	1392	0	1364	1392	0	1343	1392	0	1425	1392	0	1428
Q Serve(g_s), s	7.4	0.0	9.3	8.0	0.0	8.4	1.4	0.0	24.0	2.0	0.0	18.9
Cycle Q Clear(g_c), s	7.4	0.0	9.3	8.0	0.0	8.4	1.4	0.0	24.0	2.0	0.0	18.9
Prop In Lane	1.00		0.40	1.00		0.49	1.00		0.15	1.00		0.13
Lane Grp Cap(c), veh/h	291	0	216	280	0	223	327	0	635	268	0	648
V/C Ratio(X)	0.72	0.00	0.80	0.80	0.00	0.70	0.15	0.00	0.81	0.25	0.00	0.69
Avail Cap(c_a), veh/h	291	0	429	280	0	433	371	0	635	301	0	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	31.0	27.4	0.0	30.0	12.7	0.0	18.4	14.3	0.0	16.5
Incr Delay (d2), s/veh	8.2	0.0	6.7	14.9	0.0	4.0	0.2	0.0	10.9	0.5	0.0	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	3.4	2.2	0.0	2.9	0.4	0.0	9.3	0.6	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	0.0	37.7	42.2	0.0	34.0	12.9	0.0	29.3	14.8	0.0	22.4
LnGrp LOS	D		D	D		C	B		C	B		C
Approach Vol, veh/h		382			380			564			514	
Approach Delay, s/veh		36.5			38.8			27.9			21.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	40.0	11.4	17.7	7.8	39.4	12.0	17.1
Change Period (Y+Rc), s	4.0	5.4	4.0	5.0	4.0	5.4	4.0	5.0
Max Green Setting (Gmax), s	5.6	34.0	7.4	24.6	5.6	34.0	8.0	24.0
Max Q Clear Time (g_c+I1), s	3.4	20.9	9.4	10.4	4.0	26.0	10.0	11.3
Green Ext Time (p_c), s	0.0	2.4	0.0	0.7	0.0	2.2	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	30.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	26	556	37	24	377
Future Vol, veh/h	17	26	556	37	24	377
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	300	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	27	585	39	25	397

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1033	585	0	0	624	0
Stage 1	585	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	258	511	-	-	957	-
Stage 1	557	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	511	-	-	957	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.61	0	0.53
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	251	511	957	-
HCM Lane V/C Ratio	-	-	0.071	0.054	0.026	-
HCM Control Delay (s/veh)	-	-	20.4	12.4	8.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	33	559	22	36	346
Future Vol, veh/h	20	33	559	22	36	346
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	35	595	23	38	368

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1051	606	0	0	618	0
Stage 1	606	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	251	497	-	-	962	-
Stage 1	544	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	239	497	-	-	962	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.14	0	0.84
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	353	170	-
HCM Lane V/C Ratio	-	-	0.16	0.04	-
HCM Control Delay (s/veh)	-	-	17.1	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	16	577	56	9	357
Future Vol, veh/h	26	16	577	56	9	357
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	17	601	58	9	372

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1021	630	0	0	659	0
Stage 1	630	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	262	481	-	-	929	-
Stage 1	531	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	259	481	-	-	929	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.32	0	0.22
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	314	44	-
HCM Lane V/C Ratio	-	-	0.139	0.01	-
HCM Control Delay (s/veh)	-	-	18.3	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	35	628	41	18	380
Future Vol, veh/h	35	35	628	41	18	380
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	35	634	41	18	384

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1075	655	0	0	676	0
Stage 1	655	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	243	466	-	-	916	-
Stage 1	517	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	237	466	-	-	916	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.76	0	0.41
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	314	81	-
HCM Lane V/C Ratio	-	-	0.225	0.02	-
HCM Control Delay (s/veh)	-	-	19.8	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	23	30	2	15	5	16	15	2	5	67	10
Future Vol, veh/h	10	23	30	2	15	5	16	15	2	5	67	10
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	35	46	3	23	8	25	23	3	8	103	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	210	204	112	213	210	27	118	0	0	28	0	0
Stage 1	126	126	-	76	76	-	-	-	-	-	-	-
Stage 2	84	77	-	137	134	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	747	693	941	744	687	1049	1470	-	-	1585	-	-
Stage 1	878	792	-	933	832	-	-	-	-	-	-	-
Stage 2	924	831	-	866	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	701	676	940	654	671	1047	1470	-	-	1582	-	-
Mov Cap-2 Maneuver	701	676	-	654	671	-	-	-	-	-	-	-
Stage 1	873	787	-	916	816	-	-	-	-	-	-	-
Stage 2	876	815	-	782	781	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.23	10.18	3.63	0.44
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	853	-	-	786	729	107	-	-
HCM Lane V/C Ratio	0.017	-	-	0.123	0.046	0.005	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.2	10.2	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	11	11	8	19	2	6	20	1	1	68	3
Future Vol, veh/h	7	11	11	8	19	2	6	20	1	1	68	3
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	11	11	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	17	17	12	29	3	9	30	2	2	103	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	37	0	0	155	106	40	119	113	30
Stage 1	-	-	-	-	-	-	50	50	-	55	55	-
Stage 2	-	-	-	-	-	-	105	56	-	64	59	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1573	-	-	812	784	1031	857	777	1044
Stage 1	-	-	-	-	-	-	963	853	-	958	849	-
Stage 2	-	-	-	-	-	-	901	848	-	947	846	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1567	-	-	688	769	1017	802	763	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	769	-	802	763	-
Stage 1	-	-	-	-	-	-	953	844	-	950	843	-
Stage 2	-	-	-	-	-	-	781	841	-	896	837	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.76	2.02	10.03	10.43
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	756	395	-	-	487	-	-	772
HCM Lane V/C Ratio	0.054	0.007	-	-	0.008	-	-	0.141
HCM Control Delay (s/veh)	10	7.3	0	-	7.3	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	66	10	5	28	1	16	11	10	10	37	5
Future Vol, veh/h	5	66	10	5	28	1	16	11	10	10	37	5
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	81	12	6	35	1	20	14	12	12	46	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	144	140	60	182	137	21	52	0	0	27	0	0
Stage 1	73	73	-	60	60	-	-	-	-	-	-	-
Stage 2	70	66	-	122	77	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	825	751	1006	779	754	1057	1554	-	-	1587	-	-
Stage 1	936	834	-	951	845	-	-	-	-	-	-	-
Stage 2	940	840	-	882	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	770	735	995	664	738	1056	1554	-	-	1585	-	-
Mov Cap-2 Maneuver	770	735	-	664	738	-	-	-	-	-	-	-
Stage 1	928	827	-	938	833	-	-	-	-	-	-	-
Stage 2	888	828	-	771	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.44	10.22	3.18	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	762	732	338	-	-
HCM Lane V/C Ratio	0.013	-	-	0.131	0.057	0.008	-	-
HCM Control Delay (s/veh)	7.3	0	-	10.4	10.2	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	24	14	30	47	7	8	11	2	2	39	34
Future Vol, veh/h	9	24	14	30	47	7	8	11	2	2	39	34
Conflicting Peds, #/hr	4	0	2	2	0	4	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	28	16	35	55	8	9	13	2	2	46	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	136	109	70	102	128	20	88	0	0	17	0	0
Stage 1	73	73	-	35	35	-	-	-	-	-	-	-
Stage 2	63	36	-	67	93	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	835	781	993	879	763	1058	1508	-	-	1600	-	-
Stage 1	937	835	-	981	866	-	-	-	-	-	-	-
Stage 2	947	865	-	944	818	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	758	772	989	824	754	1052	1505	-	-	1597	-	-
Mov Cap-2 Maneuver	758	772	-	824	754	-	-	-	-	-	-	-
Stage 1	934	832	-	973	859	-	-	-	-	-	-	-
Stage 2	871	858	-	893	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.69	10.16	2.82	0.19
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	665	-	-	823	797	44	-	-
HCM Lane V/C Ratio	0.006	-	-	0.067	0.124	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.7	10.2	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	204	16	12	353	9	14	8	10	10	16	61
Future Vol, veh/h	11	204	16	12	353	9	14	8	10	10	16	61
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	227	18	13	392	10	16	9	11	11	18	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	410	0	0	250	0	0	696	703	242	687	707	407
Stage 1	-	-	-	-	-	-	266	266	-	432	432	-
Stage 2	-	-	-	-	-	-	430	437	-	256	275	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1149	-	-	1315	-	-	356	362	797	361	360	644
Stage 1	-	-	-	-	-	-	739	689	-	602	582	-
Stage 2	-	-	-	-	-	-	604	579	-	749	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1140	-	-	1308	-	-	292	348	793	335	346	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	348	-	335	346	-
Stage 1	-	-	-	-	-	-	726	676	-	590	570	-
Stage 2	-	-	-	-	-	-	515	567	-	720	670	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.39	0.25	15.35	13.77
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	84	-	-	57	-	-	507
HCM Lane V/C Ratio	0.093	0.011	-	-	0.01	-	-	0.191
HCM Control Delay (s/veh)	15.3	8.2	0	-	7.8	0	-	13.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	0	6	123	0	7
Future Vol, veh/h	41	0	6	123	0	7
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	0	11	220	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	316	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	677	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1521	-	670	984
Mov Cap-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.34	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	984	-	-	84	-
HCM Lane V/C Ratio	0.013	-	-	0.007	-
HCM Control Delay (s/veh)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	2	5	126	1	2
Future Vol, veh/h	45	2	5	126	1	2
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	4	9	221	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	323	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	671	974
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	664	971
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.28	9.31
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	841	-	-	69	-
HCM Lane V/C Ratio	0.006	-	-	0.006	-
HCM Control Delay (s/veh)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	56	1	3	0	14	1	1	0	1	0
Future Vol, veh/h	0	7	56	1	3	0	14	1	1	0	1	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	112	2	6	0	28	2	2	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	6	0	0	130	0	0	85	84	74	25	140	6
Stage 1	-	-	-	-	-	-	74	74	-	10	10	-
Stage 2	-	-	-	-	-	-	11	10	-	15	130	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1615	-	-	1455	-	-	901	806	988	986	751	1077
Stage 1	-	-	-	-	-	-	935	833	-	1011	887	-
Stage 2	-	-	-	-	-	-	1010	887	-	1005	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1615	-	-	1450	-	-	894	802	984	980	747	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	802	-	980	747	-
Stage 1	-	-	-	-	-	-	932	830	-	1010	886	-
Stage 2	-	-	-	-	-	-	1006	886	-	1000	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.87	9.18	9.83
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	893	1615	-	-	450	-	-	747
HCM Lane V/C Ratio	0.036	-	-	-	0.001	-	-	0.003
HCM Control Delay (s/veh)	9.2	0	-	-	7.5	0	-	9.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	10	14	44	6	7
Future Vol, veh/h	52	10	14	44	6	7
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	15	22	68	9	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	200	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1496	-	788	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	775	966
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.8	9.25
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	434	-
HCM Lane V/C Ratio	0.023	-	-	0.014	-
HCM Control Delay (s/veh)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	3	17	1	11	49
Future Vol, veh/h	2	3	17	1	11	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	31	2	20	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	161	32	0	0	33	0
Stage 1	32	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	830	1042	-	-	1579	-
Stage 1	991	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	819	1042	-	-	1579	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.87	0	1.34
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	940	330	-
HCM Lane V/C Ratio	-	-	0.01	0.013	-
HCM Control Delay (s/veh)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	24	14	8	110	183	17
Future Vol, veh/h	24	14	8	110	183	17
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	15	9	120	199	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	346	210	218	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	651	830	1351	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	828	1350	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	10.44	0.52	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1350	-	702	-	-
HCM Lane V/C Ratio	0.006	-	0.059	-	-
HCM Control Delay (s/veh)	7.7	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	0	1	3	1	0	6	2	1	5	6
Future Vol, veh/h	5	2	0	1	3	1	0	6	2	1	5	6
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	4	0	2	6	2	0	12	4	2	10	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	5	0	0	40	37	6	42	36	7
Stage 1	-	-	-	-	-	-	25	25	-	11	11	-
Stage 2	-	-	-	-	-	-	15	12	-	31	25	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1616	-	-	964	855	1077	961	856	1075
Stage 1	-	-	-	-	-	-	993	874	-	1010	886	-
Stage 2	-	-	-	-	-	-	1005	886	-	986	874	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1615	-	-	934	848	1075	936	849	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	934	848	-	936	849	-
Stage 1	-	-	-	-	-	-	986	868	-	1009	885	-
Stage 2	-	-	-	-	-	-	981	884	-	961	868	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	5.18	1.45	9.09	8.86
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	895	1286	-	-	343	-	-	957
HCM Lane V/C Ratio	0.018	0.006	-	-	0.001	-	-	0.025
HCM Control Delay (s/veh)	9.1	7.2	0	-	7.2	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	5	0	0	6
Future Vol, veh/h	8	5	5	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	10	10	0	0	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	26	6	12	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	989	1077	1607	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	983	1077	1607	-	-	-
Mov Cap-2 Maneuver	983	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.63	7.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1017	-	-
HCM Lane V/C Ratio	0.006	-	0.026	-	-
HCM Control Delay (s/veh)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	154	6	14	224	17	8	7	1	24	14	123
Future Vol, veh/h	42	154	6	14	224	17	8	7	1	24	14	123
Conflicting Peds, #/hr	7	0	0	0	0	7	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	177	7	16	257	20	9	8	1	28	16	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	284	0	0	184	0	0	576	593	180	584	587	275
Stage 1	-	-	-	-	-	-	277	277	-	306	306	-
Stage 2	-	-	-	-	-	-	299	316	-	278	280	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1278	-	-	1391	-	-	429	418	862	423	422	764
Stage 1	-	-	-	-	-	-	729	681	-	703	661	-
Stage 2	-	-	-	-	-	-	710	655	-	729	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1270	-	-	1391	-	-	318	395	862	391	398	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	395	-	391	398	-
Stage 1	-	-	-	-	-	-	702	655	-	691	649	-
Stage 2	-	-	-	-	-	-	556	643	-	692	653	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.65	0.42	15.43	13.22
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	364	1270	-	-	1391	-	-	622
HCM Lane V/C Ratio	0.051	0.038	-	-	0.012	-	-	0.297
HCM Control Delay (s/veh)	15.4	7.9	-	-	7.6	-	-	13.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	32	2	1	17	0	3	0	1	3	5	45
Future Vol, veh/h	19	32	2	1	17	0	3	0	1	3	5	45
Conflicting Peds, #/hr	2	0	1	1	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	100	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	40	2	1	21	0	4	0	1	4	6	56

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	61	50	35	42	77	3	62	0	0	1	0	0
Stage 1	41	41	-	8	8	-	-	-	-	-	-	-
Stage 2	20	9	-	34	69	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	934	841	1038	961	813	1081	1541	-	-	1621	-	-
Stage 1	973	860	-	1013	889	-	-	-	-	-	-	-
Stage 2	999	888	-	982	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	904	837	1037	908	809	1079	1541	-	-	1621	-	-
Mov Cap-2 Maneuver	904	837	-	908	809	-	-	-	-	-	-	-
Stage 1	971	858	-	1011	887	-	-	-	-	-	-	-
Stage 2	971	886	-	931	835	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.49	9.55	5.51	0.41
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	867	814	86	-	-
HCM Lane V/C Ratio	0.002	-	-	0.076	0.027	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.5	9.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	7	5	25	17	3
Future Vol, veh/h	12	7	5	25	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	10	7	36	24	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	78	25	0	0	43	0
Stage 1	25	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	925	1051	-	-	1566	-
Stage 1	998	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	911	1051	-	-	1566	-
Mov Cap-2 Maneuver	911	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.87	0	6.23
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	958	1530	-
HCM Lane V/C Ratio	-	-	0.028	0.016	-
HCM Control Delay (s/veh)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	72	7	17	23	22
Future Vol, veh/h	52	72	7	17	23	22
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	90	9	21	29	28
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.6	7	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	42%	51%
Vol Thru, %	29%	0%	49%
Vol Right, %	71%	58%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	24	124	45
LT Vol	0	52	23
Through Vol	7	0	22
RT Vol	17	72	0
Lane Flow Rate	30	155	56
Geometry Grp	1	1	1
Degree of Util (X)	0.032	0.164	0.068
Departure Headway (Hd)	3.825	3.819	4.333
Convergence, Y/N	Yes	Yes	Yes
Cap	925	935	821
Service Time	1.892	1.863	2.389
HCM Lane V/C Ratio	0.032	0.166	0.068
HCM Control Delay, s/veh	7	7.6	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.6	0.2

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	27	1	69	59	10	3	52	67	27	136	43
Future Vol, veh/h	25	27	1	69	59	10	3	52	67	27	136	43
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	48	2	123	105	18	5	93	120	48	243	77
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.2	12.4	10.6	13.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	47%	50%	13%
Vol Thru, %	43%	51%	43%	66%
Vol Right, %	55%	2%	7%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	53	138	206
LT Vol	3	25	69	27
Through Vol	52	27	59	136
RT Vol	67	1	10	43
Lane Flow Rate	218	95	246	368
Geometry Grp	1	1	1	1
Degree of Util (X)	0.314	0.158	0.39	0.529
Departure Headway (Hd)	5.186	6.028	5.698	5.179
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	592	631	695
Service Time	3.235	4.087	3.744	3.221
HCM Lane V/C Ratio	0.315	0.16	0.39	0.529
HCM Control Delay, s/veh	10.6	10.2	12.4	13.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.3	0.6	1.8	3.1

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	10	1	15	14	0	1	61	12	2	162	36
Future Vol, veh/h	28	10	1	15	14	0	1	61	12	2	162	36
Peak Hour Factor	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	26	3	39	37	0	3	161	32	5	426	95
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.2	9.9	10	16.6
HCM LOS	B	A	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	72%	52%	1%
Vol Thru, %	82%	26%	48%	81%
Vol Right, %	16%	3%	0%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	39	29	200
LT Vol	1	28	15	2
Through Vol	61	10	14	162
RT Vol	12	1	0	36
Lane Flow Rate	195	103	76	526
Geometry Grp	1	1	1	1
Degree of Util (X)	0.274	0.17	0.127	0.669
Departure Headway (Hd)	5.063	5.953	5.987	4.573
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	715	604	601	779
Service Time	3.063	3.967	4.003	2.664
HCM Lane V/C Ratio	0.273	0.171	0.126	0.675
HCM Control Delay, s/veh	10	10.2	9.9	16.6
HCM Lane LOS	A	B	A	C
HCM 95th-tile Q	1.1	0.6	0.4	5.2

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	42	86	134	67	25
Future Vol, veh/h	35	42	86	134	67	25
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	76	156	244	122	45
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.5	12.4	9.8
HCM LOS	A	B	A

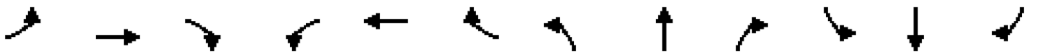
Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	73%	0%	39%
Vol Thru, %	0%	45%	61%
Vol Right, %	27%	55%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	92	77	220
LT Vol	67	0	86
Through Vol	0	35	134
RT Vol	25	42	0
Lane Flow Rate	167	140	400
Geometry Grp	1	1	1
Degree of Util (X)	0.239	0.175	0.512
Departure Headway (Hd)	5.141	4.501	4.607
Convergence, Y/N	Yes	Yes	Yes
Cap	696	792	780
Service Time	3.197	2.554	2.648
HCM Lane V/C Ratio	0.24	0.177	0.513
HCM Control Delay, s/veh	9.8	8.5	12.4
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.9	0.6	3

APPENDIX B. FUTURE NO-BUILD HCM RESULTS

2045 PM PEAK HOUR NO-BUILD SYNCHRO OUTPUTS

HCM 7th Signalized Intersection Summary
14: Main St & Little Ave

05/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	81	131	389	98	85	147	827	16	94	610	51
Future Volume (veh/h)	286	81	131	389	98	85	147	827	16	94	610	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462
Adj Flow Rate, veh/h	308	87	141	418	105	91	158	889	17	101	656	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	101	164	241	149	129	180	619	12	168	565	47
Arrive On Green	0.08	0.20	0.20	0.08	0.21	0.21	0.07	0.43	0.43	0.06	0.42	0.42
Sat Flow, veh/h	1392	502	813	1392	723	626	1392	1430	27	1392	1330	112
Grp Volume(v), veh/h	308	0	228	418	0	196	158	0	906	101	0	711
Grp Sat Flow(s),veh/h/ln	1392	0	1315	1392	0	1349	1392	0	1457	1392	0	1442
Q Serve(g_s), s	6.6	0.0	13.8	7.0	0.0	11.2	5.4	0.0	35.8	3.3	0.0	35.1
Cycle Q Clear(g_c), s	6.6	0.0	13.8	7.0	0.0	11.2	5.4	0.0	35.8	3.3	0.0	35.1
Prop In Lane	1.00		0.62	1.00		0.46	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	275	0	265	241	0	279	180	0	631	168	0	612
V/C Ratio(X)	1.12	0.00	0.86	1.74	0.00	0.70	0.88	0.00	1.44	0.60	0.00	1.16
Avail Cap(c_a), veh/h	275	0	382	241	0	398	180	0	631	180	0	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	31.9	31.2	0.0	30.5	19.5	0.0	23.4	19.4	0.0	23.8
Incr Delay (d2), s/veh	90.9	0.0	12.7	348.8	0.0	3.2	35.7	0.0	205.6	4.9	0.0	89.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.0	5.3	25.5	0.0	3.8	3.4	0.0	47.5	1.2	0.0	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.3	0.0	44.6	380.1	0.0	33.7	55.2	0.0	229.0	24.3	0.0	113.6
LnGrp LOS	F		D	F		C	E		F	C		F
Approach Vol, veh/h		536			614			1064			812	
Approach Delay, s/veh		89.8			269.5			203.2			102.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	40.5	10.6	22.1	8.8	41.2	11.0	21.7
Change Period (Y+Rc), s	4.0	5.4	4.0	5.0	4.0	5.4	4.0	5.0
Max Green Setting (Gmax), s	5.5	35.1	6.6	24.4	5.5	35.1	7.0	24.0
Max Q Clear Time (g_c+I1), s	7.4	37.1	8.6	13.2	5.3	37.8	9.0	15.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	169.5
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	66	1116	106	70	705
Future Vol, veh/h	26	66	1116	106	70	705
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	300	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	69	1175	112	74	742

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2064	1175	0	0	1286	0
Stage 1	1175	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	60	233	-	-	539	-
Stage 1	293	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	52	233	-	-	539	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	57.44	0	1.15
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	52	233	539	-
HCM Lane V/C Ratio	-	-	0.528	0.298	0.137	-
HCM Control Delay (s/veh)	-	-	135.1	26.8	12.7	-
HCM Lane LOS	-	-	F	D	B	-
HCM 95th %tile Q(veh)	-	-	2	1.2	0.5	-

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	66	1155	29	69	662
Future Vol, veh/h	15	66	1155	29	69	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	70	1229	31	73	704

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2095	1244	0	0	1260	0
Stage 1	1244	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	57	212	-	-	552	-
Stage 1	272	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	45	212	-	-	552	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	272	-	-	-	-	-
Stage 2	327	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	80.76	0	1.18
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	126	170	-
HCM Lane V/C Ratio	-	-	0.686	0.133	-
HCM Control Delay (s/veh)	-	-	80.8	12.5	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	3.7	0.5	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	30	1165	62	41	648
Future Vol, veh/h	24	30	1165	62	41	648
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	31	1214	65	43	675

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2006	1246	0	0	1278	0
Stage 1	1246	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	65	212	-	-	543	-
Stage 1	271	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	212	-	-	543	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	271	-	-	-	-	-
Stage 2	403	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	85.57	0	0.73
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	96	107	-
HCM Lane V/C Ratio	-	-	0.586	0.079	-
HCM Control Delay (s/veh)	-	-	85.6	12.2	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	2.7	0.3	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	28	1201	55	18	684
Future Vol, veh/h	18	28	1201	55	18	684
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	28	1213	56	18	691

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1968	1241	0	0	1269	0
Stage 1	1241	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	69	213	-	-	548	-
Stage 1	273	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	65	213	-	-	548	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	57.53	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	113	46	-
HCM Lane V/C Ratio	-	-	0.411	0.033	-
HCM Control Delay (s/veh)	-	-	57.5	11.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.7	0.1	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	41	16	1	12	1	17	26	12	2	17	18
Future Vol, veh/h	38	41	16	1	12	1	17	26	12	2	17	18
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	63	25	2	18	2	26	40	18	3	26	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	148	159	41	168	164	51	54	0	0	60	0	0
Stage 1	46	46	-	104	104	-	-	-	-	-	-	-
Stage 2	102	113	-	65	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	821	733	1030	795	729	1017	1552	-	-	1543	-	-
Stage 1	968	856	-	902	809	-	-	-	-	-	-	-
Stage 2	905	802	-	946	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	783	718	1029	694	713	1015	1552	-	-	1540	-	-
Mov Cap-2 Maneuver	783	718	-	694	713	-	-	-	-	-	-	-
Stage 1	966	855	-	885	794	-	-	-	-	-	-	-
Stage 2	867	787	-	853	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.64	10.1	2.27	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	523	-	-	784	727	88	-	-
HCM Lane V/C Ratio	0.017	-	-	0.186	0.03	0.002	-	-
HCM Control Delay (s/veh)	7.4	0	-	10.6	10.1	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	24	4	2	26	18	4	15	1	3	32	6
Future Vol, veh/h	33	24	4	2	26	18	4	15	1	3	32	6
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	11	11	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	36	6	3	39	27	6	23	2	5	48	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	67	0	0	46	0	0	213	216	54	218	206	53
Stage 1	-	-	-	-	-	-	143	143	-	59	59	-
Stage 2	-	-	-	-	-	-	70	73	-	159	146	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1535	-	-	1561	-	-	744	682	1013	738	691	1014
Stage 1	-	-	-	-	-	-	859	778	-	952	846	-
Stage 2	-	-	-	-	-	-	940	834	-	843	776	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1535	-	-	1555	-	-	658	655	998	680	664	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	658	655	-	680	664	-
Stage 1	-	-	-	-	-	-	828	749	-	951	844	-
Stage 2	-	-	-	-	-	-	877	833	-	781	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.02	0.32	10.65	10.64
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	667	947	-	-	72	-	-	701
HCM Lane V/C Ratio	0.045	0.033	-	-	0.002	-	-	0.089
HCM Control Delay (s/veh)	10.7	7.4	0	-	7.3	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	15	14	2	36	1	48	15	1	1	29	11
Future Vol, veh/h	7	15	14	2	36	1	48	15	1	1	29	11
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	19	17	2	44	1	59	19	1	1	36	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	204	184	54	197	191	20	49	0	0	21	0	0
Stage 1	45	45	-	139	139	-	-	-	-	-	-	-
Stage 2	159	139	-	59	52	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	754	710	1014	762	704	1058	1557	-	-	1595	-	-
Stage 1	969	857	-	864	782	-	-	-	-	-	-	-
Stage 2	843	781	-	953	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	677	681	1003	692	676	1057	1557	-	-	1594	-	-
Mov Cap-2 Maneuver	677	681	-	692	676	-	-	-	-	-	-	-
Stage 1	968	857	-	830	751	-	-	-	-	-	-	-
Stage 2	762	751	-	906	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.91	10.67	5.55	0.18
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	777	683	42	-	-
HCM Lane V/C Ratio	0.038	-	-	0.057	0.07	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.9	10.7	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	12	12	1	4	1	91	66	10	1	48	1
Future Vol, veh/h	1	12	12	1	4	1	91	66	10	1	48	1
Conflicting Peds, #/hr	4	0	2	2	0	4	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	14	14	1	5	1	107	78	12	1	56	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	360	367	61	368	362	90	60	0	0	91	0	0
Stage 1	61	61	-	300	300	-	-	-	-	-	-	-
Stage 2	298	306	-	68	62	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	596	562	1004	589	566	968	1544	-	-	1503	-	-
Stage 1	950	844	-	709	666	-	-	-	-	-	-	-
Stage 2	711	662	-	942	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	544	518	1000	522	522	963	1541	-	-	1501	-	-
Mov Cap-2 Maneuver	544	518	-	522	522	-	-	-	-	-	-	-
Stage 1	947	841	-	656	616	-	-	-	-	-	-	-
Stage 2	650	612	-	911	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.57	11.45	4.09	0.15
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	676	565	36	-	-
HCM Lane V/C Ratio	0.069	-	-	0.044	0.012	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.6	11.5	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	175	6	8	491	106	7	39	6	17	2	65
Future Vol, veh/h	3	175	6	8	491	106	7	39	6	17	2	65
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	194	7	9	546	118	8	43	7	19	2	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	671	0	0	207	0	0	777	900	204	853	844	614
Stage 1	-	-	-	-	-	-	210	210	-	630	630	-
Stage 2	-	-	-	-	-	-	566	689	-	223	214	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	919	-	-	1364	-	-	314	278	837	279	300	492
Stage 1	-	-	-	-	-	-	792	728	-	469	475	-
Stage 2	-	-	-	-	-	-	509	446	-	780	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	912	-	-	1356	-	-	260	271	832	228	292	487
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	271	-	228	292	-
Stage 1	-	-	-	-	-	-	784	721	-	461	466	-
Stage 2	-	-	-	-	-	-	426	438	-	724	719	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.15	0.1	20.36	17.08
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	292	29	-	-	23	-	-	391
HCM Lane V/C Ratio	0.198	0.004	-	-	0.007	-	-	0.239
HCM Control Delay (s/veh)	20.4	9	0	-	7.7	0	-	17.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	119	2	2	81	2	2
Future Vol, veh/h	119	2	2	81	2	2
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	4	4	145	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	218	0	368	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1351	-	632	824
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1349	-	629	822
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.18	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	713	-	-	43	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s/veh)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	3	1	82	1	1
Future Vol, veh/h	116	3	1	82	1	1
Conflicting Peds, #/hr	0	4	4	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	5	2	144	2	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	359	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1358	-	640	830
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	636	827
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	877	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.09	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	719	-	-	22	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s/veh)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	103	37	13	67	1	19	3	1	1	3	12
Future Vol, veh/h	18	103	37	13	67	1	19	3	1	1	3	12
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	206	74	26	134	2	38	6	2	2	6	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	284	0	0	508	507	247	468	543	135
Stage 1	-	-	-	-	-	-	319	319	-	187	187	-
Stage 2	-	-	-	-	-	-	189	188	-	281	356	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1448	-	-	1278	-	-	475	468	792	505	447	914
Stage 1	-	-	-	-	-	-	693	653	-	815	745	-
Stage 2	-	-	-	-	-	-	813	745	-	726	629	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1448	-	-	1273	-	-	432	443	789	472	422	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	432	443	-	472	422	-
Stage 1	-	-	-	-	-	-	669	631	-	797	729	-
Stage 2	-	-	-	-	-	-	768	728	-	696	608	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.86	1.27	14.09	10.26
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	442	195	-	-	288	-	-	716
HCM Lane V/C Ratio	0.104	0.025	-	-	0.02	-	-	0.045
HCM Control Delay (s/veh)	14.1	7.5	0	-	7.9	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	90	2	3	76	2	2	1	2	3	1	18
Future Vol, veh/h	23	90	2	3	76	2	2	1	2	3	1	18
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	138	3	5	117	3	3	2	3	5	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	144	0	0	340	342	142	338	342	118
Stage 1	-	-	-	-	-	-	213	213	-	128	128	-
Stage 2	-	-	-	-	-	-	127	129	-	210	214	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1468	-	-	1439	-	-	614	580	906	616	580	933
Stage 1	-	-	-	-	-	-	789	726	-	876	790	-
Stage 2	-	-	-	-	-	-	877	789	-	792	725	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1468	-	-	1436	-	-	576	562	904	594	562	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	562	-	594	562	-
Stage 1	-	-	-	-	-	-	767	706	-	873	788	-
Stage 2	-	-	-	-	-	-	846	786	-	767	705	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.5	0.28	10.44	9.45
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	670	358	-	-	66	-	-	842
HCM Lane V/C Ratio	0.011	0.024	-	-	0.003	-	-	0.04
HCM Control Delay (s/veh)	10.4	7.5	0	-	7.5	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	32	28	3	35	28
Future Vol, veh/h	3	32	28	3	35	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	58	51	5	64	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	232	54	0	0	56	0
Stage 1	54	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	756	1014	-	-	1548	-
Stage 1	969	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	724	1014	-	-	1548	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.93	0	4.12
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	980	1000	-
HCM Lane V/C Ratio	-	-	0.065	0.041	-
HCM Control Delay (s/veh)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	54	27	32	202	243	52
Future Vol, veh/h	54	27	32	202	243	52
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	29	35	220	264	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	583	294	322	0	-	0
Stage 1	293	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	475	745	1238	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	461	744	1237	-	-	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	13.19	1.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1237	-	528	-	-
HCM Lane V/C Ratio	0.028	-	0.167	-	-
HCM Control Delay (s/veh)	8	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	7	2	2	2	1	1	1	1	1	4	1
Future Vol, veh/h	5	7	2	2	2	1	1	1	1	1	4	1
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	14	4	4	4	2	2	2	2	2	8	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	6	0	0	19	0	0	53	51	18	49	52	5
Stage 1	-	-	-	-	-	-	37	37	-	13	13	-
Stage 2	-	-	-	-	-	-	16	14	-	36	39	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1615	-	-	1597	-	-	946	840	1061	951	839	1078
Stage 1	-	-	-	-	-	-	978	864	-	1007	885	-
Stage 2	-	-	-	-	-	-	1004	884	-	980	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1615	-	-	1596	-	-	926	832	1058	938	831	1078
Mov Cap-2 Maneuver	-	-	-	-	-	-	926	832	-	938	831	-
Stage 1	-	-	-	-	-	-	971	858	-	1005	882	-
Stage 2	-	-	-	-	-	-	990	882	-	968	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.59	2.9	8.9	9.14
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	930	616	-	-	675	-	-	882
HCM Lane V/C Ratio	0.006	0.006	-	-	0.003	-	-	0.014
HCM Control Delay (s/veh)	8.9	7.2	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	4	1	3	5
Future Vol, veh/h	1	5	4	1	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	10	8	2	6	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	29	11	16	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	986	1070	1602	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	981	1070	1602	-	-	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.45	5.81	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	1054	-	-
HCM Lane V/C Ratio	0.005	-	0.011	-	-
HCM Control Delay (s/veh)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	225	35	21	436	43	1	101	135	20	21	108
Future Vol, veh/h	25	225	35	21	436	43	1	101	135	20	21	108
Conflicting Peds, #/hr	7	0	0	0	0	7	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	259	40	24	501	49	1	116	155	23	24	124

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	299	0	0	899	942	279	955	937	534
Stage 1	-	-	-	-	-	-	336	336	-	581	581	-
Stage 2	-	-	-	-	-	-	562	606	-	374	356	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1013	-	-	1262	-	-	260	263	760	238	265	546
Stage 1	-	-	-	-	-	-	678	642	-	499	500	-
Stage 2	-	-	-	-	-	-	511	487	-	647	629	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1006	-	-	1262	-	-	173	249	760	98	250	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	249	-	98	250	-
Stage 1	-	-	-	-	-	-	659	623	-	487	487	-
Stage 2	-	-	-	-	-	-	367	474	-	407	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.76	0.33	30.79	30.82
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	402	1006	-	-	1262	-	-	306
HCM Lane V/C Ratio	0.677	0.029	-	-	0.019	-	-	0.561
HCM Control Delay (s/veh)	30.8	8.7	-	-	7.9	-	-	30.8
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	4.8	0.1	-	-	0.1	-	-	3.2

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	59	3	1	47	1	2	1	1	1	1	33
Future Vol, veh/h	33	59	3	1	47	1	2	1	1	1	1	33
Conflicting Peds, #/hr	3	0	1	1	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	100	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	73	4	1	58	1	2	1	1	1	1	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	62	31	23	48	51	5	42	0	0	2	0	0
Stage 1	24	24	-	7	7	-	-	-	-	-	-	-
Stage 2	38	7	-	41	44	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	933	861	1054	953	840	1078	1567	-	-	1620	-	-
Stage 1	994	875	-	1015	890	-	-	-	-	-	-	-
Stage 2	977	890	-	974	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	863	859	1053	866	838	1075	1567	-	-	1620	-	-
Mov Cap-2 Maneuver	863	859	-	866	838	-	-	-	-	-	-	-
Stage 1	993	874	-	1013	889	-	-	-	-	-	-	-
Stage 2	908	888	-	888	857	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.81	9.61	3.65	0.21
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	866	842	43	-	-
HCM Lane V/C Ratio	0.002	-	-	0.136	0.072	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.8	9.6	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	1	1	43	31	1
Future Vol, veh/h	38	1	1	43	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	1	1	61	44	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	32	0	0	63	0
Stage 1	32	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	873	1042	-	-	1540	-
Stage 1	990	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	1042	-	-	1540	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.52	0	7.18
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	852	1539	-
HCM Lane V/C Ratio	-	-	0.065	0.029	-
HCM Control Delay (s/veh)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	56	5	58	62	12
Future Vol, veh/h	25	56	5	58	62	12
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	70	6	73	78	15
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.4	7	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	31%	84%
Vol Thru, %	8%	0%	16%
Vol Right, %	92%	69%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	63	81	74
LT Vol	0	25	62
Through Vol	5	0	12
RT Vol	58	56	0
Lane Flow Rate	79	101	93
Geometry Grp	1	1	1
Degree of Util (X)	0.079	0.109	0.112
Departure Headway (Hd)	3.629	3.873	4.341
Convergence, Y/N	Yes	Yes	Yes
Cap	976	913	822
Service Time	1.693	1.947	2.387
HCM Lane V/C Ratio	0.081	0.111	0.113
HCM Control Delay, s/veh	7	7.4	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.4

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	84	4	53	41	17	10	62	72	32	118	14
Future Vol, veh/h	26	84	4	53	41	17	10	62	72	32	118	14
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	150	7	95	73	30	18	111	129	57	211	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.8	11.7	11.7	13.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	23%	48%	20%
Vol Thru, %	43%	74%	37%	72%
Vol Right, %	50%	4%	15%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	114	111	164
LT Vol	10	26	53	32
Through Vol	62	84	41	118
RT Vol	72	4	17	14
Lane Flow Rate	257	204	198	293
Geometry Grp	1	1	1	1
Degree of Util (X)	0.381	0.33	0.321	0.45
Departure Headway (Hd)	5.331	5.837	5.828	5.529
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	671	613	612	647
Service Time	3.395	3.906	3.897	3.589
HCM Lane V/C Ratio	0.383	0.333	0.324	0.453
HCM Control Delay, s/veh	11.7	11.8	11.7	13.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.8	1.4	1.4	2.3

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	1	10	1	4	2	158	10	3	157	1
Future Vol, veh/h	3	2	1	10	1	4	2	158	10	3	157	1
Peak Hour Factor	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	5	3	26	3	11	5	416	26	8	413	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.1	9.3	13.2	12.8
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	50%	67%	2%
Vol Thru, %	93%	33%	7%	98%
Vol Right, %	6%	17%	27%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	6	15	161
LT Vol	2	3	10	3
Through Vol	158	2	1	157
RT Vol	10	1	4	1
Lane Flow Rate	447	16	39	424
Geometry Grp	1	1	1	1
Degree of Util (X)	0.56	0.026	0.064	0.537
Departure Headway (Hd)	4.51	5.896	5.814	4.563
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	602	611	788
Service Time	2.545	3.98	3.892	2.599
HCM Lane V/C Ratio	0.558	0.027	0.064	0.538
HCM Control Delay, s/veh	13.2	9.1	9.3	12.8
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3.5	0.1	0.2	3.2

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	32	59	69	23	52
Future Vol, veh/h	144	32	59	69	23	52
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	58	107	125	42	95
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.3	9.8	8.9
HCM LOS	B	A	A

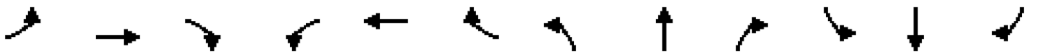
Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	31%	0%	46%
Vol Thru, %	0%	82%	54%
Vol Right, %	69%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	75	176	128
LT Vol	23	0	59
Through Vol	0	144	69
RT Vol	52	32	0
Lane Flow Rate	136	320	233
Geometry Grp	1	1	1
Degree of Util (X)	0.182	0.393	0.304
Departure Headway (Hd)	4.807	4.424	4.703
Convergence, Y/N	Yes	Yes	Yes
Cap	743	813	763
Service Time	2.855	2.46	2.744
HCM Lane V/C Ratio	0.183	0.394	0.305
HCM Control Delay, s/veh	8.9	10.3	9.8
HCM Lane LOS	A	B	A
HCM 95th-tile Q	0.7	1.9	1.3

APPENDIX C. FUTURE BUILD HCM RESULTS

2045 PM PEAK HOUR BUILD SYNCHRO OUTPUTS

HCM 7th Signalized Intersection Summary
1: Main St & Legrande Ave

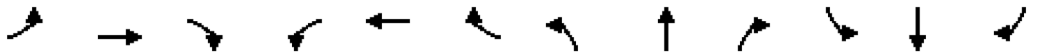
05/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	46	1	48	3	156	1	851	21	70	554	50
Future Volume (veh/h)	81	46	1	48	3	156	1	851	21	70	554	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1624	1624	1624	1624	1624	1624	1624	1624	1624	1624	1624	1624
Adj Flow Rate, veh/h	88	50	1	51	3	164	1	896	22	74	583	54
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	324	6	327	5	277	427	952	807	208	1029	872
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.00	0.59	0.59	0.05	0.63	0.63
Sat Flow, veh/h	1218	1587	32	1354	25	1355	1547	1624	1376	1547	1624	1376
Grp Volume(v), veh/h	88	0	51	51	0	167	1	896	22	74	583	54
Grp Sat Flow(s),veh/h/ln	1218	0	1619	1354	0	1380	1547	1624	1376	1547	1624	1376
Q Serve(g_s), s	5.9	0.0	2.2	2.7	0.0	9.2	0.0	42.8	0.6	1.5	17.2	1.3
Cycle Q Clear(g_c), s	15.1	0.0	2.2	4.9	0.0	9.2	0.0	42.8	0.6	1.5	17.2	1.3
Prop In Lane	1.00		0.02	1.00		0.98	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	331	327	0	282	427	952	807	208	1029	872
V/C Ratio(X)	0.44	0.00	0.15	0.16	0.00	0.59	0.00	0.94	0.03	0.36	0.57	0.06
Avail Cap(c_a), veh/h	213	0	347	341	0	296	517	1034	876	225	1034	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	27.5	29.5	0.0	30.3	8.2	16.0	7.3	18.6	8.8	5.9
Incr Delay (d2), s/veh	1.5	0.0	0.2	0.2	0.0	2.9	0.0	15.2	0.0	1.0	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.8	0.9	0.0	3.2	0.0	18.0	0.2	0.8	5.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.6	0.0	27.7	29.7	0.0	33.2	8.2	31.2	7.3	19.6	9.5	5.9
LnGrp LOS	D		C	C		C	A	C	A	B	A	A
Approach Vol, veh/h		139			218			919			711	
Approach Delay, s/veh		34.6			32.4			30.6			10.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	53.8		21.7	4.6	57.8		21.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.5		18.0	5.0	53.5		18.0				
Max Q Clear Time (g_c+I1), s	3.5	44.8		17.1	2.0	19.2		11.2				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	4.4		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	140	107	140	98	129	49	643	83	33	474	68
Future Volume (veh/h)	194	140	107	140	98	129	49	643	83	33	474	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462	1462
Adj Flow Rate, veh/h	209	151	115	151	105	139	53	691	89	35	510	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	210	234	245	209	220	321	731	711	177	716	700
Arrive On Green	0.08	0.14	0.14	0.07	0.14	0.14	0.04	0.50	0.50	0.03	0.49	0.49
Sat Flow, veh/h	1392	1462	1239	1392	1462	1239	1392	1462	1239	1392	1462	1239
Grp Volume(v), veh/h	209	151	115	151	105	139	53	691	89	35	510	73
Grp Sat Flow(s),veh/h/ln	1392	1462	1239	1392	1462	1239	1392	1462	1239	1392	1462	1239
Q Serve(g_s), s	5.6	7.3	6.2	5.5	4.9	7.7	1.4	33.3	2.5	0.9	20.3	2.0
Cycle Q Clear(g_c), s	5.6	7.3	6.2	5.5	4.9	7.7	1.4	33.3	2.5	0.9	20.3	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	210	234	245	209	220	321	731	711	177	716	700
V/C Ratio(X)	0.75	0.72	0.49	0.62	0.50	0.63	0.17	0.95	0.13	0.20	0.71	0.10
Avail Cap(c_a), veh/h	280	474	457	245	472	443	364	731	711	232	716	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	30.4	27.0	27.5	29.4	28.3	11.4	17.6	7.3	16.2	14.9	7.5
Incr Delay (d2), s/veh	10.5	4.5	1.6	4.5	1.9	3.0	0.2	22.4	0.4	0.5	6.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.8	1.9	0.8	1.8	2.4	0.4	14.6	0.7	0.3	7.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.9	34.9	28.6	32.1	31.3	31.3	11.6	40.0	7.6	16.7	20.8	7.8
LnGrp LOS	D	C	C	C	C	C	B	D	A	B	C	A
Approach Vol, veh/h		475			395			833			618	
Approach Delay, s/veh		35.6			31.6			34.7			19.0	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	41.8	9.6	15.6	6.6	42.6	9.5	15.7
Change Period (Y+Rc), s	4.0	5.4	4.0	5.0	4.0	5.4	4.0	5.0
Max Green Setting (Gmax), s	5.6	36.4	5.6	24.0	5.5	36.5	5.5	24.1
Max Q Clear Time (g_c+I1), s	3.4	22.3	7.6	9.7	2.9	35.3	7.5	9.3
Green Ext Time (p_c), s	0.0	3.2	0.0	0.9	0.0	0.6	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	4.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	156	139	194	175
Demand Flow Rate, veh/h	159	141	197	178
Vehicles Circulating, veh/h	215	166	156	146
Vehicles Exiting, veh/h	109	187	218	161
Ped Vol Crossing Leg, #/h	0	13	4	0
Ped Cap Adj	1.000	0.998	0.999	1.000
Approach Delay, s/veh	4.6	4.2	4.6	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	159	141	197	178
Cap Entry Lane, veh/h	1108	1165	1177	1189
Entry HV Adj Factor	0.981	0.984	0.984	0.985
Flow Entry, veh/h	156	139	194	175
Cap Entry, veh/h	1087	1144	1157	1171
V/C Ratio	0.143	0.121	0.167	0.150
Control Delay, s/veh	4.6	4.2	4.6	4.4
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Intersection	
Intersection Delay, s/veh	5.0
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	303	299	175
Demand Flow Rate, veh/h	309	305	179
Vehicles Circulating, veh/h	65	76	261
Vehicles Exiting, veh/h	317	363	113
Ped Vol Crossing Leg, #/h	0	0	35
Ped Cap Adj	1.000	1.000	0.995
Approach Delay, s/veh	4.9	5.0	5.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	309	305	179
Cap Entry Lane, veh/h	1291	1277	1057
Entry HV Adj Factor	0.980	0.981	0.978
Flow Entry, veh/h	303	299	175
Cap Entry, veh/h	1266	1253	1029
V/C Ratio	0.239	0.239	0.170
Control Delay, s/veh	4.9	5.0	5.1
LOS	A	A	A
95th %tile Queue, veh	1	1	1

Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	215	564	434	214
Demand Flow Rate, veh/h	219	576	442	218
Vehicles Circulating, veh/h	444	154	315	565
Vehicles Exiting, veh/h	339	603	348	165
Ped Vol Crossing Leg, #/h	1	0	0	7
Ped Cap Adj	0.999	1.000	1.000	0.999
Approach Delay, s/veh	5.7	5.1	8.7	8.0
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	L	TR	L	TR	LTR	LTR
Assumed Moves	L	TR	L	TR	LTR	LTR
RT Channelized						
Lane Util	0.096	0.904	0.431	0.569	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976
A (Intercept)	1420	1420	1420	1420	1380	1380
B (Slope)	9.101e-4	9.101e-4	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	21	198	248	328	442	218
Cap Entry Lane, veh/h	948	948	1234	1234	1001	775
Entry HV Adj Factor	1.000	0.981	0.980	0.979	0.982	0.983
Flow Entry, veh/h	21	194	243	321	434	214
Cap Entry, veh/h	947	930	1210	1209	982	761
V/C Ratio	0.022	0.209	0.201	0.266	0.442	0.281
Control Delay, s/veh	4.0	5.9	4.7	5.4	8.7	8.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	1	1	1	2	1

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	8	864	7	8	595
Future Vol, veh/h	25	8	864	7	8	595
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	9	919	7	9	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1573	923	0	0	927	0
Stage 1	923	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	121	327	-	-	738	-
Stage 1	387	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	120	327	-	-	738	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	36.84	0	0.13
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	120	327	738	-
HCM Lane V/C Ratio	-	-	0.222	0.026	0.012	-
HCM Control Delay (s/veh)	-	-	43.4	16.3	9.9	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	18	8	13	27	18	852	70	75	535	22
Future Vol, veh/h	1	2	18	8	13	27	18	852	70	75	535	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	96	92	96	92	96	96	96	96	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	20	8	14	28	20	888	73	78	557	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1659	1725	569	1678	1701	924	581	0	0	960	0	0
Stage 1	725	725	-	963	963	-	-	-	-	-	-	-
Stage 2	934	1000	-	715	737	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	78	89	521	75	92	327	993	-	-	716	-	-
Stage 1	416	430	-	307	334	-	-	-	-	-	-	-
Stage 2	319	321	-	422	424	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	78	521	62	80	327	993	-	-	716	-	-
Mov Cap-2 Maneuver	52	78	-	62	80	-	-	-	-	-	-	-
Stage 1	371	383	-	301	327	-	-	-	-	-	-	-
Stage 2	273	315	-	360	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.41	41.18	0.17	1.26
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	993	-	-	52	332	62	161	716	-	-
HCM Lane V/C Ratio	0.02	-	-	0.021	0.066	0.135	0.262	0.109	-	-
HCM Control Delay (s/veh)	8.7	-	-	75.3	16.6	72.1	35.1	10.6	-	-
HCM Lane LOS	A	-	-	F	C	F	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.4	1	0.4	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	32	912	53	15	555
Future Vol, veh/h	29	32	912	53	15	555
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	32	921	54	15	561

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1539	948	0	0	975	0
Stage 1	948	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	127	316	-	-	708	-
Stage 1	377	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	124	316	-	-	708	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.52	0	0.27
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	124	316	708	-
HCM Lane V/C Ratio	-	-	0.235	0.102	0.021	-
HCM Control Delay (s/veh)	-	-	42.6	17.7	10.2	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.3	0.1	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	34	54	41	44	16
Future Vol, veh/h	14	34	54	41	44	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	43	68	51	55	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	223	93	0	0	119	0
Stage 1	93	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	765	964	-	-	1469	-
Stage 1	931	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	736	964	-	-	1469	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.37	0	5.53
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	884	1320	-
HCM Lane V/C Ratio	-	-	0.068	0.037	-
HCM Control Delay (s/veh)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	70	13	2	19	1	11	38	13	1	21	9
Future Vol, veh/h	57	70	13	2	19	1	11	38	13	1	21	9
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	108	20	3	29	2	17	58	20	2	32	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	149	157	40	195	154	70	46	0	0	80	0	0
Stage 1	42	42	-	104	104	-	-	-	-	-	-	-
Stage 2	107	114	-	90	49	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	819	735	1031	765	738	992	1562	-	-	1517	-	-
Stage 1	972	860	-	901	809	-	-	-	-	-	-	-
Stage 2	899	801	-	917	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	775	725	1030	630	728	990	1562	-	-	1514	-	-
Mov Cap-2 Maneuver	775	725	-	630	728	-	-	-	-	-	-	-
Stage 1	971	859	-	890	798	-	-	-	-	-	-	-
Stage 2	855	790	-	785	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.53	10.2	1.3	0.24
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	304	-	-	766	726	55	-	-
HCM Lane V/C Ratio	0.011	-	-	0.281	0.047	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	11.5	10.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	22	5	1	33	19	4	16	1	5	31	13
Future Vol, veh/h	31	22	5	1	33	19	4	16	1	5	31	13
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	11	11	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	33	8	2	50	29	6	24	2	8	47	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	79	0	0	45	0	0	212	217	52	218	206	64
Stage 1	-	-	-	-	-	-	135	135	-	67	67	-
Stage 2	-	-	-	-	-	-	77	82	-	150	139	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1519	-	-	1563	-	-	745	681	1016	738	690	1000
Stage 1	-	-	-	-	-	-	868	785	-	943	839	-
Stage 2	-	-	-	-	-	-	933	827	-	852	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1519	-	-	1557	-	-	656	656	1001	681	665	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	656	656	-	681	665	-
Stage 1	-	-	-	-	-	-	838	757	-	942	838	-
Stage 2	-	-	-	-	-	-	862	826	-	789	754	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	3.98	0.14	10.67	10.47
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	667	928	-	-	32	-	-	732
HCM Lane V/C Ratio	0.048	0.031	-	-	0.001	-	-	0.101
HCM Control Delay (s/veh)	10.7	7.4	0	-	7.3	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	14	11	1	6	1	27	21	1	1	35	2
Future Vol, veh/h	1	14	11	1	6	1	27	21	1	1	35	2
Conflicting Peds, #/hr	0	0	11	11	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	17	14	1	7	1	33	26	1	1	43	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	143	142	55	160	142	28	46	0	0	28	0	0
Stage 1	47	47	-	94	94	-	-	-	-	-	-	-
Stage 2	96	95	-	65	48	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	826	749	1011	806	749	1048	1562	-	-	1585	-	-
Stage 1	967	856	-	913	817	-	-	-	-	-	-	-
Stage 2	910	816	-	945	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	799	732	1001	751	731	1047	1562	-	-	1584	-	-
Mov Cap-2 Maneuver	799	732	-	751	731	-	-	-	-	-	-	-
Stage 1	966	855	-	892	798	-	-	-	-	-	-	-
Stage 2	881	798	-	903	854	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.52	9.78	4.05	0.19
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	983	-	-	829	762	47	-	-
HCM Lane V/C Ratio	0.021	-	-	0.039	0.013	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.5	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	2	1	1	1	3	52	15	1	52	1
Future Vol, veh/h	1	4	2	1	1	1	3	52	15	1	52	1
Conflicting Peds, #/hr	4	0	2	2	0	4	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	2	1	1	1	4	61	18	1	61	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	139	154	66	147	146	76	64	0	0	81	0	0
Stage 1	66	66	-	79	79	-	-	-	-	-	-	-
Stage 2	73	88	-	68	67	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	831	738	998	821	746	985	1538	-	-	1517	-	-
Stage 1	944	840	-	930	829	-	-	-	-	-	-	-
Stage 2	937	822	-	942	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	822	733	994	809	740	980	1535	-	-	1514	-	-
Mov Cap-2 Maneuver	822	733	-	809	740	-	-	-	-	-	-	-
Stage 1	942	838	-	926	826	-	-	-	-	-	-	-
Stage 2	928	819	-	932	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.51	9.35	0.32	0.14
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	74	-	-	806	831	33	-	-
HCM Lane V/C Ratio	0.002	-	-	0.01	0.004	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.5	9.3	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	200	10	5	284	12	15	8	3	13	12	61
Future Vol, veh/h	39	200	10	5	284	12	15	8	3	13	12	61
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	222	11	6	316	13	17	9	3	14	13	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	337	0	0	239	0	0	656	668	234	655	667	332
Stage 1	-	-	-	-	-	-	320	320	-	341	341	-
Stage 2	-	-	-	-	-	-	335	348	-	313	326	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1222	-	-	1327	-	-	379	379	805	380	379	709
Stage 1	-	-	-	-	-	-	691	652	-	674	638	-
Stage 2	-	-	-	-	-	-	679	634	-	697	648	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1213	-	-	1320	-	-	315	359	801	352	360	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	359	-	352	360	-
Stage 1	-	-	-	-	-	-	663	625	-	666	631	-
Stage 2	-	-	-	-	-	-	597	627	-	660	622	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.27	0.13	15.68	12.42
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	315	423	1213	-	-	1320	-	-	352	607
HCM Lane V/C Ratio	0.053	0.029	0.036	-	-	0.004	-	-	0.041	0.134
HCM Control Delay (s/veh)	17.1	13.8	8.1	-	-	7.7	-	-	15.7	11.8
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0	-	-	0.1	0.5

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	3	1	57	2	3
Future Vol, veh/h	86	3	1	57	2	3
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	5	2	102	4	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	161	0	264	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1418	-	725	887
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1415	-	723	885
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.13	9.48
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	812	-	-	31	-
HCM Lane V/C Ratio	0.011	-	-	0.001	-
HCM Control Delay (s/veh)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	1	1	60	1	1
Future Vol, veh/h	88	1	1	60	1	1
Conflicting Peds, #/hr	0	4	4	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	2	2	105	2	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	269	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1419	-	720	886
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1414	-	716	883
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.12	9.57
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	791	-	-	30	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s/veh)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	6	1	4	2	128	11	3	176	2
Future Vol, veh/h	1	1	1	6	1	4	2	128	11	3	176	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	38	38	38	38	38	38	38	38	38	38	38	38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	3	16	3	11	5	337	29	8	463	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	830	858	466	842	846	351	468	0	0	366	0	0
Stage 1	482	482	-	362	362	-	-	-	-	-	-	-
Stage 2	349	376	-	480	484	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	294	597	284	299	692	1093	-	-	1193	-	-
Stage 1	566	553	-	657	625	-	-	-	-	-	-	-
Stage 2	668	616	-	567	552	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	278	290	597	276	295	692	1093	-	-	1193	-	-
Mov Cap-2 Maneuver	278	290	-	276	295	-	-	-	-	-	-	-
Stage 1	561	549	-	653	622	-	-	-	-	-	-	-
Stage 2	651	612	-	556	547	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.71	16.01	0.12	0.13
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	25	-	-	344	356	30	-	-
HCM Lane V/C Ratio	0.005	-	-	0.023	0.081	0.007	-	-
HCM Control Delay (s/veh)	8.3	0	-	15.7	16	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	101	19	11	102	7	15	47	1	4	35	25
Future Vol, veh/h	46	101	19	11	102	7	15	47	1	4	35	25
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	202	38	22	204	14	30	94	2	8	70	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	218	0	0	244	0	0	692	671	225	688	683	211
Stage 1	-	-	-	-	-	-	409	409	-	255	255	-
Stage 2	-	-	-	-	-	-	283	262	-	433	428	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1352	-	-	1322	-	-	358	378	814	360	372	829
Stage 1	-	-	-	-	-	-	619	596	-	749	696	-
Stage 2	-	-	-	-	-	-	724	691	-	601	585	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1352	-	-	1317	-	-	245	340	811	242	335	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	340	-	242	335	-
Stage 1	-	-	-	-	-	-	568	547	-	735	683	-
Stage 2	-	-	-	-	-	-	599	678	-	457	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.18	0.71	23.97	17.17
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	314	483	-	-	163	-	-	423
HCM Lane V/C Ratio	0.402	0.068	-	-	0.017	-	-	0.303
HCM Control Delay (s/veh)	24	7.9	0	-	7.8	0	-	17.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.9	0.2	-	-	0.1	-	-	1.3

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	33	3	5	54	4	2	1	3	4	1	18
Future Vol, veh/h	22	33	3	5	54	4	2	1	3	4	1	18
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	51	5	8	83	6	3	2	5	6	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	57	0	0	222	227	55	221	227	86
Stage 1	-	-	-	-	-	-	123	123	-	102	102	-
Stage 2	-	-	-	-	-	-	99	105	-	119	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1506	-	-	1547	-	-	734	672	1012	735	673	973
Stage 1	-	-	-	-	-	-	881	794	-	905	811	-
Stage 2	-	-	-	-	-	-	907	809	-	885	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1506	-	-	1544	-	-	690	652	1010	709	652	973
Mov Cap-2 Maneuver	-	-	-	-	-	-	690	652	-	709	652	-
Stage 1	-	-	-	-	-	-	859	774	-	900	807	-
Stage 2	-	-	-	-	-	-	875	804	-	859	773	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.82	0.58	9.49	9.18
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	810	672	-	-	141	-	-	896
HCM Lane V/C Ratio	0.011	0.022	-	-	0.005	-	-	0.04
HCM Control Delay (s/veh)	9.5	7.4	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	109	4	3	70
Future Vol, veh/h	3	3	109	4	3	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	198	7	5	127

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	340	202	0	0	205	0
Stage 1	202	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	656	839	-	-	1366	-
Stage 1	832	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	653	839	-	-	1366	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.98	0	0.31
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	734	74	-
HCM Lane V/C Ratio	-	-	0.015	0.004	-
HCM Control Delay (s/veh)	-	-	10	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	9	9	14	242	223	22
Future Vol, veh/h	9	9	14	242	223	22
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	15	263	242	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	549	256	267	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	497	782	1296	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	490	781	1295	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	11.18	0.43	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1295	-	602	-	-
HCM Lane V/C Ratio	0.012	-	0.032	-	-
HCM Control Delay (s/veh)	7.8	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	7	2	1	4	1	1	1	1	1	2	3
Future Vol, veh/h	5	7	2	1	4	1	1	1	1	1	2	3
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	14	4	2	8	2	2	2	2	2	4	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	19	0	0	51	51	18	49	52	9
Stage 1	-	-	-	-	-	-	37	37	-	13	13	-
Stage 2	-	-	-	-	-	-	14	14	-	36	39	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1610	-	-	1597	-	-	948	840	1061	951	839	1073
Stage 1	-	-	-	-	-	-	978	864	-	1007	885	-
Stage 2	-	-	-	-	-	-	1006	884	-	980	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1610	-	-	1596	-	-	931	833	1058	939	832	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	833	-	939	832	-
Stage 1	-	-	-	-	-	-	971	858	-	1006	884	-
Stage 2	-	-	-	-	-	-	995	883	-	968	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.59	1.21	8.89	8.81
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	932	616	-	-	288	-	-	958
HCM Lane V/C Ratio	0.006	0.006	-	-	0.001	-	-	0.013
HCM Control Delay (s/veh)	8.9	7.3	0	-	7.3	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	4	1	4	1
Future Vol, veh/h	1	4	4	1	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	8	2	8	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	9	10	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	988	1073	1610	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	983	1073	1610	-	-	-
Mov Cap-2 Maneuver	983	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.45	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	1054	-	-
HCM Lane V/C Ratio	0.005	-	0.009	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	21	4	1	31	1	10	100	2	1	54	21
Future Vol, veh/h	15	21	4	1	31	1	10	100	2	1	54	21
Conflicting Peds, #/hr	3	0	1	1	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	100	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	26	5	1	38	1	12	123	2	1	67	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	252	233	81	232	244	128	93	0	0	126	0	0
Stage 1	82	82	-	149	149	-	-	-	-	-	-	-
Stage 2	170	151	-	83	95	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	701	667	979	722	658	922	1502	-	-	1460	-	-
Stage 1	926	827	-	853	774	-	-	-	-	-	-	-
Stage 2	832	773	-	925	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	651	661	978	683	651	920	1502	-	-	1460	-	-
Mov Cap-2 Maneuver	651	661	-	683	651	-	-	-	-	-	-	-
Stage 1	925	826	-	846	767	-	-	-	-	-	-	-
Stage 2	780	766	-	890	816	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.72	10.84	0.66	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	160	-	-	679	657	22	-	-
HCM Lane V/C Ratio	0.008	-	-	0.073	0.062	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	10.7	10.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	1	7	13	1	4
Future Vol, veh/h	26	1	7	13	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	1	10	19	1	6

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	28	19	0	0	29	0
Stage 1	19	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	987	1059	-	-	1585	-
Stage 1	1003	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	986	1059	-	-	1585	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.79	0	1.45
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	360	-
HCM Lane V/C Ratio	-	-	0.039	0.001	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

APPENDIX D – STAKEHOLDER INTERVIEWS

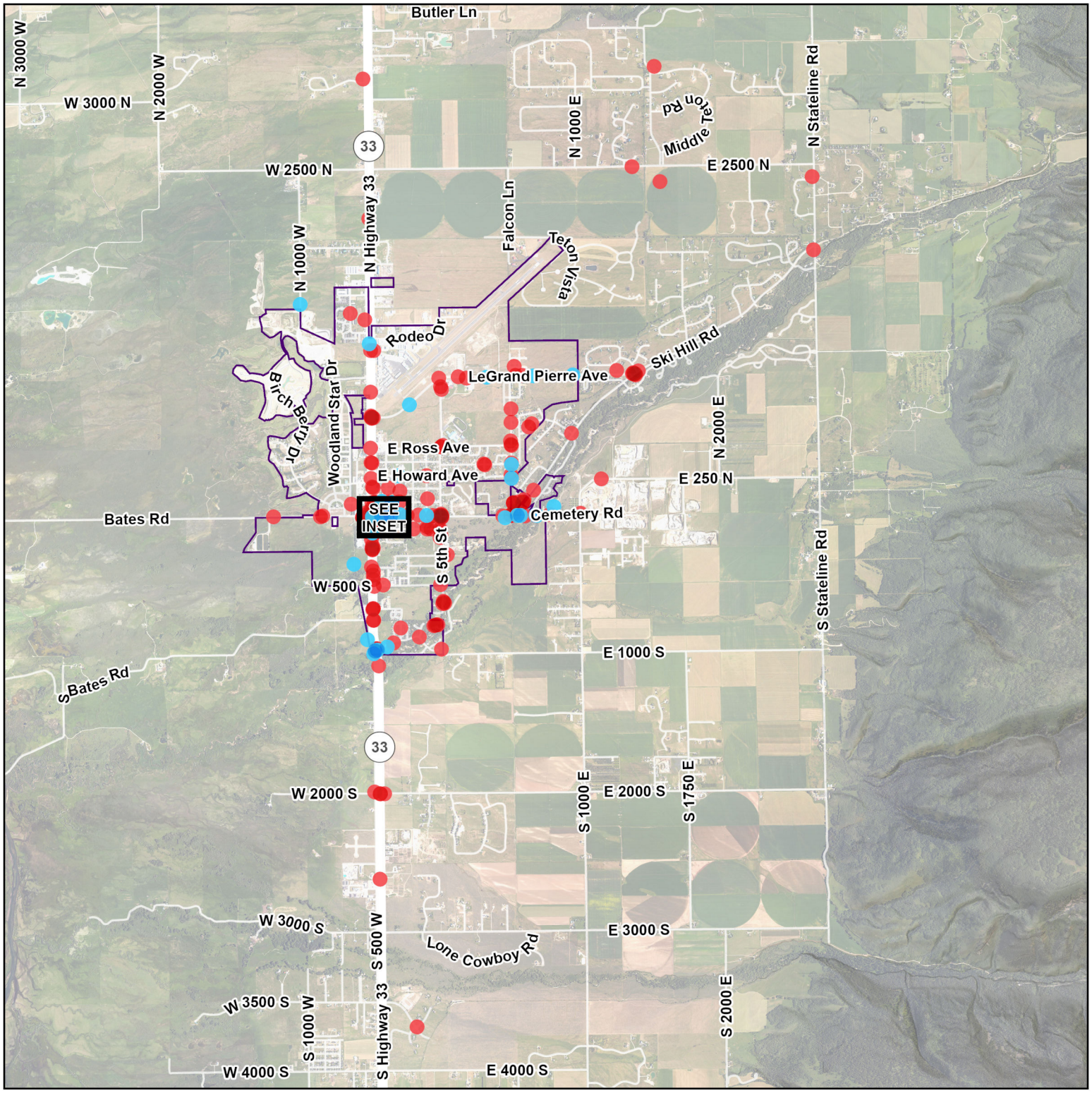
STAKEHOLDER QUESTIONS SUMMARY

- ROADWAY SYSTEM CONDITION (physical condition)
  - Which of the existing roads need the most attention? Why and what
    - Pavement Condition
      - **3rd**
      - **4th**
      - **5th (4)**
      - **Johnson Ave (3)**
      - **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 Roundabout**
    - **E Johnson and S 5th Street (3)**
    - **Legrand Pierre from HWY to Paiute**
    - **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 (2)**
    - **Removable speed humps (alternative)**
  - Do any bridge concerns come to mind?
    - **Bridge over Teton Creek has flooding concerns**
    - **Stateline Bridges – Narrow**
    - **Teton Creek Bridge – Potholes**
- ROADWAY SAFETY AND OPERATIONS
  - Any “bad” or dangerous roadway corridors/sections?
    - **Little/Main (3)**
    - **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)**
        - **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)**
        - **Roundabout at Creekside Meadows (for speed drop)**
    - 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 1000) (5)**
        - **Yes, Noise levels on Main (70-80 dB)**
        - **Unsure of good route, better controlled intersections north/south of town (LaGrand & Johnson)**
- 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)**
    - Are there any sidewalk or crosswalk concerns that come to mind?
        - Existing
            - **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 (4)**
            - **Paint and signage no sufficient on Little**
            - **Little/5th**
        - Future/non-existing but needed?
            - **E Ross Ave with coming development**
            - **West of schools with all new developments**
            - **S 5th for kids walking to school**
            - **Sidewalks in front of new developments (2)**
    - 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**
            - **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**

APPENDIX E – PUBLIC INVOLVEMENT RESPONSES AND MAPPING



Public Input Survey Results

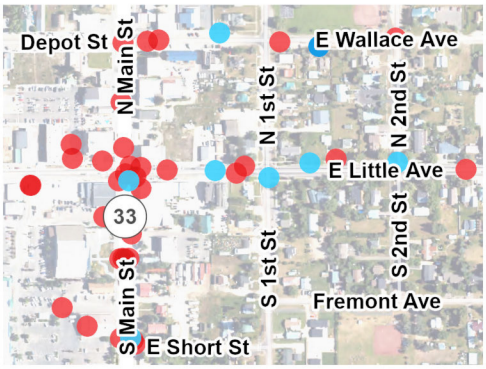
Transportation Master Plan

Driggs, Idaho

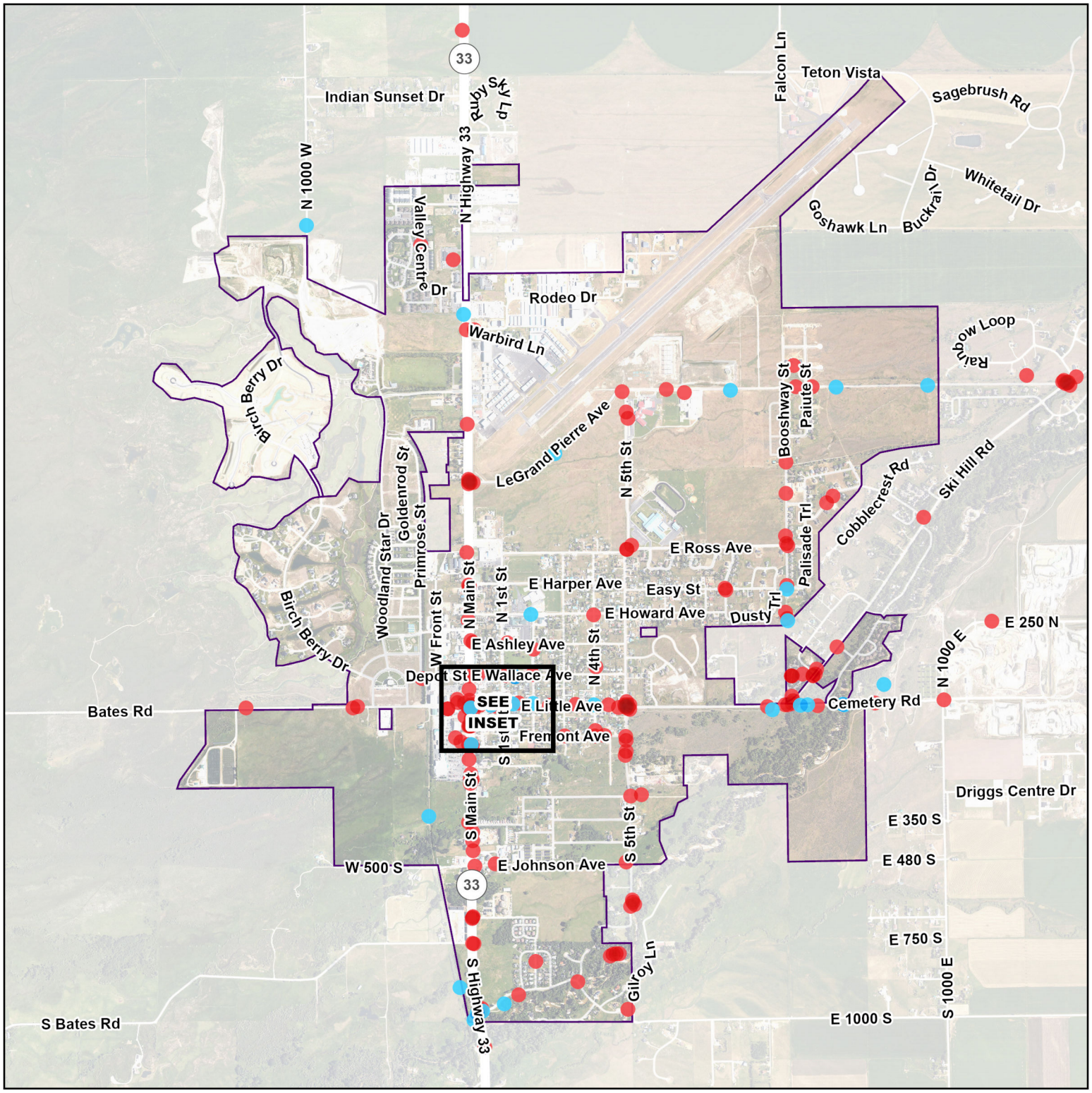
- Positive Experience
- Negative Experience
- City Limits

0 ½ Mile

N



KELLER ASSOCIATES



Public Input Survey Results

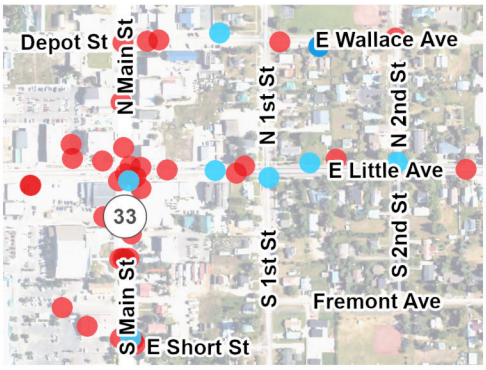
Transportation Master Plan

Driggs, Idaho

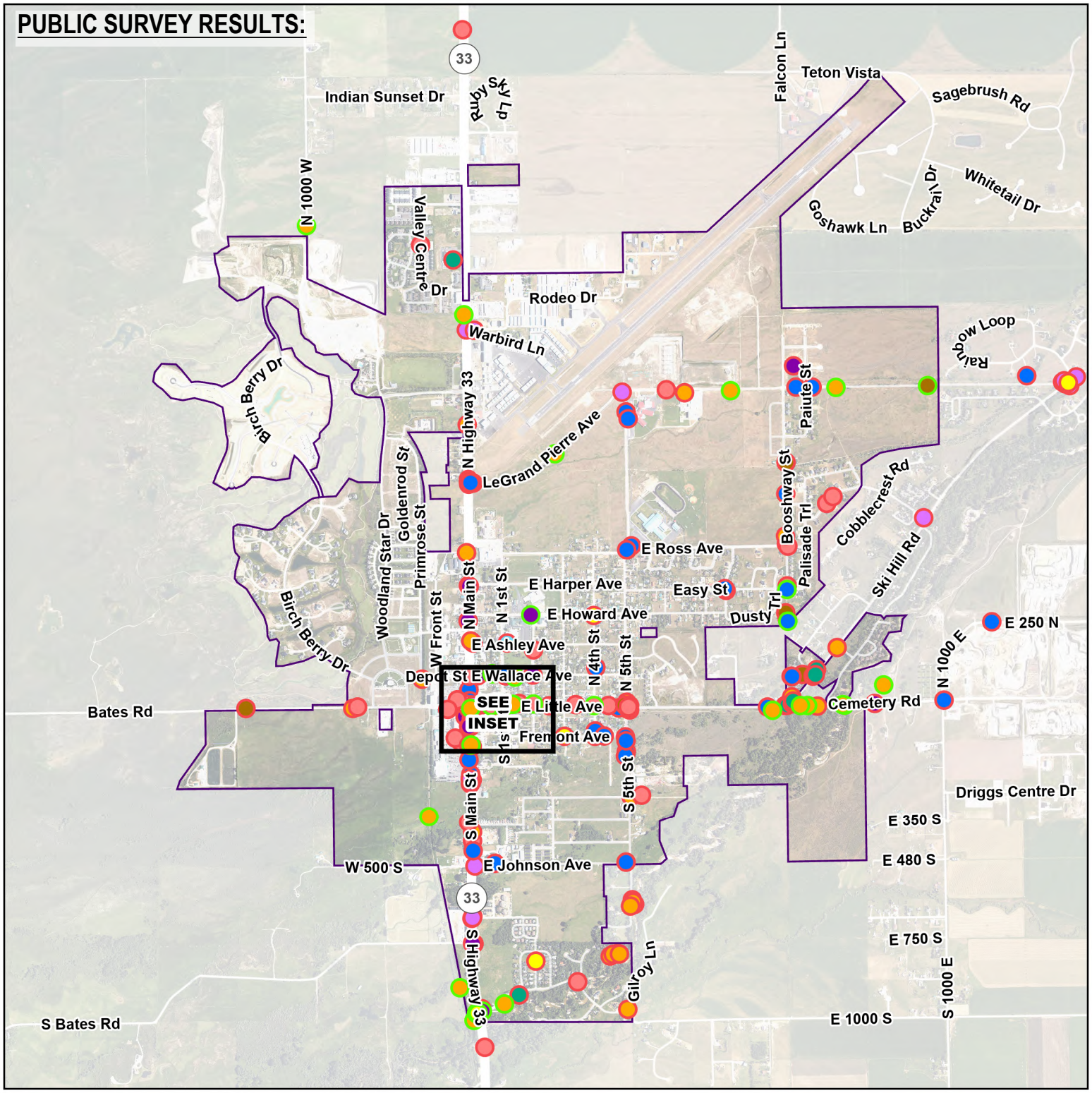
- Positive Experience
- Negative Experience
- City Limits

0 ¼ Mile

N



KELLER ASSOCIATES



Public Input Survey Results

Transportation Master Plan

Driggs, Idaho

Experience

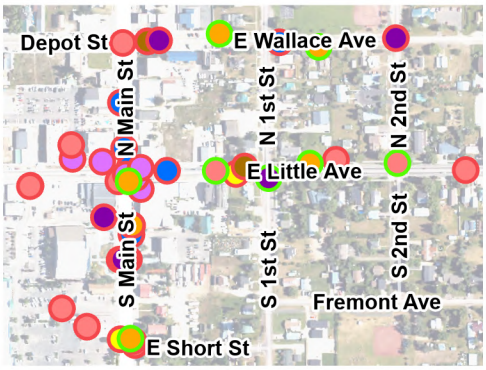
- Negative
- Positive

Topic

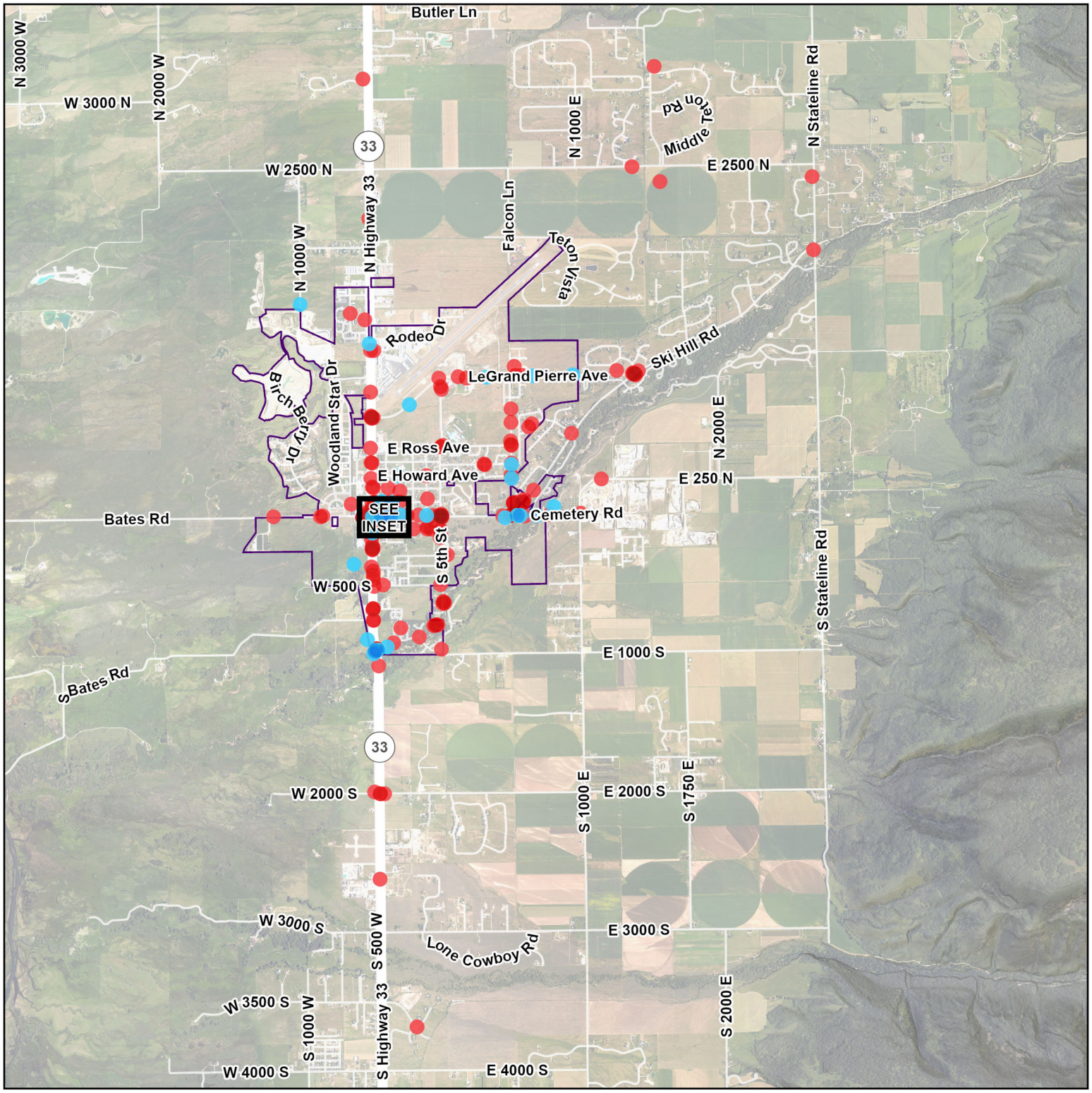
- Accessibility
- Signage or lighting
- Public transit
- Other
- Road crossing
- Intersection
- Safety
- Pedestrian or bike paths
- Traffic flow
- City Limits

0 ¼ Mile

N



KELLER ASSOCIATES



Public Input Survey Results

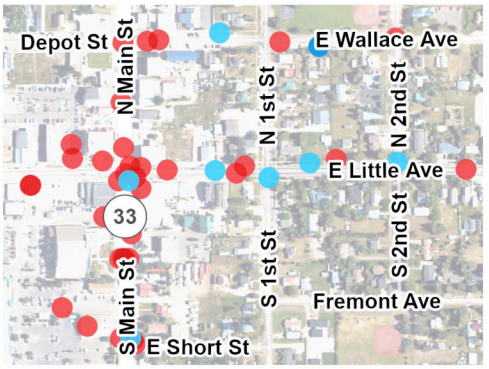
Transportation Master Plan

Driggs, Idaho

- Positive Experience
- Negative Experience
- City Limits

0 ½ Mile

N



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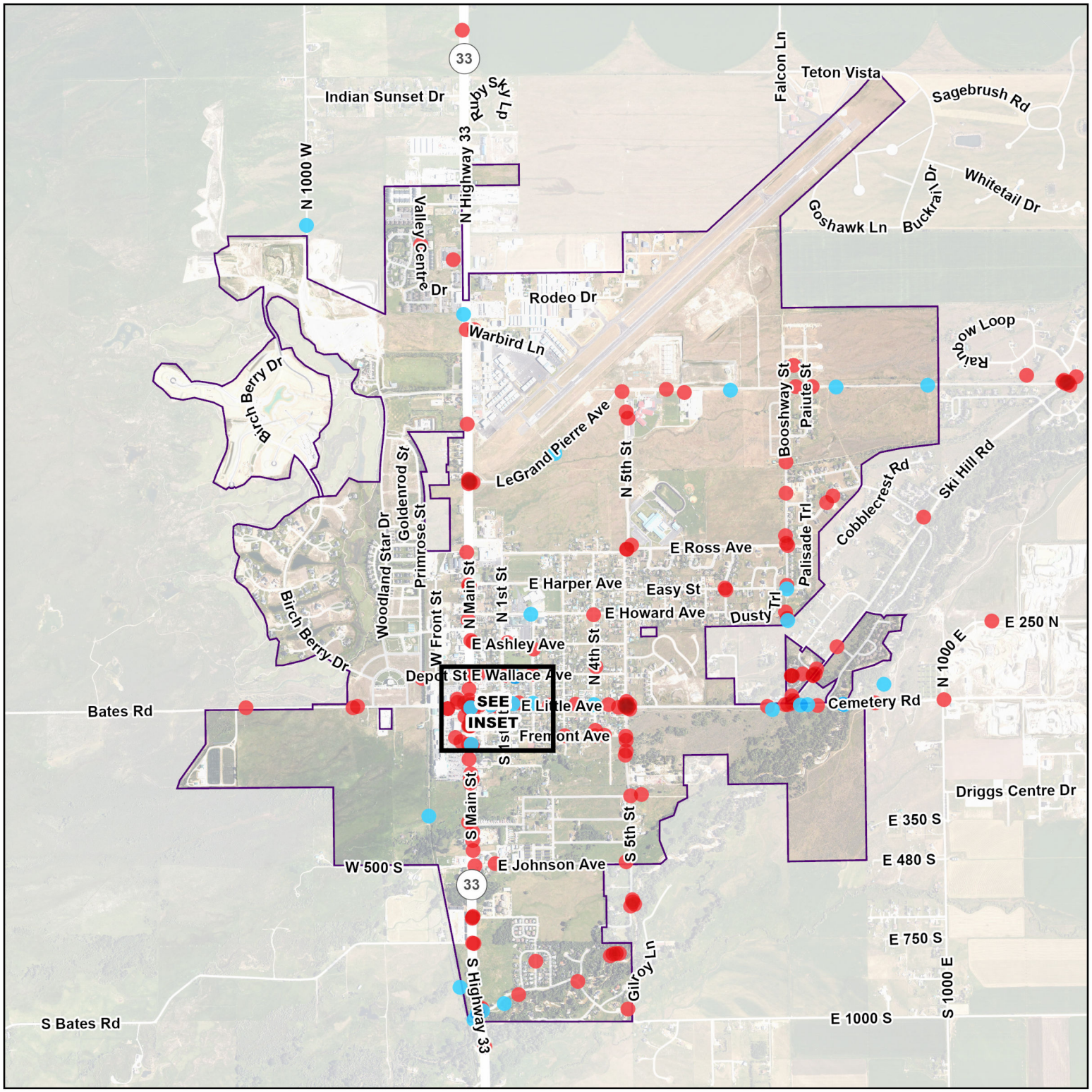


Public Input Survey Results

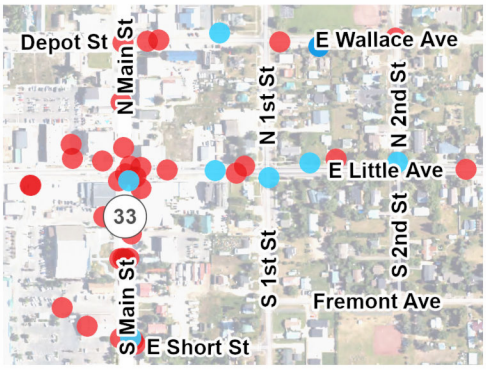
Transportation Master Plan

Driggs, Idaho

- Positive Experience
- Negative Experience
- City Limits

0 ¼ Mile

N



KELLER ASSOCIATES

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/5/2024 19:00		Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110473	43.71997259
12/5/2024 19:00	Challenging to make left turn motions in multiple locations; hard to see with cars parked close to the intersection.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1113746	43.72263135
12/5/2024 19:00	I live near the intersection of Little and 5th. Vehicles coming down Ski Hill are speeding into town at above the speed limit. There is a speed reader and I routinely witness around 45. Also, leaving town, once vehicles clear the last speed control dip, they accelerate up Ski Hill. Could we extend the speed control dips in the road up to 5th? Also, we could extend lower speed limits further up Ski Hill.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1009208	43.72284405
12/5/2024 19:00	Highway 33 is a nightmare. Way too many accidents...especially fatalities. We need a dedicate turn lane for the entirety from Victor to Driggs ... maybe even to Tetonia. To make a left turn onto 33 takes forever with all the increased traffic flow. Also..if we repave .... please look at sound dampening asphalt. It makes a huge difference...expecially in a valley like ours.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1054837	43.66960455
12/5/2024 19:00	Intersection needs a roundabout; this would slow down both the traffic coming from Targhee and the traffic leaving town which often accelerates before the higher speed zone. A roundabout would also solve the current problem of uneven traffic flow from various directions at different times (such as before and after school) and make the intersection safer.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011379	43.72297264
12/5/2024 19:00	This area gets very backed up at school pickup times because there are no shoulders or waiting lanes for the school pick-up line. The road needs to be widened in this area and additional lanes added so the people waiting in the school pick-up line don't block the road.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1009086	43.73653122
12/5/2024 19:00	This intersection is very confusing for kids on bikes. If they are coming from the Middle School and heading south, they have been on a bike path but it dead ends right here. Kids, and adults for that matter, don't know how they should cross and transition to continue traveling south. It's also hard for bikes to cross to the south from the end of the bike path, because they are on the wrong side for typical biking road rules, and no one knows who has the ride-of-way. As a result this intersection feels unsafe for kids and it gets really backed up when there are a lot of pedestrians and bikes. This intersection needs to be reconfigured with obvious crossing directions for different users and either a signal or more obvious cross-walk with clear Yield-to patterns.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1009542	43.73020924
12/5/2024 19:00	It is difficult and sometimes impossible to turn left onto the highway here. This intersection is very busy before and after school, since this road provides access to the High School, Middle School, and Elementary School. A roundabout or traffic signal is needed to make this intersection safe.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109615	43.73341101
12/5/2024 19:00	There needs to be a road from here, connecting to Ski Hill Rd to the South.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0908342	43.72844935
12/5/2024 19:00	The bike path just ends here. The bike path needs to connect to the other bike paths!	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1009099	43.71887964
12/5/2024 19:00	The bike path just ends here; it needs to connect to the Teton River Path.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.089013	43.72290576
12/5/2024 19:00	The bike path dead ends here; it needs to connect to the bike path by the Skate Park.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1023623	43.7115301
12/5/2024 19:00	Left turns onto the highway are very difficult along this entire section of Highway north of town. This particular spot is no exception; turning left when heading into town from the Airport is very difficult. A center turn lane is needed for this whole section of Highway.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109722	43.74039928

Date	Additional Details	Topic	Experience	User Group	x	y
12/5/2024 19:00	This intersection is at an unsafe angle. Cars coming from the Airport cannot adequately see cars traveling from Teton Arts Center, as they both head towards the highway. The intersection needs to be realigned at a 90deg angle.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1104653	43.74037409
12/5/2024 17:00	Need for an increase in public transportation. This will decrease traffic flow on Ski Hill Road	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/5/2024 19:00	Please acquire right of way for a proper right turn lane for east bound LeGrand Pierre at 5th street. The current thru lane is aligned with the west bound left turn lane, which I consider to be an invitation for head on collisions.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011446	43.73744521
12/5/2024 19:00	A wonderful area for walking, cross country skiing and cycling. Please maintain this don't increase the traffic by the school.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.087582	43.73754156
12/5/2024 17:00	Way too much dangerous traffic through Shoshone Plains Le grand Pierre needs to be put through to Ski Hill. Immediately development is out of control in the area with schools seems to be on the back burner.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/5/2024 19:00	Heavy congestion and speeding in residential neighborhood during rush hour to the high school.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0882531	43.73221049
12/5/2024 20:00	Just hoping for good airport service and to expand the winter ski bus services too.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/5/2024 19:00	Have nearly been hit several times by vehicles that do not yield on 2nd avenue to traffic on Wallace and Ashley.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1069758	43.7256653
12/5/2024 19:00	During AM commute, difficult to turn left onto 33	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109153	43.73336603
12/5/2024 19:00		Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1116481	43.72146211
12/5/2024 19:00	Brush creates poor sightlines. Frequently very icy in winter. There should be a right turn lane when exiting Ski Hill Road when headed west. Better yet build out Le Grande Pierre. This road is private and collects a lot of school traffic.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0821177	43.73149709
12/5/2024 19:00	A truck route that doesn't go through the downtown area is needed. The frequent gravel trucks utilizing the downtown corridor is not good for businesses or Drigg's downtown experience.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1106986	43.72450608
12/5/2024 19:00		Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110989	43.7133426
12/5/2024 19:00	Love pathways such as this through our town. Keep building them out and connecting them to/through developments.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1054454	43.73465133
12/5/2024 20:00	I think city need more crosswalks over HWY 33.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0902472	43.73855998
12/5/2024 19:00	the traffic calming dips are great	Safety (e.g., unsafe to use, cr	Positive (e.g., works well, fun	Motor vehicle (e.g., daily driv	-111.1070279	43.72317193
12/5/2024 19:00	Crossing here is scary, Perhaps a larger crosswalk crossing flashing sign? When walking from East to West, sometimes drivers headed North and turning into the upcoming parking lots sneak up on you, even when drivers in the main traffic lane headed north are stopped.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111533	43.72217599
12/5/2024 19:00	If there was any way to make a bike path to the Bates Bridge (or beyond) that would be delightful.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1184702	43.72308082
12/5/2024 19:00	Turning left here is hard because of lots of traffic, which is a familiar issue for the entire road, as we all know. Hoping the consultants will have some great ideas, and thank you to the team working on this!	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109737	43.72244147
12/5/2024 19:00	The lanes painted on the highway have not been clearly marked since the turn lane was added. I have had incidents where northbound traffic is driving in the turn lane and almost caused a head on collision	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109615	43.73352875
12/6/2024 20:00	More safety needed for pedestrians in downtown congested area during events that draw large crowds.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1105259	43.7245151
12/6/2024 19:00	Too many stop signs on 4th impede traffic flow.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1030269	43.72481339
12/6/2024 19:00	Corner of Easy and Cowboy Trail should be a 4 way stop.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0947135	43.7282821
12/6/2024 19:00	A roundabout here would slow Targhee traffic and improve the after school bottleneck.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.101206	43.72297707

Date	Additional Details	Topic	Experience	User Group	x	y
12/6/2024 19:00	Two collector roads merge at Booshway and Ross. The stop sign is on Ross, but vehicles blow through the stop sign, especially after school. Booshway is narrow and often bottlenecks during school pick up and drop off, particularly if it's garbage pick up day or someone is parked on the street.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0908477	43.73039213
12/6/2024 19:00	The opportunity to comment is greatly appreciated and thank to the team for tackling this. With the explosive development, associated equipment, so many new neighbors and more on the way, I feel it is high time to establish designated turning lanes on the major intersections along 33. I dread turning left during large parts of the day. Doing so off 33 blocks everyone behind till opposing traffic clears enough allowing passage. Sometimes this seems to take forever and is testing everyone's patience. Turning left off 2000S though can be downright impossible. Both ways are a mix between traffic jam and aggressive driving/speeding to make up precious time I guess. Definitely quite often a white knuckle experience. I hate to say it but reducing the speed to 45 might at some point be a good idea.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1103406	43.6940287
12/6/2024 19:00	I am an avid walker and biker in and around Driggs. I also have a child that rides her bike or walks to school during nice weather. I would love to have a signal or roundabout at the corner of Ski Hill road and 5th Street to help bikers and pedestrians cross the road. Cars are generally traveling fast at this junction as they head out of town or are coming into town.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1009193	43.72304387
12/6/2024 19:00	I would like a pedestrian signal or way to slow traffic at the corder of short street and highway 33 because it is hard to cross 33 after traveling to town on the bike path. The cross walk north of this is challenging because of all the parked cars and the cars going into the liquor store make it challenging to see. Perhaps a light further south would be helpful.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.11094	43.72125858
12/6/2024 20:00	Too many bike riders not obeying traffic laws	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/7/2024 19:00	Wind River Trail is used as a short cut to get to Ski Hill Rd. This is causing more traffic than usual. Speeding is the main problem. The Sheriff Department have put up radar equipment but that did not seem to work. I'm especially concerned during the winter as not everyone clears the snow on the sidewalk causing people to walk in the street. This area also has kids and people who walk their dogs. The worse time seems to be when the kids are in school. Traffic increases in the morning and afternoon when school begins and ends. Are there still plans to have LeGrand Pierre go all the way through to Ski Hill Rd? Are there any other solutions that can be implemented to reduce the speeding? Possibly setting up the police to issue tickets during the before and after school hours. There is a deep concern for everyone who live in the area especially for the residents on Wind River Trail. Thank you.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0878516	43.73252986
12/7/2024 19:00	Turn lanes needed here in both directions	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106868	43.70916795
12/7/2024 19:00	Large potholes are repaired and then reappear	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/7/2024 19:00	Crosswalk light is good idea, but lights should flash at eye level so pedestrians know they are blinking	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1107212	43.70914313

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/7/2024 19:00	Crosswalk lights are blocked by overhanging tree branches and are not visible to pedestrians	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110484	43.71964827
12/7/2024 19:00	Pedestrian crossing needed here, or at the South Bates Road intersection	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110302	43.71341156
12/7/2024 19:00	Truck route desperately needed to eliminate noise, congestion and danger from heart of Driggs	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/7/2024 19:00	Need official path from Creekside Meadows to Gilroy Lane	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1019793	43.71162249
12/7/2024 19:00	Pave this road to provide viable alternate route to the east - perhaps with a stoplight	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1095882	43.71584343
12/7/2024 19:00	Pave this road to provide an alternate route through town	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011768	43.7209302
12/7/2024 19:00	Re-establish the historic seasonal access across Teton Creek	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1007648	43.71388305
12/7/2024 19:00	Reduce speed limit to 35mph here	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1103778	43.70740589
12/7/2024 19:00	Develop this ROW to provide an alternate route through Driggs	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.073196	43.73765145
12/7/2024 19:00	Great job with snowplowing this path!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1091076	43.7093913
12/7/2024 19:00	A truck route is needed so large, noisy gravel trucks do not go through the heart of town.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/7/2024 19:00	Too many big trucks coming into town on Little Ave/Ski Hill Road. Needs to be an alternative route not through town. They are coming down Ski Hill Road the same time that school traffic is arriving into town - everyone is hitting Ski Hill and 5th Street at the same time.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1010481	43.7228888
12/7/2024 19:00	A truck route is needed so gravel trucks don't have to go thru downtown	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1087497	43.72447856
12/7/2024 19:00	Hiway 33 is a mess if you try to turn into or leave Creekside meadows, WHY CANT THERE NE A TURN LANE? I waited almost 10 minutes his morning trying to get on the hiway while traffic kept flying by. Thanks for listening!	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.70979924
12/7/2024 19:00	Too many left turns made crossing double lines forcing traffic to stop and creating rear end accident opportunities. Also this is a poorly constructed survey. Doesn't allow respondent to give accurate information. It's very vague.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/7/2024 19:00	This area is so difficult at drop off and pick up times. Especially pick up times.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1007834	43.73622229
12/7/2024 19:00	It is so difficult to get out of this neighborhood, especially turning left on to the highway.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106052	43.7090811
12/7/2024 19:00	It is never easy to get out of the neighborhood. Especially turning left on to the highway.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110575	43.71336496
12/7/2024 19:00	I love the lighted crosswalk here for bikes and pedestrians.	Road crossing (e.g., lighting,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1105112	43.70907096
12/7/2024 19:00	It would be so nice if there was a road connection here as another way to get across the creek.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/7/2024 19:00	Angled parking along the street downtown causes cars to have to pull out so far to see when there is a clearing to pull out. It's very difficult to see.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1107904	43.72600795
12/7/2024 19:00	It would be nice if this bridge was replaced so there was another way to get across the creek.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1009018	43.71409212
12/8/2024 19:00	Left turn from highway 33 to Creekside Meadows Ave is dangerous because there is no left turn lane. A stopped vehicle waiting for northbound traffic to pass risks being hit from behind.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1105502	43.70918247
12/8/2024 19:00	If this section had snow removal it would allow bikers and pedestrians to get to frontage road all winter.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1110354	43.70865437
12/8/2024 19:00	Big potholes here make for a more dangerous right turn from south as drivers must slow way down to swing around them, risking being rear ended.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106701	43.70901536
12/8/2024 19:00	The speed limit at this pedestrian crossing of Hwy 33 is 45 mph. Many cars going in either direction exceed that and do not look for pedestrians, even when the warning light is flashing.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1106868	43.70899423

Date	Additional Details	Topic	Experience	User Group	x	y
12/8/2024 19:00	The section of the bike path from Clubmoss to Grande Rental is extremely hazardous because cars looking to turn onto Hwy 33 do not stop before the bike path. Often, particularly when leaving Wydaho Roasters, they do not even stop at the stop before making their turn. When riding south on the bike path, you often find a car blocking the path completely and only looking left for a gap in the traffic.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109915	43.71689572
12/8/2024 19:00	Vehicles consistently ignore pedestrians in the crosswalks on little from fifth to second street. And SO many large trucks using the main downtown / little corridor, I think they should be routed down E Johnson to fifth street to avoid using main & little, would create a much safer downtown area imo.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1060234	43.72308714
12/8/2024 20:00	City should route large truck/construction vehicles east at this location and north on 1000E or Stateline Rd to reach Ski Hill or Targhee in general. Driggs needs a solution that doesn't rely on Main St or Johnson/5th to route industrial traffic through the heart of the city and residential neighborhoods. Thanks	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1097813	43.69400731
12/8/2024 20:00	The city should NOT use Johnson/5th as a way to reroute Hwy33 traffic to Ski Hill/Targhee. This neighborhood is zoned high density residential and conservation - having industrial truck traffic 24/7 is dangerous and contradictory to the City's stated development goals. The city should pursue options that route heavy traffic AROUND the city, not through its neighborhoods and parks. Ex. 2000S —> Stateline Rd or 1000E	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1012377	43.72073534
12/8/2024 20:00	Creekside bike trail connection to Gilroy Ln is incomplete.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1021577	43.71160519
12/8/2024 20:00	New bridge over Teton Creek and connection to bike trail is fantastic. Great work!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0872968	43.72292727
12/8/2024 20:00	Pedestrian crosswalk on Hwy 33 is excellent. Much needed!	Road crossing (e.g., lighting,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/8/2024 20:00	Pls extend 35mph zone farther east. Vehicles are going too fast into/out of city. Lots of new residential development in this area and bike path use as well.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0921811	43.72289579
12/8/2024 20:00	Could use better signage or crosswalk paint for crossing Cemetery to access bike trail.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.085369	43.72299658
12/8/2024 20:00	Awesome bike path to the Skate Park	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/9/2024 19:00	The posted speed limit and lack of designated crosswalk has made it difficult and ineffecient to cross at this intersection when riding bikeso or walking to access S. Bates Rd. and Teton River.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109874	43.71216335
12/9/2024 19:00	However, there are still significant safety concerns at this intersection I have experienced and witnessed South bound including: - other vehicles passing a school bus on the right when dropping off children. - other vehicles passing on the right when turning left into Creekside. - children trying to cross the street into Creekside Meadows Ave. and cars driving faster than the posted speed limit - poor visibility of pedestrians on either corner of Creekside Meadow Ave.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1107835	43.70907235
12/9/2024 19:00	The addition of the lighted and flashing cross walks at this intersection have been positive.	Signage or lighting (e.g., illu	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1108269	43.70897998
12/9/2024 19:00	Driving at the posted speed limit at night makes it very difficult to see wildlife at this cross and I have had close calls with deer and moose in particular.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108281	43.70884381

Date	Additional Details	Topic	Experience	User Group	x	y
12/9/2024 19:00	There is a large pothole that forms every year on N. bound 33, turning right into Creekside. This creates several additional safety concerns including: - close calls of being rear-ended when slowing down to turn as the posted speed limit is 45 and there is no turn lane; and/or cars going around me, passing on the left side of 33 (i.e., S. bound lane of 33) - trying to turn wide to miss the pothole, but this requires turning into the W. bound lane of Creekside Meadows Ave. These issues are significantly exacerbated during the winter with snowy/icy road conditions.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106522	43.70901988
12/9/2024 19:00	I live on little ave. The dump truck traffic is a problem. They all drive too fast and are very loud. They significantly increase traffic impact. (Backing up traffic at the stop light as well.) I have heard talk of providing them with an alternate route that doesn't lead through the center of town... I believe this would greatly improve everyone's experience of little ave/downtown (as a pedestrian, resident, and driver).	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/9/2024 19:00	I would like to see a park and ride parking lot at the intersection of Stateline and Ski HIll. This would encourage carpooling. And provide a bus stop for those that live east of town.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0468113	43.75031061
12/9/2024 19:00	Especially since the 4 day school week, traffic is very backed up at the intersection of Ross and 5th. A roundabout at this intersection would help traffic flow immensely.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1006806	43.73037671
12/9/2024 19:00	The paved walking path here needs to be repaved or re-surfaced as it has significant frost heaves and root damage.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1140645	43.72437426
12/9/2024 19:00	As a resident of Creekside, there is poor visibility in most directions at this pedestrian crosswalk. I drive slower that the poster 25mph and it is still hard to see and/or react to pedestrians that are the path, especially if they are on bikes going fast.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1044378	43.71036291
12/9/2024 19:00	Two large recurring pot holes that will take the bottom off your vehicle with turning onto Creekside Meadows. It is a safety issue as to avoid the giant potholes you have to turn into the left had turn lane. If there is a car in that lane, then there becomes a bottle neck to make the right turn as you have to quickly slow down to take the potholes at a much slower speed.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106595	43.70901778
12/10/2024 19:00	There is tremendous traffic on highway 33 at this light all the way to Victor. The main light in Jackson could have traffic backed up for many cars throughout the day	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Traffic at peak times (7:45 am and 4:30 pm) are very slow	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.111101	43.72385412
12/10/2024 19:00	speed	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.090802	43.73412276
12/10/2024 19:00	neutral, left turn	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108542	43.71573952
12/10/2024 19:00	sidewalk and road improvements	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1096311	43.72457907
12/10/2024 19:00	Can't get the map to work correctly. Problem is Main Street/Little Avenue in mornings during school commute times. Light on Main Street does not stay green long enough backing traffic all the way to 55 mph zone going towards Victor.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Pedestrian access to the intersection is far away from traffic, making it difficult to initiate a safe crossing. Adding pedestrian curbing/sidewalk further into the crossing would help prioritize pedestrian crossing, slow traffic, and improve safety for both pedestrian and vehicle traffic.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110506	43.72865491
12/10/2024 19:00		Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0728527	43.75929994

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	When traveling west on Ski Hill road and planning to turn left onto Cemetery Road, oncoming traffic from Driggs, often travelling in excess of the speed limit, makes this very precarious. There are also a lot of heavy trucks going through this area. This applies for bicycles and for pedestrians trying to cross at this point to access the bike/hiking pathway. Recommend signage with possible flashing light.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0910592	43.7229558
12/10/2024 19:00	Biking along stateline and 250th north a lot of dump trucks go really fast and don't pull over for cyclist	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0778738	43.72667803
12/10/2024 19:00	The cross walks on Main St and parking on Main St make sight lines limited and really tricky to cross or pull out in car. It is really bad for the summer farmers market.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110151	43.72217685
12/10/2024 19:00	Love the new path out to the Teton Creek Trail!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0918642	43.7227393
12/10/2024 19:00	Need for a stop light at the Broulim's intersection. This is the busiest place in town and one cannot turn out of the parking lot to the North. Many people--including myself, turn south and then east to cut through Wells Fargo. Please extend a street through the Wells Fargo lot as a throughway to the Lyon's Park neighborhood. :)	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1111471	43.72065009
12/10/2024 19:00	No bike path to come into town.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.110983	43.75417986
12/10/2024 19:00	Folks turning left into the parking lot back up traffic, have a no left turn off highway there. The same for folks trying to make a left out of the parking lot as well	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110742	43.71954053
12/10/2024 19:00	Easy Street, Cowboy Trail and Howard are all used as a "raceway" to get to the High School and other schools as a work around for the traffic and dips on 5th street. Consider placement of speed checks/bumps within these neighborhoods to discourage speeding through this residential neighborhood that doesn't have sidewalks (with the Wallace Way "subdivision" area).	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.094791	43.72836107
12/10/2024 20:00	Inadequate snow & ice removal create a collision hazard.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.09065	43.72429699
12/10/2024 19:00	Bikers need to stay off main street or at very least obey laws of the road. We frequently travel through Driggs with stock trailers loaded often bikers will cut in front of us to turn or the will ride bike across main road with our yielding or stopping at stop signs. We also have problems with cars passing or pulling out when there is not enough room. Pedisterians need to be more aware of traffic and use provided cross walks. We can't stop instantly like smaller vehicles.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.110963	43.72253985
12/10/2024 19:00	Turn lane to go to Wydaho would be awesome!	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109615	43.716443
12/10/2024 19:00	LOVE the bike lane heading up Ski Hill!	Safety (e.g., unsafe to use, cr	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.109717	43.72311147
12/10/2024 20:00	There needs to be a Targhee Shuttle stop at this location.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.09065	43.72429699
12/10/2024 19:00	Riding a bike out Bates high speed and narrow-ish road	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1252523	43.72314249
12/10/2024 19:00	There needs to be some sort of traffic light (maybe just a signal during school pick-up and drop off times) that allows safety at this intersection. The new turn lane is helpful, but not solving the issue of congestion and traffic flow onto the Hwy, especially during high use times.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109572	43.73330878
12/10/2024 19:00	I live near Hatch's Corner off the highway, I am 4 miles from Driggs but for me to safely ride to town I have to ride up to Stateline Rd and come down Ski Hill which is 10 miles. If there was a path along the highway I would ride much more. Even a path off 2500N and connecting to Ski Hill would be a big improvement for me or a path from 2500N into town would be nice.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0468889	43.75795403

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	This two-way entrance/exit to this undersized parking lot is a huge issue. Not only are the parking spaces to close together (laterally--to where it's difficult to pull out of a spot or pass by an oncoming vehicle within the lot without hitting a parked car), but turning out of the lot toward the traffic light is challenging and unsafe. It is difficult to see traffic oncoming from the east, which is made even more unsafe in the winter when City plowing piles up snow at the back of the "Buffalo Building" so it's impossible to safely pull out of the this parking lot. Please consider at least re-drawing the lines within the lot to provide more "space" to drive, or one-way exit/entrance to the lot once the new buildings are completed.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1118284	43.72325942
12/10/2024 19:00		Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Consider removing on-street parking within a block or more of the stop light in Driggs to create better sight lines, turning lanes, better safety for parked cars, pedestrian crossings, etc. The addition of a bike lane could also address comments about lack of safety for bikers in the downtown area.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110666	43.72336759
12/10/2024 19:00	We need a bus stop at the corner of ski hill and cemetery road.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0909041	43.72296754
12/10/2024 19:00	This road was built narrow and is not being used as originally intended (I think). It is now a major thoroughfare to the school as well as a bus route, which is exacerbated by on-street parking. Absolutely no on-street parking needs to be enforced in this neighborhood so that two vehicles can pass by each other on this roadway.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0908428	43.73267774
12/10/2024 19:00	Need a ski hill road crossing zone and possible a sidewalk on ski hill road to connect residential neighborhoods to the Teton creek trail.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.090637	43.7233528
12/10/2024 19:00	Need bus service connections (commuter and Targhee Shuttle) to Valley Centre (bus barn location).	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1117554	43.74361213
12/10/2024 19:00	The crosswalks servicing the bike path along 2 nd street need clearer markings. Currently, there is no stop sign at the intersection of 2nd and Wallace for vehicles traveling east /west, which often leads to speeding down Wallace Ave between 1st and 3rd. The pathway is a well used access point to City Park, frequented by walkers, cyclists, ballplayers, kids and adults. If installing a new stop sign at this corner for vehicle traffic is not an option, enhancing the visibility of the crosswalk with stripes would be a good alternative. I would also suggest striping the crosswalk on Little avenue that leads to Lyons park while you are at it.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1070278	43.72450645
12/10/2024 19:00	close entry/exit to post office and barrels and bins for parking, both activity's are dangerous to pedestrians because of line of site in all directions. traffic flow into the grocery store: southern most should be exit only because left hand turns from south traffic block flow northerly. direct flow for entry at bank with entrance south of the exit for left's so both can happen at same time. Aquire swamp land between trailer park and bank for rotary with a business district bypass. (dump, gravel pit, and recreation traffic to ski hill road). add bypass behind grocery as far north and south as possible for through traffic on west side. this does not discourage anyone from visiting local business and keeps construction and trough traffic moving	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	The farmers market is a nightmare and I have had multiple people jump out in front of me without looking and almost hit them.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Bike Path ends.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109669	43.71972366
12/10/2024 19:00	Always in support of public transportation integration. I would also like to make the suggestion of bike rentals for the bike path and around town (systems that you see in bigger towns. I think they are credit/debit card activated?) Thank you for putting this together!	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	We could really use a safe route into town from 2500N. Going "up and around" on ski hill ads quite a bit of distance and the highway is dangerous. A bike path from 2500 over to the Le Grand Pierre would be very helpful.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0688043	43.75766022
12/10/2024 19:00	Love this river corridor path!! Thank you!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0847879	43.72384475
12/10/2024 19:00	Make every intersection a uniform 4-Way Stop from Wallace to Ross, 1st to 5th. The traffic that spills out from the schools and into / out of newer subdivisons to the east during commuter times are causing speeding on surface streets not regulated or regulated intermittently by stop signs. This is causing "shortcutting" by drivers speeding across streets in order to access longer street sections without stop signs. (e.g. 1st street between Howard Ave and Ski Hill, Howard Ave between 2nd and 5th, Ashley between 1st and 3rd, Ross between 1st and 5th, 5th between Ski Hill and Howard, Wallace between 1st and 3rd)	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1031294	43.72720887
12/10/2024 19:00	The crosswalk signal buttons dont work half the time. When they do work the "walk now" sign changes to "dont walk" before you can get halfway across the road. I was yelled at for walking in the crosswalk and the driver had to wait all of 2 seconds before he could make a right hand turn.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.110983	43.72316793
12/10/2024 19:00	It's been a while but electric bikes on the sidewalk are a danger to pedestrians.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111546	43.72301286
12/10/2024 19:00	A speed dip would discourage speeding, not stopping at stop sign. A real issue on school mornings. I live on this corner.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0907536	43.7302722
12/10/2024 19:00	The intersection does not allow for bike users to cross from the bike lane west of the intersection to the bike lane to the east of the intersection. left turn users from ski hill road do not yield to bike users going straight at the light. Aside from this, the entire downtown area is not user friendly towards bikes. there are interconnecting pathways on the north and south ends of town, but riding your bike in between the two feels like either a suicide mission or a very inefficient ride through damaged/poorly routed/poorly maintained pathways from E Ross Ave to anywhere in town.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110634	43.72449221
12/10/2024 19:00	the bike path here is in bad shape from frost/tree roots.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0908557	43.72692976
12/10/2024 19:00	Bikers should not be allowed on sidewalks, especially when hidden behind high profile trucks. Specifically turning into the post office from main street. I had an accident with a biker. I was northbound, making a left turn into the post office and a biker actually ran into the side of my car as they were riding southbound on the sidewalk. They couldn't see me, I couldn't see them. I got sued by the way and had to pay out even though they hit my car. I stopped. Bikes and e-bikes have no business being on pedestrian sidewalks on Main Street	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Turning lanes are needed. Too much passing on the right is dangerous and ILLEGAL	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	This crosswalk needs better daylighting, ie... no vehicle parking within 10 feet or so of crosswalk. Since a raised table crosswalk is probably not possible with ITD plowing in winter, perhaps in summer for visibility we could have four hi-vis cones placed 5 feet out from the curbs where the pedestrians stand waiting to cross. We could also use 1 inch high x 1 foot wide rubber strips along the side edges of the crosswalk across the street so drivers get a tactile indication of where that crosswalk is. It will help them remember exactly where to look for pedestrians next time they pass. Thanks	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110728	43.72217352

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	The bike path needs to have some freshly painted green striping in front of Grand Rental and other businesses along this stretch of trail. Drives do not realize it is a bike path. Thanks	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.110987	43.71730495
12/10/2024 19:00	The speed limit of 45mph is too high for this HAWK crossing to function properly. The compliance of drivers stopping at that speed is very low, and when a vehicle finally stops for you in one direction another may not from the opposite direction. Thanks	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1107295	43.70899655
12/10/2024 19:00	Keep the speed limit low through this crosswalk so drivers will comply and stop for cyclists and pedestrians. Thanks	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109937	43.7360414
12/10/2024 19:00	It would be nice if there was a vehicle or pedestrian bridge across the Teton River to be able to access town from the east side by bicycle. Thanks	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1008657	43.71397921
12/10/2024 19:00	It would be wonderful if the bike path continued on the old historic railroad bed into town so we could access Broulim's and other business without having to cross highway 33 twice. This would be much safer. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1119056	43.71015598
12/10/2024 19:00	The property owner is currently closing off this pedestrian / cycling access so we need a Teton Creek bridge north of this location to connect into town from this east side. Thanks	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1012895	43.70907411
12/10/2024 19:00	This bike path needs to be continued north to Tetonia so all those folks will have biking access to town. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1111278	43.74109157
12/10/2024 19:00	The current safest bike route to Tetonia is on the dirt farm roads north of here. To make this connect safely to Driggs a bike path needs access through Tributary to the town of Driggs so cyclist do not have to go out on the highway to get there. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1210211	43.74528196
12/10/2024 19:00	We need a crosswalk in this location for pedestrians and cyclists to get over to South Bates Rd. and the new housing built across the street. Thanks	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110715	43.7121762
12/10/2024 19:00	Next time we redo main street we should add protected, above curb, bike lanes on both sides for the street. This would be much safer than mixing vehicles and cyclists on the street. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1110064	43.72132788
12/10/2024 19:00	This is the old abandoned rail bed. It would make a much safer route for cyclists coming to town from the south. An opportunity.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1137349	43.71804646
12/10/2024 19:00	All of the crosswalks near our the schools should be raise table crosswalks that help promote good slow driving habits around the schools. Some drivers will chose to avoid the school streets with these raised crosswalks which will also reduce traffic near the schools making it safer for children.	Road crossing (e.g., lighting,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1071253	43.7272709
12/10/2024 19:00	The crosswalk which leads from Rendezvous Elementary School across Hwy 33 to access Primrose park is not well marked. Paint on the hwy is almost completely gone. Freshly painted crosswalk and a crossing sign with flashing lights that can be activated with a button would make it WAY safer for my kids who cross the highway here after school to get to soccer practice. Thank you!	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Need a more visible crosswalk here! Kids cross the road here to go from school to athletics, etc at Primrose park. It's not well marked and often vehicles do not stop. A bright sign with flashing lights and new crosswalk paint on the highway please!	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110902	43.7270291
12/10/2024 19:00	Dangerous intersection! I have seen several bad accidents and near misses here since the turn lane was put in. When vehicles are turning east from the southbound lane they block the view of vehicles waiting to turn back onto the hwy and sometimes, because they've been waiting so long, vehicles will pull out at the wrong time and cause an accident or near accident. A roundabout and better/visible signage about a school zone would help the flow and safety of traffic.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106611	43.73335529
12/10/2024 19:00	Very backed up in the mornings at school drop off time. Roundabout?	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1009802	43.73020116

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	The bike path here is heavily used by students going to and from school. It's on the same side of the road as the access points to Driggs Elementary School. Vehicles entering and exiting the school do not always look for bike path users. Why not have the bike path on the other side of the road where the bikers don't need to cross the entry/exit areas for the school?	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0971857	43.73738634
12/10/2024 19:00		Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/11/2024 19:00	Left turn into Braulims on the south end has no turn lane which creates a bottleneck	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110228	43.71963228
12/11/2024 19:00	Terrifying crosswalk - cannot see pedestrians in summer	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111062	43.72217742
12/11/2024 19:00	Lots of ppl slamming on brakes to turn or bc someone in front of them is turning	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1103771	43.6940412
12/11/2024 19:00	Lots of pedestrians on the west side of the road - probs need at least a sidewalk. Seems like ppl don't want to cross the road to use the existing bike path on the east side? Unsure of the root cause but unsafe for pedestrians on the side of the road regardless.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1112162	43.71775889
12/11/2024 19:00	Yay traffic calming dips to make drivers actually go the speed limit	Safety (e.g., unsafe to use, cr	Positive (e.g., works well, fun	Motor vehicle (e.g., daily driv	-111.1031758	43.72307509
12/11/2024 19:00	So much bottleneck traffic. Consider alternate route improvement to punt traffic flow *around* town instead of through it	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1104347	43.72311978
12/11/2024 19:00	Poor lighting and sometimes poor line of sight. Trying to use the crosswalk by Citizen 33 to the Quik Way at night is difficult. The lighting is poor, cars are accelerating going northbound and don't always stop for pedestrians. Cars going southbound are often still going fast and don't always stop. There are often cars parked on the west side of the road blocking the line of sight of pedestrians from southbound cars. A pedestrian activated flashing sign and better lighting would make this a more viable crossing.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109907	43.72861821
12/11/2024 19:00	There is so much speeding on 2500N between 33 and Stateline, its ridiculous. Also, a great deal of speeding on Grand Teton Road between 2500N and 4000N. I have almost been hit multiple times on Grand Teton Road while walking my dog.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0695267	43.76972573
12/11/2024 19:00	There are no speed limit signs for this densely populated neighborhood, along with tight curves on Valley Centre Drive, faded paint and lack of signage at crosswalk at Honeysuckle Loop at the school bus stop. Sidewalks are not cleared of snow, resulting in pedestrians - including elderly and kids going to and from the bus - having to walk in the roadway. There have been many near misses. Jumping into snowdrifts at 73 to avoid getting hit by cars is no fun!	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1138154	43.74432522
12/11/2024 19:00	The extension of the bike path on cemetary road has been awesome. In the summer I was able to commute to work in downtown Driggs by bike 3-4 days each week. I would love to extend that bike path or add a sidewalk to the rest of cemetary road and south down 1000 East. I ride bikes with my kids and the traffic to the dump and big trucks going to the quarry and Avail construction at that intersection of cemetary road and 1000 E is always a bit rough. That may be just outside of city limits. On other related traffic issues, the reconstruction of Wallace Ave turned out beautifully! I like to well defined parking stalls there. In general I support more pedestrian/bike paths and would love to see some developed around Driggs Elementary school so it can become more of the norm to have kids bike to school.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0896326	43.72294204
12/11/2024 19:00	33 needs a bike bath from driggs to tetonia	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1115271	43.76880737
12/11/2024 19:00	Near impossible to make a left turn onto 33 during rush hour.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1105611	43.68511865

Date	Additional Details	Topic	Experience	User Group	x	y
12/11/2024 17:00	I am skeptical (for safety reasons) about riding my bike around Driggs's, crossing the highway to get on the bike path to Victor, and the lack of a path from Tetonia to Driggs.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/12/2024 19:00	The Bike Lanes on Ski Hill Road have been left un-striped for several summers in a row in the past. Also, several years ago the striping was done in August, near the end of the busy summer season when the stripes are most needed. Not having the Bike Lanes striped every summer, and early in the summer is a very big safety issue for vulnerable users on Ski Hill Road, the County's busiest and most economically important 3 miles of road. Please ensure all Bike Lanes are striped every spring.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0877193	43.72559036
12/12/2024 19:00	The high number of fine-particulate spewing diesel dump trucks and belly dump trucks along Little Avenue, going to and from the gravel pits at the dump, is having major negative health consequences and negative impacts on the quality of life in Driggs. Please identify and implement an alternative route or two, possibly a northern route and a southern route, aka a truck route, around Driggs.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1043454	43.72312813
12/12/2024 19:00	This is the only traffic light in town but with the high pedestrian and cyclist count we should program it to include an LPI, Leading Pedestrian Interval, which gives the pedestrians a 5 to 7 second head start across the street so vehicle drivers can see their movements before they get green. Thanks	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.111044	43.72308361
12/12/2024 19:00	Looking forward, having protected bike lanes and protected intersections on Main Street would make downtown more pedestrian and cycling friendly which would increase the commercial viability of our downtown. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1110044	43.72301092
12/12/2024 19:00		Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1113872	43.72322372
12/12/2024 19:00		Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1111761	43.69424585
12/13/2024 19:00	Plowed Pathways Please look for opportunities to plow more paved pathways. People need and want a safe place to walk and walk their dogs in the winter and it's much more enjoyable to walk or run on a plowed surface than it is on a groomed ski trail. Ski trails are usually softer, plus footprints sink in and damage the groomed trail.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0908977	43.73074356
12/13/2024 19:00		Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111417	43.73016437
12/13/2024 19:00	It is unclear if the farthest right lane is a turnlane or parking, or ???, (going north on 33, turning right onto Little). A lot of folks use it as a turn lane	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108242	43.72292757
12/13/2024 19:00	Driggs tire is often blocking the sidewalk completely with vehicles.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109443	43.72610337
12/13/2024 19:00	There is no ramp for a wheelchair in front of the church between the church and the park.	Accessibility/ADA compliance (e	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1086355	43.72598552
12/13/2024 19:00	This crossing is very safe and well functioning!	Road crossing (e.g., lighting,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1089359	43.72302681
12/13/2024 19:00	This is not a good option for a commercial truck reroute.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1012798	43.71583102
12/13/2024 19:00	Can we create a commericial truck reroute to the dump/gravel pits that do not go through town? We constantly have garbage, debris, dust, and noise, that is affecting our downtown. This intersection in particular is spicy. People are gathering speed headed out of town, large trucks coming from the West and the south and folks coming into town... Add in highschoolers and its a real mess	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1016231	43.72295238
12/13/2024 19:00	This is a commonly used terminus for a long road/gravel cycling route. You start in town then take stateline north. Then folks use country roads from Tetonia, to here, then out to the highway via indian sunset. Can we connect this to the bike path that terminates at the bottom of Valley Center? Biking on the highway is super sketchy and makes what is otherwise a nice ride, very hazardous	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424

Date	Additional Details	Topic	Experience	User Group	x	y
12/13/2024 19:00	This entire parking lot area is so unsafe to drive or walk during rush hour. Many people are using the post office parking lot as a cut-through. There is only one stopsign, headed north. Maybe we need two more?	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1120129	43.72166056
12/13/2024 19:00	A left hand turn lane would alleviate the bottleneck that happens here as folks turn left into Broulims.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110884	43.71976655
12/13/2024 19:00	This parking lot needs a clear entry and exit.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1124528	43.72297869
12/13/2024 19:00	This parking lot seems small and a lot of people are using it to cut through north. it is unsafe as a user in a vehicle or as a pedestrian	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1118466	43.72340672
12/13/2024 19:00	Ths crosswalk need more clear, or better connectivity to the sidewalk on the north. A blinking indicator might help!	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1011124	43.72320815
12/13/2024 19:00	Can we restablish this bridge ? This is easily the most beautiful section of creek. and there is no access	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1010266	43.71381006
12/13/2024 19:00	Please please please connect the bike path here! It is so beautiful but totally in accessible in mud/snow	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1017669	43.7116108
12/13/2024 19:00	I LOVE this walking path to the creek. However the enjoyment is lessened by the sound and dust of gravel trucks, plus loose trash and debris from folks making dump runs. I have found a few bottles of urine along the road here...	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0874063	43.72295701
12/14/2024 19:00	Such a scary road for a bike!	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1181766	43.7231386
12/16/2024 19:00	I have experienced pedestrian safety issues at the crosswalk near The Wardrobe. The parking near the crosswalk makes seeing pedestrians difficult, and motorists are often accelerating out of town and not paying attention/texting at this point.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109648	43.72130528
12/18/2024 19:00	sight lines are challenging due to curves in the road from the west and this is already an intersection with three other roads intersecting within a relatively short distance (Double Rainbow Loop, Miller Ranch and Telemark Trail. To the North, there is also a primary entrance to Targhee Ranch. Difficult to see turn(s) especially at night and this is a major Wildlife corridor especially with a seasonal creek running between Targhee Ranch Ski Hill Ranch subdivisions. This path is also requented by Nordic skiers to access pasts west of Ski Hill and Miller Ranch subdivisions. Have personnally seen two accidents within the past two years at this point. Not in the valley currently so am unable to submit photo. Will attempt to do so b4 the deadline.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0729346	43.73762967
12/18/2024 19:00	La Grande Pierre needs to connect with ski hill road. With the schools and the traffic in this area we need one more way to exit without driving through the neighborhoods.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0754705	43.73796643
12/18/2024 19:00		Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108928	43.73344057
12/18/2024 19:00	There should be Reminders going east on Ski Hill Road about the speed limit when you have first turned off 33.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1094165	43.72307489
12/19/2024 19:00		Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0727435	43.73748004
12/19/2024 19:00	I would like to see the unfinished part of Legrand Pierre stay as a pathway. At the very least, it should have 25 mile an hour speed limit with speed bumps or troughs	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/20/2024 19:00	The full width of Ski Hill Rd. is not plowed at the intersection with the south end of Aspen Meadows Rd. This causes a hazard as vehicles traveling southbound on Ski Hill at this intersection are forced to cross the double yellow line and travel partially in the left turn lane that northbound vehicles use to turn onto Aspen Meadows.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0892678	43.72429387

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/20/2024 19:00	I cannot support an extension of Booshway south to Ski Hill Rd. An extension would have a significant negative impact on the quality of life, property values, and safety of the Driggs neighbors that would have a new road built literally through their backyards and in some instances though their existing homes/buildings. It would have a significant negative impact on the ability of Driggs residents (especially children) to safely use Shoshoni Plains Park South. Such a road would likely be expensive and logistically impractical given the realities on the ground: the built environment (Stone Ridge Townhomes, Teton Valley Cabins, and the church at 500 Ski Hill Rd), the mature trees , landscaping & berms on the western edge of Stone Ridge, the Shoshoni Plans South city park, and the fact that any such road would be crossing land that is within Driggs City and Teton County jurisdictions.	Traffic flow (e.g., bottlenecks	Positive (e.g., works well, fun	Motor vehicle (e.g., daily driv	-111.0908557	43.72828896
12/20/2024 19:00	The addition of a Grand Targhee Shuttle Stop in this area would be a great improvement serving the Driggs residents in Stone Ridge Townhomes as well as our neighbors on Aspen Meadows Rd. and across Ski Hill Rd at Aspen Point.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0890318	43.72458579
12/20/2024 19:00	Complete La Grand Pierre to ski hill Road. This would eliminate large construction vehicles, commute traffic that exceed speed limits and avoid stop signs, and school traffic from driving through the Powder Valley condominiums and the entire Shoshone Plains subdivision.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/20/2024 19:00	I strongly oppose extending Booshway south to Ski Hill Rd. That road extension would substantially degrade the quality of life, property values, and safety of our neighborhood and impair our ability to safely use Shoshoni Plains Park South. The City previously denied extending that road for the preceding reasons and others.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.089933	43.72437506
12/20/2024 20:00	Please consider adding a Targhee Shuttle stop in the Stone Ridge subdivision as this will significantly reduce the traffic on Ski Hill road in the winter.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0905921	43.72428756
12/22/2024 19:00	Part of the 2025 Transportation Master Plan is the "Driggs Transportation Plan" August 2007 - UPDATED November 2019, Resolution No 358-19. This document shows that Booshway Rd is to be extended south and connect with Ski Hill Road. This would go through the Stone Ridge Townhouse Complex and the church property located on the corner on Ski Hill Road. Extending Booshway in this manner isn't feasible and needs to be deleted from incorporation into the 2025 Transportation Master Plan.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0905925	43.72302982
12/25/2024 19:00	I'm writing to urge you to establish a bike/pedestrian pathway from the South end of Booshway to Ski Hill Rd to connect existing not- motorized routes and to strongly oppose any attempt to extend Booshway South to Ski Hil Rd for motorized vehicles. extending Booshway would radically degrade the quiet and safe nature of that area, the quality of life, and property values for current residents of Booshway, Shoshone Plains, and the Aspen Meadows community. I also encourage you to do whatever you can to promote the establishment of a Targhee bus stop near the Ski Hill Rd/Cemetery Rd intersection to serve the Stone Ridge, Aspen Meadows, and Aspen Point residents and visitors .	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0909507	43.72721554
12/27/2024 19:00	I'm overall concerned about the reopening of the La Grande Pierre Ave and particularly where it intersects with Ski Hill Rd. For me the issue of visibility, safety, and wildlife are the biggest concerns. I hope this is addressed and it is not reopened for the safety of drivers, cyclists, and wildlife.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0730259	43.73756646

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/30/2024 19:00	I would suggest a designated right turn lane to go east on East Little from northbound 33 to help with the traffic backup, that would unfortunately require elimination of some street parking on 33.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108959	43.72304755
12/30/2024 19:00	I would suggest a designated right turn lane to go from westbound East Little to northbound 33 to help with the traffic backup on East Little. Most cars want to turn right but they are held up by the few that wish to straight through the light.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108205	43.72315494
12/30/2024 19:00	There needs to be more speed control on the “road” that crosses in front of Ace Hardware and the Post Office. People go very fast, making it very dangerous to back out of spots that are directly in front of the businesses between Ace Hardware and Broulims.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1124636	43.72297249
12/30/2024 19:00	I oppose an extension of Booshway to Ski Hill Road. Currently, there is a lovely park and neighborhoods south of the park that see a lot of animal life. If a road were built through it would impact the public safety of children and families that rely on the park. That is, if the park could even be maintained once adding 2 lanes of traffic. Animals, like moose, would be endangered. Finally, a road is not feasible, as it cuts through county as well as city land, and, as platted, cuts through existing structures of the townhouses in Stone Ridge and the Headwaters School/Church.	Traffic flow (e.g., bottlenecks	Positive (e.g., works well, fun	Motor vehicle (e.g., daily driv	-111.0908097	43.72683064
12/30/2024 19:00	Snow plowing of the turn lane onto Aspen Meadows Rd needs to be done better. The lanes are not plowed sufficiently such that southbound traffic often has to drive into the turn lane creating a possible head on collision with vehicles waiting to turn left.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.089265	43.72428799
12/30/2024 19:00	I appreciate the extension of the bike path past Ski Hill Road up Cemetery Rd. It would be great if it extended even further East.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0900833	43.72294123
12/30/2024 19:00	It may be county land, but it would be great if Cemetery Road were paved all the way to the Transfer Station coming from Ski Hill Road.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0809794	43.72310677
12/30/2024 19:00	It would be great to add a shuttle stop here	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0891099	43.72435155
1/1/2025 19:00	I cannot support an extension of Booshway south to Ski Hill Rd. An extension would have a significant negative impact on the quality of life, property values, and safety of the Driggs neighbors that would have a new road built literally through their backyards and in some instances though their existing homes/buildings. It would have a significant negative impact on the ability of Driggs residents (especially children) to safely use Shoshoni Plains Park South. Such a road would be expensive and logistically impractical given the realities on the ground: the built environment (Stone Ridge Townhomes, Teton Valley Cabins, and the church at 500 Ski Hill Rd), the mature trees , landscaping & berms on the western edge of Stone Ridge, the Shoshoni Plans South city park, and the fact that any such road would be crossing land that is within Driggs City and Teton County jurisdictions.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
1/7/2025 19:00	This road needs to finally be developed as long-envisioned as a thru-route to Ski Hill Road	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0901167	43.73758207
1/7/2025 19:00	Large trucks going down Little Avenue create a safety hazard for everyone.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.107936	43.72321445
1/7/2025 19:00	Every pedestrian crossing should have a lighted strip across the roadway as well as a sign & pole & button to push to make the lighted strip start blinking. Blinking lights on a pole are not enough.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111546	43.72132255
1/7/2025 19:00	It seems to take a long time for missing signs and/or burned out streetlights to be repaired. We know this most likely caused by a lack of personnel, but wish it could be different.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1070777	43.71132847
1/7/2025 19:00	We appreciate the City's pathway plowing!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1083222	43.72317714

Date	Additional Details	Topic	Experience	User Group	x	y
1/7/2025 19:00	This intersection is mainly a problem at commuter times after school and probably before school. I think a roundabout would be a great improvement here. I also think the speed limit should be reduced from the current 45mph down to 35mph or maybe 25mph.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108455	43.73337418
1/7/2025 19:00	This is not a current problem, but I have deep concerns about this intersection, should LeGrand Pierre become a motor vehicle road between Paiute and Ski Hill Rd. I think the extreme angle would creat visibility issues for vehicles trying to pull out onto Ski Hill Rd. I also think it will create problems for residents of Ski Hill Ranch, Miller Ranch, and Redtail, as it would add another source of cars pulling out onto Ski Hill Rd and would congest the existing intersections and make it difficult for residents to enter Ski Hill Rd. I also have concerns for the pedestrians and wildlife that currently utilize this corridor between Miller Ranch and Ski Hill Ranch. Just this morning(1/7/25) there were two sets of moose tracks and numerous deer tracks that crossed Legrande Pierre in the section called Powder Valley Lane on the map.This area is a beloved pedestrian recreation zone, and is also utilized by the local elk herd every winter. I would hate to see it ruined by a motor vehicle road.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0729165	43.73757751
1/7/2025 19:00	The undeveloped section of Legrande Pierre and the groomed ski trails in the surrounding fields (maintained by TVTAP) are wonderful recreation areas that accommodate a variety of users. I hope the city of Driggs and Teton County can purchase this land and preserve it for recreation and wildlife, as open space is rapidly diminishing in Teton County. I feel preserving this land should be a priority in the very near future, and that Legrande Pierre/Powder Valley Lane should NOT become a motor vehicle road.	Other (e.g., weather, drainage,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0817588	43.73756172
1/8/2025 19:00	The high volume of gravel trucks on Little Avenue is concerning. Besides the noise, fumes, spilled rocks and additional congestion, it is not safe for pedestrians and other motorists.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1092878	43.72315242
1/8/2025 19:00	Tsurvey is poorly designed. why can only one location can be indicated on the aerial? Why can a person not be a motor vehicle user and a non-motorized user? Why can only one topic be checked? Under experience, positive and negative are the choices, but what do these responses apply too? Extension of Le Grande Pierre - I understand a r.o.w. is in place, I understand the current master plan speaks to the extension of this road (albeit with no explanation as to why this road should be extended). the road will intersect with Ski Hill at an acute angle, this is an unsafe condition. The road would be just +/-150' from Double Rainbow, this is less than common intersection spacing standards. Cars will be competing for access to Ski Hill, a very unsafe condition. The extension will create three intersections in +/- 650' when considering Telemark Trail. the cost to build and maintain this road will be significant. Please consider other alternatives.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0723119	43.73787935

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
1/8/2025 19:00	I am against the extension of La Grand Pierre. My concerns are the cars using Double Rainbow and cars using the potential extension colliding with one another and/or with a car on Ski Hill Road. Having 2 access points, so close together, onto Ski Hill Road is a mistake. The proposed intersection is awkward and forced in a small area. It is an unsafe choice and would put many of us at risk of an accident on a daily basis. In addition to the safety issue, I am concerned about wildlife in the area. I live on Rainbow Loop and often see deer, elk and moose just off of Double Rainbow (and Rainbow Loop) crossing the proposed road extension. It would be a shame to further encroach their routes. Also, many folks use the current old dirt old for walking and biking, it gets a lot of use in fact. I really hope that you consider these concerns when making your decision. For those of us in the Rainbow neighborhood it would be a daily negative experience having the La Grand Pierre road extended:(	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0731014	43.73770263
1/7/2025 19:00	My concern has to do with the possibility of Legrande Pierre being extended all the way east to Ski Hill Rd. If this were to happen, the amount of traffic passing in front of Teton Middle School and Driggs Elementary School during morning drop-off and afternoon pick-up would greatly increase due to traffic on the way to and from Grand Targhee during winter months. I believe this potentially huge increase in traffic and the likelihood of cars exceeding the 25mph speed limit could pose a serious danger to kids and families on their way to and from school, and will also increase congestion in an already congested area.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0983421	43.73753267
1/8/2025 19:00	I greatly appreciate the numerous bike paths in Teton County. They help me feel at ease allowing my child to ride her bike or walk to school without parental supervision. Thanks.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0942704	43.73744943
1/9/2025 19:00	I own rental homes near this intersection and have witnessed excessive and dangerous speeding all day long, everyday on Little Avenue. This intersection needs a roundabout.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1010824	43.7230661
1/9/2025 19:00	Too many large trucks racing through the middle of town	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
1/9/2025 19:00	I live at 460 E Little Ave (Between 4th and 5th on E Little Ave). The 4th street intersection is the last speed dip on E Little Ave. After 4th, traffic begins to immediately accelerate to 45+ mph as E Little Ave turns into ski hill. By the time they pass my house the are going 45 mph with no dip over 5th street. This intersection is extremely busy with large trucks and school students. Accidents are very frequent here. When a Sheriff decides to sit in front of my house, it takes no more than 5 minutes to pull someone over. Ski Hills speed limit has also been reduced to 35 mph. All these reasons would justify putting in a roundabout, speed bump or ditch at the 5th and E little Ave intersection. I would also recommend a new digital speed check sign for Eastbound Traffic just past 5th street. There is already one on the West bound side. Thanks to Staff for giving us a chance to be heard!	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011026	43.72298785
1/9/2025 18:00	People drive really fast in this section I believe some speed dips similar to north 5th would be great on south 5th also	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1002454	43.71892627
1/9/2025 20:00	I would be nice to have a slower flow of traffic through this intersection.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011425	43.72300821

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
1/9/2025 19:00	It would be good to extend Legrande Pierre Road through to Ski Hill Road. This would allow an alternate route for resort traffic without going right through town. There seems to be enough room to build a decent road here, which would lighten the traffic through existing neighborhoods like Wind River Trail.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0890854	43.73756851
1/9/2025 19:00	For long term planning, there may need to be a traffic light here if Legrande Pierre Ave is extended through to ski hill road - would be a good way to split some traffic off main street.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0728419	43.73762277
1/9/2025 19:00	The split of ski hill road and cemetery road would be a good spot for another stop on the Targhee shuttle.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0905445	43.7231563
1/10/2025 19:00	I am a homeowner on on the intersection of Little and 5th. Throughout the year the number of cars that come speeding through the intersection at 5th street, both from Ski Hill Road and from Little is absolutely absurd. It would be great if there was a speed dip or a roundabout or some way to slow down the speed of cars. This is especially frightening in the winter months when there is snow and ice on the ground as I fear a speeding car could hit an icy patch and careen off the road into someone's house.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1022659	43.72306626
1/10/2025 19:00	I have heard plans of turning 5th into a truck route to bypass downtown. That would be absurd, please don't do that. A perfect truck route would utilize 1000 E.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1012036	43.72161562
1/10/2025 19:00	I rent a house on Little Ave between 4th and 5th streets. People speed after they pass the 4th street dip because there is no dip on 5th street. I would recommend adding a dip on 5th street to slow people down. Thank you!	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1012304	43.72307174
1/10/2025 19:00	Excessive speeding. Need a way to slow down traffic at this busy intersection.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1010051	43.72298184
1/10/2025 19:00	lots of traffic speeding on Fremont. People (especially high school kids) use this as a cut through to bypass going to the stoplight.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1031362	43.7216575
1/10/2025 19:00	there is a large street light on a pole on 3rd and Fremont. It is extremely bright. Please change the bulb like the other lights on Little, and 5th were, to accommodate the dark sky ordinance in Driggs.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1050767	43.72167765
1/10/2025 19:00	small section of road between Ski Hill and Fremont needs paved.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1031214	43.72189554
1/10/2025 19:00	Fremont needs paved between 3rd and 5th.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1025555	43.72166602
1/10/2025 19:00	5th needs paved south of Ski Hill.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011822	43.72142952

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/5/2024 19:00		Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110473	43.71997259
12/5/2024 19:00	Challenging to make left turn motions in multiple locations; hard to see with cars parked close to the intersection.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1113746	43.72263135
12/5/2024 19:00	I live near the intersection of Little and 5th. Vehicles coming down Ski Hill are speeding into town at above the speed limit. There is a speed reader and I routinely witness around 45. Also, leaving town, once vehicles clear the last speed control dip, they accelerate up Ski Hill. Could we extend the speed control dips in the road up to 5th? Also, we could extend lower speed limits further up Ski Hill.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1009208	43.72284405
12/5/2024 19:00	Highway 33 is a nightmare. Way too many accidents...especially fatalities. We need a dedicate turn lane for the entirety from Victor to Driggs ... maybe even to Tetonia. To make a left turn onto 33 takes forever with all the increased traffic flow. Also..if we repave .... please look at sound dampening asphalt. It makes a huge difference...expecially in a valley like ours.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1054837	43.66960455
12/5/2024 19:00	Intersection needs a roundabout; this would slow down both the traffic coming from Targhee and the traffic leaving town which often accelerates before the higher speed zone. A roundabout would also solve the current problem of uneven traffic flow from various directions at different times (such as before and after school) and make the intersection safer.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011379	43.72297264
12/5/2024 19:00	This area gets very backed up at school pickup times because there are no shoulders or waiting lanes for the school pick-up line. The road needs to be widened in this area and additional lanes added so the people waiting in the school pick-up line don't block the road.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1009086	43.73653122
12/5/2024 19:00	This intersection is very confusing for kids on bikes. If they are coming from the Middle School and heading south, they have been on a bike path but it dead ends right here. Kids, and adults for that matter, don't know how they should cross and transition to continue traveling south. It's also hard for bikes to cross to the south from the end of the bike path, because they are on the wrong side for typical biking road rules, and no one knows who has the ride-of-way. As a result this intersection feels unsafe for kids and it gets really backed up when there are a lot of pedestrians and bikes. This intersection needs to be reconfigured with obvious crossing directions for different users and either a signal or more obvious cross-walk with clear Yield-to patterns.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1009542	43.73020924
12/5/2024 19:00	It is difficult and sometimes impossible to turn left onto the highway here. This intersection is very busy before and after school, since this road provides access to the High School, Middle School, and Elementary School. A roundabout or traffic signal is needed to make this intersection safe.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109615	43.73341101
12/5/2024 19:00	There needs to be a road from here, connecting to Ski Hill Rd to the South.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0908342	43.72844935
12/5/2024 19:00	The bike path just ends here. The bike path needs to connect to the other bike paths!	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1009099	43.71887964
12/5/2024 19:00	The bike path just ends here; it needs to connect to the Teton River Path.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.089013	43.72290576
12/5/2024 19:00	The bike path dead ends here; it needs to connect to the bike path by the Skate Park.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1023623	43.7115301
12/5/2024 19:00	Left turns onto the highway are very difficult along this entire section of Highway north of town. This particular spot is no exception; turning left when heading into town from the Airport is very difficult. A center turn lane is needed for this whole section of Highway.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109722	43.74039928

Date	Additional Details	Topic	Experience	User Group	x	y
12/5/2024 19:00	This intersection is at an unsafe angle. Cars coming from the Airport cannot adequately see cars traveling from Teton Arts Center, as they both head towards the highway. The intersection needs to be realigned at a 90deg angle.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1104653	43.74037409
12/5/2024 17:00	Need for an increase in public transportation. This will decrease traffic flow on Ski Hill Road	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/5/2024 19:00	Please acquire right of way for a proper right turn lane for east bound LeGrand Pierre at 5th street. The current thru lane is aligned with the west bound left turn lane, which I consider to be an invitation for head on collisions.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011446	43.73744521
12/5/2024 19:00	A wonderful area for walking, cross country skiing and cycling. Please maintain this don't increase the traffic by the school.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.087582	43.73754156
12/5/2024 17:00	Way too much dangerous traffic through Shoshone Plains Le grand Pierre needs to be put through to Ski Hill. Immediately development is out of control in the area with schools seems to be on the back burner.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/5/2024 19:00	Heavy congestion and speeding in residential neighborhood during rush hour to the high school.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0882531	43.73221049
12/5/2024 20:00	Just hoping for good airport service and to expand the winter ski bus services too.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/5/2024 19:00	Have nearly been hit several times by vehicles that do not yield on 2nd avenue to traffic on Wallace and Ashley.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1069758	43.7256653
12/5/2024 19:00	During AM commute, difficult to turn left onto 33	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109153	43.73336603
12/5/2024 19:00		Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1116481	43.72146211
12/5/2024 19:00	Brush creates poor sightlines. Frequently very icy in winter. There should be a right turn lane when exiting Ski Hill Road when headed west. Better yet build out Le Grande Pierre. This road is private and collects a lot of school traffic.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0821177	43.73149709
12/5/2024 19:00	A truck route that doesn't go through the downtown area is needed. The frequent gravel trucks utilizing the downtown corridor is not good for businesses or Drigg's downtown experience.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1106986	43.72450608
12/5/2024 19:00		Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110989	43.7133426
12/5/2024 19:00	Love pathways such as this through our town. Keep building them out and connecting them to/through developments.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1054454	43.73465133
12/5/2024 20:00	I think city need more crosswalks over HWY 33.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0902472	43.73855998
12/5/2024 19:00	the traffic calming dips are great	Safety (e.g., unsafe to use, cr	Positive (e.g., works well, fun	Motor vehicle (e.g., daily driv	-111.1070279	43.72317193
12/5/2024 19:00	Crossing here is scary, Perhaps a larger crosswalk crossing flashing sign? When walking from East to West, sometimes drivers headed North and turning into the upcoming parking lots sneak up on you, even when drivers in the main traffic lane headed north are stopped.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111533	43.72217599
12/5/2024 19:00	If there was any way to make a bike path to the Bates Bridge (or beyond) that would be delightful.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1184702	43.72308082
12/5/2024 19:00	Turning left here is hard because of lots of traffic, which is a familiar issue for the entire road, as we all know. Hoping the consultants will have some great ideas, and thank you to the team working on this!	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109737	43.72244147
12/5/2024 19:00	The lanes painted on the highway have not been clearly marked since the turn lane was added. I have had incidents where northbound traffic is driving in the turn lane and almost caused a head on collision	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109615	43.73352875
12/6/2024 20:00	More safety needed for pedestrians in downtown congested area during events that draw large crowds.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1105259	43.7245151
12/6/2024 19:00	Too many stop signs on 4th impede traffic flow.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1030269	43.72481339
12/6/2024 19:00	Corner of Easy and Cowboy Trail should be a 4 way stop.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0947135	43.7282821
12/6/2024 19:00	A roundabout here would slow Targhee traffic and improve the after school bottleneck.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.101206	43.72297707

Date	Additional Details	Topic	Experience	User Group	x	y
12/6/2024 19:00	Two collector roads merge at Booshway and Ross. The stop sign is on Ross, but vehicles blow through the stop sign, especially after school. Booshway is narrow and often bottlenecks during school pick up and drop off, particularly if it's garbage pick up day or someone is parked on the street.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0908477	43.73039213
12/6/2024 19:00	The opportunity to comment is greatly appreciated and thank to the team for tackling this. With the explosive development, associated equipment, so many new neighbors and more on the way, I feel it is high time to establish designated turning lanes on the major intersections along 33. I dread turning left during large parts of the day. Doing so off 33 blocks everyone behind till opposing traffic clears enough allowing passage. Sometimes this seems to take forever and is testing everyone's patience. Turning left off 2000S though can be downright impossible. Both ways are a mix between traffic jam and aggressive driving/speeding to make up precious time I guess. Definitely quite often a white knuckle experience. I hate to say it but reducing the speed to 45 might at some point be a good idea.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1103406	43.6940287
12/6/2024 19:00	I am an avid walker and biker in and around Driggs. I also have a child that rides her bike or walks to school during nice weather. I would love to have a signal or roundabout at the corner of Ski Hill road and 5th Street to help bikers and pedestrians cross the road. Cars are generally traveling fast at this junction as they head out of town or are coming into town.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1009193	43.72304387
12/6/2024 19:00	I would like a pedestrian signal or way to slow traffic at the corder of short street and highway 33 because it is hard to cross 33 after traveling to town on the bike path. The cross walk north of this is challenging because of all the parked cars and the cars going into the liquor store make it challenging to see. Perhaps a light further south would be helpful.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.11094	43.72125858
12/6/2024 20:00	Too many bike riders not obeying traffic laws	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/7/2024 19:00	Wind River Trail is used as a short cut to get to Ski Hill Rd. This is causing more traffic than usual. Speeding is the main problem. The Sheriff Department have put up radar equipment but that did not seem to work. I'm especially concerned during the winter as not everyone clears the snow on the sidewalk causing people to walk in the street. This area also has kids and people who walk their dogs. The worse time seems to be when the kids are in school. Traffic increases in the morning and afternoon when school begins and ends. Are there still plans to have LeGrand Pierre go all the way through to Ski Hill Rd? Are there any other solutions that can be implemented to reduce the speeding? Possibly setting up the police to issue tickets during the before and after school hours. There is a deep concern for everyone who live in the area especially for the residents on Wind River Trail. Thank you.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0878516	43.73252986
12/7/2024 19:00	Turn lanes needed here in both directions	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106868	43.70916795
12/7/2024 19:00	Large potholes are repaired and then reappear	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/7/2024 19:00	Crosswalk light is good idea, but lights should flash at eye level so pedestrians know they are blinking	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1107212	43.70914313

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/7/2024 19:00	Crosswalk lights are blocked by overhanging tree branches and are not visible to pedestrians	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110484	43.71964827
12/7/2024 19:00	Pedestrian crossing needed here, or at the South Bates Road intersection	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110302	43.71341156
12/7/2024 19:00	Truck route desperately needed to eliminate noise, congestion and danger from heart of Driggs	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/7/2024 19:00	Need official path from Creekside Meadows to Gilroy Lane	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1019793	43.71162249
12/7/2024 19:00	Pave this road to provide viable alternate route to the east - perhaps with a stoplight	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1095882	43.71584343
12/7/2024 19:00	Pave this road to provide an alternate route through town	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011768	43.7209302
12/7/2024 19:00	Re-establish the historic seasonal access across Teton Creek	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1007648	43.71388305
12/7/2024 19:00	Reduce speed limit to 35mph here	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1103778	43.70740589
12/7/2024 19:00	Develop this ROW to provide an alternate route through Driggs	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.073196	43.73765145
12/7/2024 19:00	Great job with snowplowing this path!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1091076	43.7093913
12/7/2024 19:00	A truck route is needed so large, noisy gravel trucks do not go through the heart of town.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/7/2024 19:00	Too many big trucks coming into town on Little Ave/Ski Hill Road. Needs to be an alternative route not through town. They are coming down Ski Hill Road the same time that school traffic is arriving into town - everyone is hitting Ski Hill and 5th Street at the same time.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1010481	43.7228888
12/7/2024 19:00	A truck route is needed so gravel trucks don't have to go thru downtown	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1087497	43.72447856
12/7/2024 19:00	Hiway 33 is a mess if you try to turn into or leave Creekside meadows, WHY CANT THERE NE A TURN LANE? I waited almost 10 minutes his morning trying to get on the hiway while traffic kept flying by. Thanks for listening!	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.70979924
12/7/2024 19:00	Too many left turns made crossing double lines forcing traffic to stop and creating rear end accident opportunities. Also this is a poorly constructed survey. Doesn't allow respondent to give accurate information. It's very vague.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/7/2024 19:00	This area is so difficult at drop off and pick up times. Especially pick up times.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1007834	43.73622229
12/7/2024 19:00	It is so difficult to get out of this neighborhood, especially turning left on to the highway.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106052	43.7090811
12/7/2024 19:00	It is never easy to get out of the neighborhood. Especially turning left on to the highway.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110575	43.71336496
12/7/2024 19:00	I love the lighted crosswalk here for bikes and pedestrians.	Road crossing (e.g., lighting,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1105112	43.70907096
12/7/2024 19:00	It would be so nice if there was a road connection here as another way to get across the creek.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/7/2024 19:00	Angled parking along the street downtown causes cars to have to pull out so far to see when there is a clearing to pull out. It's very difficult to see.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1107904	43.72600795
12/7/2024 19:00	It would be nice if this bridge was replaced so there was another way to get across the creek.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1009018	43.71409212
12/8/2024 19:00	Left turn from highway 33 to Creekside Meadows Ave is dangerous because there is no left turn lane. A stopped vehicle waiting for northbound traffic to pass risks being hit from behind.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1105502	43.70918247
12/8/2024 19:00	If this section had snow removal it would allow bikers and pedestrians to get to frontage road all winter.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1110354	43.70865437
12/8/2024 19:00	Big potholes here make for a more dangerous right turn from south as drivers must slow way down to swing around them, risking being rear ended.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106701	43.70901536
12/8/2024 19:00	The speed limit at this pedestrian crossing of Hwy 33 is 45 mph. Many cars going in either direction exceed that and do not look for pedestrians, even when the warning light is flashing.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1106868	43.70899423

Date	Additional Details	Topic	Experience	User Group	x	y
12/8/2024 19:00	The section of the bike path from Clubmoss to Grande Rental is extremely hazardous because cars looking to turn onto Hwy 33 do not stop before the bike path. Often, particularly when leaving Wydaho Roasters, they do not even stop at the stop before making their turn. When riding south on the bike path, you often find a car blocking the path completely and only looking left for a gap in the traffic.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109915	43.71689572
12/8/2024 19:00	Vehicles consistently ignore pedestrians in the crosswalks on little from fifth to second street. And SO many large trucks using the main downtown / little corridor, I think they should be routed down E Johnson to fifth street to avoid using main & little, would create a much safer downtown area imo.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1060234	43.72308714
12/8/2024 20:00	City should route large truck/construction vehicles east at this location and north on 1000E or Stateline Rd to reach Ski Hill or Targhee in general. Driggs needs a solution that doesn't rely on Main St or Johnson/5th to route industrial traffic through the heart of the city and residential neighborhoods. Thanks	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1097813	43.69400731
12/8/2024 20:00	The city should NOT use Johnson/5th as a way to reroute Hwy33 traffic to Ski Hill/Targhee. This neighborhood is zoned high density residential and conservation - having industrial truck traffic 24/7 is dangerous and contradictory to the City's stated development goals. The city should pursue options that route heavy traffic AROUND the city, not through its neighborhoods and parks. Ex. 2000S —> Stateline Rd or 1000E	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1012377	43.72073534
12/8/2024 20:00	Creekside bike trail connection to Gilroy Ln is incomplete.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1021577	43.71160519
12/8/2024 20:00	New bridge over Teton Creek and connection to bike trail is fantastic. Great work!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0872968	43.72292727
12/8/2024 20:00	Pedestrian crosswalk on Hwy 33 is excellent. Much needed!	Road crossing (e.g., lighting,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/8/2024 20:00	Pls extend 35mph zone farther east. Vehicles are going too fast into/out of city. Lots of new residential development in this area and bike path use as well.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0921811	43.72289579
12/8/2024 20:00	Could use better signage or crosswalk paint for crossing Cemetery to access bike trail.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.085369	43.72299658
12/8/2024 20:00	Awesome bike path to the Skate Park	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/9/2024 19:00	The posted speed limit and lack of designated crosswalk has made it difficult and ineffecient to cross at this intersection when riding bikeso or walking to access S. Bates Rd. and Teton River.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109874	43.71216335
12/9/2024 19:00	However, there are still significant safety concerns at this intersection I have experienced and witnessed South bound including: - other vehicles passing a school bus on the right when dropping off children. - other vehicles passing on the right when turning left into Creekside. - children trying to cross the street into Creekside Meadows Ave. and cars driving faster than the posted speed limit - poor visibility of pedestrians on either corner of Creekside Meadow Ave.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1107835	43.70907235
12/9/2024 19:00	The addition of the lighted and flashing cross walks at this intersection have been positive.	Signage or lighting (e.g., illu	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1108269	43.70897998
12/9/2024 19:00	Driving at the posted speed limit at night makes it very difficult to see wildlife at this cross and I have had close calls with deer and moose in particular.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108281	43.70884381

Date	Additional Details	Topic	Experience	User Group	x	y
12/9/2024 19:00	There is a large pothole that forms every year on N. bound 33, turning right into Creekside. This creates several additional safety concerns including: - close calls of being rear-ended when slowing down to turn as the posted speed limit is 45 and there is no turn lane; and/or cars going around me, passing on the left side of 33 (i.e., S. bound lane of 33) - trying to turn wide to miss the pothole, but this requires turning into the W. bound lane of Creekside Meadows Ave. These issues are significantly exacerbated during the winter with snowy/icy road conditions.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106522	43.70901988
12/9/2024 19:00	I live on little ave. The dump truck traffic is a problem. They all drive too fast and are very loud. They significantly increase traffic impact. (Backing up traffic at the stop light as well.) I have heard talk of providing them with an alternate route that doesn't lead through the center of town... I believe this would greatly improve everyone's experience of little ave/downtown (as a pedestrian, resident, and driver).	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/9/2024 19:00	I would like to see a park and ride parking lot at the intersection of Stateline and Ski HIll. This would encourage carpooling. And provide a bus stop for those that live east of town.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0468113	43.75031061
12/9/2024 19:00	Especially since the 4 day school week, traffic is very backed up at the intersection of Ross and 5th. A roundabout at this intersection would help traffic flow immensely.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1006806	43.73037671
12/9/2024 19:00	The paved walking path here needs to be repaved or re-surfaced as it has significant frost heaves and root damage.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1140645	43.72437426
12/9/2024 19:00	As a resident of Creekside, there is poor visibility in most directions at this pedestrian crosswalk. I drive slower that the poster 25mph and it is still hard to see and/or react to pedestrians that are the path, especially if they are on bikes going fast.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1044378	43.71036291
12/9/2024 19:00	Two large recurring pot holes that will take the bottom off your vehicle with turning onto Creekside Meadows. It is a safety issue as to avoid the giant potholes you have to turn into the left had turn lane. If there is a car in that lane, then there becomes a bottle neck to make the right turn as you have to quickly slow down to take the potholes at a much slower speed.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106595	43.70901778
12/10/2024 19:00	There is tremendous traffic on highway 33 at this light all the way to Victor. The main light in Jackson could have traffic backed up for many cars throughout the day	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Traffic at peak times (7:45 am and 4:30 pm) are very slow	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.111101	43.72385412
12/10/2024 19:00	speed	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.090802	43.73412276
12/10/2024 19:00	neutral, left turn	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108542	43.71573952
12/10/2024 19:00	sidewalk and road improvements	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1096311	43.72457907
12/10/2024 19:00	Can't get the map to work correctly. Problem is Main Street/Little Avenue in mornings during school commute times. Light on Main Street does not stay green long enough backing traffic all the way to 55 mph zone going towards Victor.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Pedestrian access to the intersection is far away from traffic, making it difficult to initiate a safe crossing. Adding pedestrian curbing/sidewalk further into the crossing would help prioritize pedestrian crossing, slow traffic, and improve safety for both pedestrian and vehicle traffic.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110506	43.72865491
12/10/2024 19:00		Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0728527	43.75929994

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	When traveling west on Ski Hill road and planning to turn left onto Cemetery Road, oncoming traffic from Driggs, often travelling in excess of the speed limit, makes this very precarious. There are also a lot of heavy trucks going through this area. This applies for bicycles and for pedestrians trying to cross at this point to access the bike/hiking pathway. Recommend signage with possible flashing light.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0910592	43.7229558
12/10/2024 19:00	Biking along stateline and 250th north a lot of dump trucks go really fast and don't pull over for cyclist	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0778738	43.72667803
12/10/2024 19:00	The cross walks on Main St and parking on Main St make sight lines limited and really tricky to cross or pull out in car. It is really bad for the summer farmers market.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110151	43.72217685
12/10/2024 19:00	Love the new path out to the Teton Creek Trail!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0918642	43.7227393
12/10/2024 19:00	Need for a stop light at the Broulim's intersection. This is the busiest place in town and one cannot turn out of the parking lot to the North. Many people--including myself, turn south and then east to cut through Wells Fargo. Please extend a street through the Wells Fargo lot as a throughway to the Lyon's Park neighborhood. :)	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1111471	43.72065009
12/10/2024 19:00	No bike path to come into town.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.110983	43.75417986
12/10/2024 19:00	Folks turning left into the parking lot back up traffic, have a no left turn off highway there. The same for folks trying to make a left out of the parking lot as well	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110742	43.71954053
12/10/2024 19:00	Easy Street, Cowboy Trail and Howard are all used as a "raceway" to get to the High School and other schools as a work around for the traffic and dips on 5th street. Consider placement of speed checks/bumps within these neighborhoods to discourage speeding through this residential neighborhood that doesn't have sidewalks (with the Wallace Way "subdivision" area).	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.094791	43.72836107
12/10/2024 20:00	Inadequate snow & ice removal create a collision hazard.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.09065	43.72429699
12/10/2024 19:00	Bikers need to stay off main street or at very least obey laws of the road. We frequently travel through Driggs with stock trailers loaded often bikers will cut in front of us to turn or the will ride bike across main road with our yielding or stopping at stop signs. We also have problems with cars passing or pulling out when there is not enough room. Pedisterians need to be more aware of traffic and use provided cross walks. We can't stop instantly like smaller vehicles.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.110963	43.72253985
12/10/2024 19:00	Turn lane to go to Wydaho would be awesome!	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109615	43.716443
12/10/2024 19:00	LOVE the bike lane heading up Ski Hill!	Safety (e.g., unsafe to use, cr	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.109717	43.72311147
12/10/2024 20:00	There needs to be a Targhee Shuttle stop at this location.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.09065	43.72429699
12/10/2024 19:00	Riding a bike out Bates high speed and narrow-ish road	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1252523	43.72314249
12/10/2024 19:00	There needs to be some sort of traffic light (maybe just a signal during school pick-up and drop off times) that allows safety at this intersection. The new turn lane is helpful, but not solving the issue of congestion and traffic flow onto the Hwy, especially during high use times.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1109572	43.73330878
12/10/2024 19:00	I live near Hatch's Corner off the highway, I am 4 miles from Driggs but for me to safely ride to town I have to ride up to Stateline Rd and come down Ski Hill which is 10 miles. If there was a path along the highway I would ride much more. Even a path off 2500N and connecting to Ski Hill would be a big improvement for me or a path from 2500N into town would be nice.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0468889	43.75795403

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	This two-way entrance/exit to this undersized parking lot is a huge issue. Not only are the parking spaces to close together (laterally--to where it's difficult to pull out of a spot or pass by an oncoming vehicle within the lot without hitting a parked car), but turning out of the lot toward the traffic light is challenging and unsafe. It is difficult to see traffic oncoming from the east, which is made even more unsafe in the winter when City plowing piles up snow at the back of the "Buffalo Building" so it's impossible to safely pull out of the this parking lot. Please consider at least re-drawing the lines within the lot to provide more "space" to drive, or one-way exit/entrance to the lot once the new buildings are completed.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1118284	43.72325942
12/10/2024 19:00		Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Consider removing on-street parking within a block or more of the stop light in Driggs to create better sight lines, turning lanes, better safety for parked cars, pedestrian crossings, etc. The addition of a bike lane could also address comments about lack of safety for bikers in the downtown area.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110666	43.72336759
12/10/2024 19:00	We need a bus stop at the corner of ski hill and cemetery road.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0909041	43.72296754
12/10/2024 19:00	This road was built narrow and is not being used as originally intended (I think). It is now a major thoroughfare to the school as well as a bus route, which is exacerbated by on-street parking. Absolutely no on-street parking needs to be enforced in this neighborhood so that two vehicles can pass by each other on this roadway.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0908428	43.73267774
12/10/2024 19:00	Need a ski hill road crossing zone and possible a sidewalk on ski hill road to connect residential neighborhoods to the Teton creek trail.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.090637	43.7233528
12/10/2024 19:00	Need bus service connections (commuter and Targhee Shuttle) to Valley Centre (bus barn location).	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1117554	43.74361213
12/10/2024 19:00	The crosswalks servicing the bike path along 2 nd street need clearer markings. Currently, there is no stop sign at the intersection of 2nd and Wallace for vehicles traveling east /west, which often leads to speeding down Wallace Ave between 1st and 3rd. The pathway is a well used access point to City Park, frequented by walkers, cyclists, ballplayers, kids and adults. If installing a new stop sign at this corner for vehicle traffic is not an option, enhancing the visibility of the crosswalk with stripes would be a good alternative. I would also suggest striping the crosswalk on Little avenue that leads to Lyons park while you are at it.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1070278	43.72450645
12/10/2024 19:00	close entry/exit to post office and barrels and bins for parking, both activity's are dangerous to pedestrians because of line of site in all directions. traffic flow into the grocery store: southern most should be exit only because left hand turns from south traffic block flow northerly. direct flow for entry at bank with entrance south of the exit for left's so both can happen at same time. Aquire swamp land between trailer park and bank for rotary with a business district bypass. (dump, gravel pit, and recreation traffic to ski hill road). add bypass behind grocery as far north and south as possible for through traffic on west side. this does not discourage anyone from visiting local business and keeps construction and trough traffic moving	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	The farmers market is a nightmare and I have had multiple people jump out in front of me without looking and almost hit them.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Bike Path ends.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109669	43.71972366
12/10/2024 19:00	Always in support of public transportation integration. I would also like to make the suggestion of bike rentals for the bike path and around town (systems that you see in bigger towns. I think they are credit/debit card activated?) Thank you for putting this together!	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	We could really use a safe route into town from 2500N. Going "up and around" on ski hill ads quite a bit of distance and the highway is dangerous. A bike path from 2500 over to the Le Grand Pierre would be very helpful.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0688043	43.75766022
12/10/2024 19:00	Love this river corridor path!! Thank you!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0847879	43.72384475
12/10/2024 19:00	Make every intersection a uniform 4-Way Stop from Wallace to Ross, 1st to 5th. The traffic that spills out from the schools and into / out of newer subdivisons to the east during commuter times are causing speeding on surface streets not regulated or regulated intermittently by stop signs. This is causing "shortcutting" by drivers speeding across streets in order to access longer street sections without stop signs. (e.g. 1st street between Howard Ave and Ski Hill, Howard Ave between 2nd and 5th, Ashley between 1st and 3rd, Ross between 1st and 5th, 5th between Ski Hill and Howard, Wallace between 1st and 3rd)	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1031294	43.72720887
12/10/2024 19:00	The crosswalk signal buttons dont work half the time. When they do work the "walk now" sign changes to "dont walk" before you can get halfway across the road. I was yelled at for walking in the crosswalk and the driver had to wait all of 2 seconds before he could make a right hand turn.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.110983	43.72316793
12/10/2024 19:00	It's been a while but electric bikes on the sidewalk are a danger to pedestrians.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111546	43.72301286
12/10/2024 19:00	A speed dip would discourage speeding, not stopping at stop sign. A real issue on school mornings. I live on this corner.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0907536	43.7302722
12/10/2024 19:00	The intersection does not allow for bike users to cross from the bike lane west of the intersection to the bike lane to the east of the intersection. left turn users from ski hill road do not yield to bike users going straight at the light. Aside from this, the entire downtown area is not user friendly towards bikes. there are interconnecting pathways on the north and south ends of town, but riding your bike in between the two feels like either a suicide mission or a very inefficient ride through damaged/poorly routed/poorly maintained pathways from E Ross Ave to anywhere in town.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110634	43.72449221
12/10/2024 19:00	the bike path here is in bad shape from frost/tree roots.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0908557	43.72692976
12/10/2024 19:00	Bikers should not be allowed on sidewalks, especially when hidden behind high profile trucks. Specifically turning into the post office from main street. I had an accident with a biker. I was northbound, making a left turn into the post office and a biker actually ran into the side of my car as they were riding southbound on the sidewalk. They couldn't see me, I couldn't see them. I got sued by the way and had to pay out even though they hit my car. I stopped. Bikes and e-bikes have no business being on pedestrian sidewalks on Main Street	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Turning lanes are needed. Too much passing on the right is dangerous and ILLEGAL	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	This crosswalk needs better daylighting, ie... no vehicle parking within 10 feet or so of crosswalk. Since a raised table crosswalk is probably not possible with ITD plowing in winter, perhaps in summer for visibility we could have four hi-vis cones placed 5 feet out from the curbs where the pedestrians stand waiting to cross. We could also use 1 inch high x 1 foot wide rubber strips along the side edges of the crosswalk across the street so drivers get a tactile indication of where that crosswalk is. It will help them remember exactly where to look for pedestrians next time they pass. Thanks	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110728	43.72217352

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	The bike path needs to have some freshly painted green striping in front of Grand Rental and other businesses along this stretch of trail. Drives do not realize it is a bike path. Thanks	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.110987	43.71730495
12/10/2024 19:00	The speed limit of 45mph is too high for this HAWK crossing to function properly. The compliance of drivers stopping at that speed is very low, and when a vehicle finally stops for you in one direction another may not from the opposite direction. Thanks	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1107295	43.70899655
12/10/2024 19:00	Keep the speed limit low through this crosswalk so drivers will comply and stop for cyclists and pedestrians. Thanks	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109937	43.7360414
12/10/2024 19:00	It would be nice if there was a vehicle or pedestrian bridge across the Teton River to be able to access town from the east side by bicycle. Thanks	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1008657	43.71397921
12/10/2024 19:00	It would be wonderful if the bike path continued on the old historic railroad bed into town so we could access Broulim's and other business without having to cross highway 33 twice. This would be much safer. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1119056	43.71015598
12/10/2024 19:00	The property owner is currently closing off this pedestrian / cycling access so we need a Teton Creek bridge north of this location to connect into town from this east side. Thanks	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1012895	43.70907411
12/10/2024 19:00	This bike path needs to be continued north to Tetonia so all those folks will have biking access to town. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1111278	43.74109157
12/10/2024 19:00	The current safest bike route to Tetonia is on the dirt farm roads north of here. To make this connect safely to Driggs a bike path needs access through Tributary to the town of Driggs so cyclist do not have to go out on the highway to get there. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1210211	43.74528196
12/10/2024 19:00	We need a crosswalk in this location for pedestrians and cyclists to get over to South Bates Rd. and the new housing built across the street. Thanks	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110715	43.7121762
12/10/2024 19:00	Next time we redo main street we should add protected, above curb, bike lanes on both sides for the street. This would be much safer than mixing vehicles and cyclists on the street. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1110064	43.72132788
12/10/2024 19:00	This is the old abandoned rail bed. It would make a much safer route for cyclists coming to town from the south. An opportunity.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1137349	43.71804646
12/10/2024 19:00	All of the crosswalks near our the schools should be raise table crosswalks that help promote good slow driving habits around the schools. Some drivers will chose to avoid the school streets with these raised crosswalks which will also reduce traffic near the schools making it safer for children.	Road crossing (e.g., lighting,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1071253	43.7272709
12/10/2024 19:00	The crosswalk which leads from Rendezvous Elementary School across Hwy 33 to access Primrose park is not well marked. Paint on the hwy is almost completely gone. Freshly painted crosswalk and a crossing sign with flashing lights that can be activated with a button would make it WAY safer for my kids who cross the highway here after school to get to soccer practice. Thank you!	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/10/2024 19:00	Need a more visible crosswalk here! Kids cross the road here to go from school to athletics, etc at Primrose park. It's not well marked and often vehicles do not stop. A bright sign with flashing lights and new crosswalk paint on the highway please!	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1110902	43.7270291
12/10/2024 19:00	Dangerous intersection! I have seen several bad accidents and near misses here since the turn lane was put in. When vehicles are turning east from the southbound lane they block the view of vehicles waiting to turn back onto the hwy and sometimes, because they've been waiting so long, vehicles will pull out at the wrong time and cause an accident or near accident. A roundabout and better/visible signage about a school zone would help the flow and safety of traffic.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1106611	43.73335529
12/10/2024 19:00	Very backed up in the mornings at school drop off time. Roundabout?	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1009802	43.73020116

Date	Additional Details	Topic	Experience	User Group	x	y
12/10/2024 19:00	The bike path here is heavily used by students going to and from school. It's on the same side of the road as the access points to Driggs Elementary School. Vehicles entering and exiting the school do not always look for bike path users. Why not have the bike path on the other side of the road where the bikers don't need to cross the entry/exit areas for the school?	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0971857	43.73738634
12/10/2024 19:00		Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/11/2024 19:00	Left turn into Braulims on the south end has no turn lane which creates a bottleneck	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110228	43.71963228
12/11/2024 19:00	Terrifying crosswalk - cannot see pedestrians in summer	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111062	43.72217742
12/11/2024 19:00	Lots of ppl slamming on brakes to turn or bc someone in front of them is turning	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1103771	43.6940412
12/11/2024 19:00	Lots of pedestrians on the west side of the road - probs need at least a sidewalk. Seems like ppl don't want to cross the road to use the existing bike path on the east side? Unsure of the root cause but unsafe for pedestrians on the side of the road regardless.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1112162	43.71775889
12/11/2024 19:00	Yay traffic calming dips to make drivers actually go the speed limit	Safety (e.g., unsafe to use, cr	Positive (e.g., works well, fun	Motor vehicle (e.g., daily driv	-111.1031758	43.72307509
12/11/2024 19:00	So much bottleneck traffic. Consider alternate route improvement to punt traffic flow *around* town instead of through it	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1104347	43.72311978
12/11/2024 19:00	Poor lighting and sometimes poor line of sight. Trying to use the crosswalk by Citizen 33 to the Quik Way at night is difficult. The lighting is poor, cars are accelerating going northbound and don't always stop for pedestrians. Cars going southbound are often still going fast and don't always stop. There are often cars parked on the west side of the road blocking the line of sight of pedestrians from southbound cars. A pedestrian activated flashing sign and better lighting would make this a more viable crossing.	Road crossing (e.g., lighting,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109907	43.72861821
12/11/2024 19:00	There is so much speeding on 2500N between 33 and Stateline, its ridiculous. Also, a great deal of speeding on Grand Teton Road between 2500N and 4000N. I have almost been hit multiple times on Grand Teton Road while walking my dog.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0695267	43.76972573
12/11/2024 19:00	There are no speed limit signs for this densely populated neighborhood, along with tight curves on Valley Centre Drive, faded paint and lack of signage at crosswalk at Honeysuckle Loop at the school bus stop. Sidewalks are not cleared of snow, resulting in pedestrians - including elderly and kids going to and from the bus - having to walk in the roadway. There have been many near misses. Jumping into snowdrifts at 73 to avoid getting hit by cars is no fun!	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1138154	43.74432522
12/11/2024 19:00	The extension of the bike path on cemetary road has been awesome. In the summer I was able to commute to work in downtown Driggs by bike 3-4 days each week. I would love to extend that bike path or add a sidewalk to the rest of cemetary road and south down 1000 East. I ride bikes with my kids and the traffic to the dump and big trucks going to the quarry and Avail construction at that intersection of cemetary road and 1000 E is always a bit rough. That may be just outside of city limits. On other related traffic issues, the reconstruction of Wallace Ave turned out beautifully! I like to well defined parking stalls there. In general I support more pedestrian/bike paths and would love to see some developed around Driggs Elementary school so it can become more of the norm to have kids bike to school.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0896326	43.72294204
12/11/2024 19:00	33 needs a bike bath from driggs to tetonia	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1115271	43.76880737
12/11/2024 19:00	Near impossible to make a left turn onto 33 during rush hour.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1105611	43.68511865

Date	Additional Details	Topic	Experience	User Group	x	y
12/11/2024 17:00	I am skeptical (for safety reasons) about riding my bike around Driggs's, crossing the highway to get on the bike path to Victor, and the lack of a path from Tetonia to Driggs.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/12/2024 19:00	The Bike Lanes on Ski Hill Road have been left un-striped for several summers in a row in the past. Also, several years ago the striping was done in August, near the end of the busy summer season when the stripes are most needed. Not having the Bike Lanes striped every summer, and early in the summer is a very big safety issue for vulnerable users on Ski Hill Road, the County's busiest and most economically important 3 miles of road. Please ensure all Bike Lanes are striped every spring.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0877193	43.72559036
12/12/2024 19:00	The high number of fine-particulate spewing diesel dump trucks and belly dump trucks along Little Avenue, going to and from the gravel pits at the dump, is having major negative health consequences and negative impacts on the quality of life in Driggs. Please identify and implement an alternative route or two, possibly a northern route and a southern route, aka a truck route, around Driggs.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1043454	43.72312813
12/12/2024 19:00	This is the only traffic light in town but with the high pedestrian and cyclist count we should program it to include an LPI, Leading Pedestrian Interval, which gives the pedestrians a 5 to 7 second head start across the street so vehicle drivers can see their movements before they get green. Thanks	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.111044	43.72308361
12/12/2024 19:00	Looking forward, having protected bike lanes and protected intersections on Main Street would make downtown more pedestrian and cycling friendly which would increase the commercial viability of our downtown. Thanks	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1110044	43.72301092
12/12/2024 19:00		Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1113872	43.72322372
12/12/2024 19:00		Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1111761	43.69424585
12/13/2024 19:00	Plowed Pathways Please look for opportunities to plow more paved pathways. People need and want a safe place to walk and walk their dogs in the winter and it's much more enjoyable to walk or run on a plowed surface than it is on a groomed ski trail. Ski trails are usually softer, plus footprints sink in and damage the groomed trail.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0908977	43.73074356
12/13/2024 19:00		Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111417	43.73016437
12/13/2024 19:00	It is unclear if the farthest right lane is a turnlane or parking, or ???, (going north on 33, turning right onto Little). A lot of folks use it as a turn lane	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108242	43.72292757
12/13/2024 19:00	Driggs tire is often blocking the sidewalk completely with vehicles.	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109443	43.72610337
12/13/2024 19:00	There is no ramp for a wheelchair in front of the church between the church and the park.	Accessibility/ADA compliance (e	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1086355	43.72598552
12/13/2024 19:00	This crossing is very safe and well functioning!	Road crossing (e.g., lighting,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1089359	43.72302681
12/13/2024 19:00	This is not a good option for a commercial truck reroute.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1012798	43.71583102
12/13/2024 19:00	Can we create a commericial truck reroute to the dump/gravel pits that do not go through town? We constantly have garbage, debris, dust, and noise, that is affecting our downtown. This intersection in particular is spicy. People are gathering speed headed out of town, large trucks coming from the West and the south and folks coming into town... Add in highschoolers and its a real mess	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1016231	43.72295238
12/13/2024 19:00	This is a commonly used terminus for a long road/gravel cycling route. You start in town then take stateline north. Then folks use country roads from Tetonia, to here, then out to the highway via indian sunset. Can we connect this to the bike path that terminates at the bottom of Valley Center? Biking on the highway is super sketchy and makes what is otherwise a nice ride, very hazardous	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424

Date	Additional Details	Topic	Experience	User Group	x	y
12/13/2024 19:00	This entire parking lot area is so unsafe to drive or walk during rush hour. Many people are using the post office parking lot as a cut-through. There is only one stopsign, headed north. Maybe we need two more?	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1120129	43.72166056
12/13/2024 19:00	A left hand turn lane would alleviate the bottleneck that happens here as folks turn left into Broulims.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1110884	43.71976655
12/13/2024 19:00	This parking lot needs a clear entry and exit.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1124528	43.72297869
12/13/2024 19:00	This parking lot seems small and a lot of people are using it to cut through north. it is unsafe as a user in a vehicle or as a pedestrian	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1118466	43.72340672
12/13/2024 19:00	Ths crosswalk need more clear, or better connectivity to the sidewalk on the north. A blinking indicator might help!	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1011124	43.72320815
12/13/2024 19:00	Can we restablish this bridge ? This is easily the most beautiful section of creek. and there is no access	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1010266	43.71381006
12/13/2024 19:00	Please please please connect the bike path here! It is so beautiful but totally in accessible in mud/snow	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1017669	43.7116108
12/13/2024 19:00	I LOVE this walking path to the creek. However the enjoyment is lessened by the sound and dust of gravel trucks, plus loose trash and debris from folks making dump runs. I have found a few bottles of urine along the road here...	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0874063	43.72295701
12/14/2024 19:00	Such a scary road for a bike!	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1181766	43.7231386
12/16/2024 19:00	I have experienced pedestrian safety issues at the crosswalk near The Wardrobe. The parking near the crosswalk makes seeing pedestrians difficult, and motorists are often accelerating out of town and not paying attention/texting at this point.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1109648	43.72130528
12/18/2024 19:00	sight lines are challenging due to curves in the road from the west and this is already an intersection with three other roads intersecting within a relatively short distance (Double Rainbow Loop, Miller Ranch and Telemark Trail. To the North, there is also a primary entrance to Targhee Ranch. Difficult to see turn(s) especially at night and this is a major Wildlife corridor especially with a seasonal creek running between Targhee Ranch Ski Hill Ranch subdivisions. This path is also requented by Nordic skiers to access pasts west of Ski Hill and Miller Ranch subdivisions. Have personnally seen two accidents within the past two years at this point. Not in the valley currently so am unable to submit photo. Will attempt to do so b4 the deadline.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0729346	43.73762967
12/18/2024 19:00	La Grande Pierre needs to connect with ski hill road. With the schools and the traffic in this area we need one more way to exit without driving through the neighborhoods.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0754705	43.73796643
12/18/2024 19:00		Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108928	43.73344057
12/18/2024 19:00	There should be Reminders going east on Ski Hill Road about the speed limit when you have first turned off 33.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1094165	43.72307489
12/19/2024 19:00		Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0727435	43.73748004
12/19/2024 19:00	I would like to see the unfinished part of Legrand Pierre stay as a pathway. At the very least, it should have 25 mile an hour speed limit with speed bumps or troughs	Pedestrian or bike paths (e.g.,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.108172	43.724424
12/20/2024 19:00	The full width of Ski Hill Rd. is not plowed at the intersection with the south end of Aspen Meadows Rd. This causes a hazard as vehicles traveling southbound on Ski Hill at this intersection are forced to cross the double yellow line and travel partially in the left turn lane that northbound vehicles use to turn onto Aspen Meadows.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0892678	43.72429387

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/20/2024 19:00	I cannot support an extension of Booshway south to Ski Hill Rd. An extension would have a significant negative impact on the quality of life, property values, and safety of the Driggs neighbors that would have a new road built literally through their backyards and in some instances though their existing homes/buildings. It would have a significant negative impact on the ability of Driggs residents (especially children) to safely use Shoshoni Plains Park South. Such a road would likely be expensive and logistically impractical given the realities on the ground: the built environment (Stone Ridge Townhomes, Teton Valley Cabins, and the church at 500 Ski Hill Rd), the mature trees , landscaping & berms on the western edge of Stone Ridge, the Shoshoni Plans South city park, and the fact that any such road would be crossing land that is within Driggs City and Teton County jurisdictions.	Traffic flow (e.g., bottlenecks	Positive (e.g., works well, fun	Motor vehicle (e.g., daily driv	-111.0908557	43.72828896
12/20/2024 19:00	The addition of a Grand Targhee Shuttle Stop in this area would be a great improvement serving the Driggs residents in Stone Ridge Townhomes as well as our neighbors on Aspen Meadows Rd. and across Ski Hill Rd at Aspen Point.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0890318	43.72458579
12/20/2024 19:00	Complete La Grand Pierre to ski hill Road. This would eliminate large construction vehicles, commute traffic that exceed speed limits and avoid stop signs, and school traffic from driving through the Powder Valley condominiums and the entire Shoshone Plains subdivision.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
12/20/2024 19:00	I strongly oppose extending Booshway south to Ski Hill Rd. That road extension would substantially degrade the quality of life, property values, and safety of our neighborhood and impair our ability to safely use Shoshoni Plains Park South. The City previously denied extending that road for the preceding reasons and others.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.089933	43.72437506
12/20/2024 20:00	Please consider adding a Targhee Shuttle stop in the Stone Ridge subdivision as this will significantly reduce the traffic on Ski Hill road in the winter.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0905921	43.72428756
12/22/2024 19:00	Part of the 2025 Transportation Master Plan is the "Driggs Transportation Plan" August 2007 - UPDATED November 2019, Resolution No 358-19. This document shows that Booshway Rd is to be extended south and connect with Ski Hill Road. This would go through the Stone Ridge Townhouse Complex and the church property located on the corner on Ski Hill Road. Extending Booshway in this manner isn't feasible and needs to be deleted from incorporation into the 2025 Transportation Master Plan.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0905925	43.72302982
12/25/2024 19:00	I'm writing to urge you to establish a bike/pedestrian pathway from the South end of Booshway to Ski Hill Rd to connect existing not- motorized routes and to strongly oppose any attempt to extend Booshway South to Ski Hil Rd for motorized vehicles. extending Booshway would radically degrade the quiet and safe nature of that area, the quality of life, and property values for current residents of Booshway, Shoshone Plains, and the Aspen Meadows community. I also encourage you to do whatever you can to promote the establishment of a Targhee bus stop near the Ski Hill Rd/Cemetery Rd intersection to serve the Stone Ridge, Aspen Meadows, and Aspen Point residents and visitors .	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0909507	43.72721554
12/27/2024 19:00	I'm overall concerned about the reopening of the La Grande Pierre Ave and particularly where it intersects with Ski Hill Rd. For me the issue of visibility, safety, and wildlife are the biggest concerns. I hope this is addressed and it is not reopened for the safety of drivers, cyclists, and wildlife.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0730259	43.73756646

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
12/30/2024 19:00	I would suggest a designated right turn lane to go east on East Little from northbound 33 to help with the traffic backup, that would unfortunately require elimination of some street parking on 33.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108959	43.72304755
12/30/2024 19:00	I would suggest a designated right turn lane to go from westbound East Little to northbound 33 to help with the traffic backup on East Little. Most cars want to turn right but they are held up by the few that wish to straight through the light.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108205	43.72315494
12/30/2024 19:00	There needs to be more speed control on the “road” that crosses in front of Ace Hardware and the Post Office. People go very fast, making it very dangerous to back out of spots that are directly in front of the businesses between Ace Hardware and Broulims.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1124636	43.72297249
12/30/2024 19:00	I oppose an extension of Booshway to Ski Hill Road. Currently, there is a lovely park and neighborhoods south of the park that see a lot of animal life. If a road were built through it would impact the public safety of children and families that rely on the park. That is, if the park could even be maintained once adding 2 lanes of traffic. Animals, like moose, would be endangered. Finally, a road is not feasible, as it cuts through county as well as city land, and, as platted, cuts through existing structures of the townhouses in Stone Ridge and the Headwaters School/Church.	Traffic flow (e.g., bottlenecks	Positive (e.g., works well, fun	Motor vehicle (e.g., daily driv	-111.0908097	43.72683064
12/30/2024 19:00	Snow plowing of the turn lane onto Aspen Meadows Rd needs to be done better. The lanes are not plowed sufficiently such that southbound traffic often has to drive into the turn lane creating a possible head on collision with vehicles waiting to turn left.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.089265	43.72428799
12/30/2024 19:00	I appreciate the extension of the bike path past Ski Hill Road up Cemetery Rd. It would be great if it extended even further East.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0900833	43.72294123
12/30/2024 19:00	It may be county land, but it would be great if Cemetery Road were paved all the way to the Transfer Station coming from Ski Hill Road.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0809794	43.72310677
12/30/2024 19:00	It would be great to add a shuttle stop here	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0891099	43.72435155
1/1/2025 19:00	I cannot support an extension of Booshway south to Ski Hill Rd. An extension would have a significant negative impact on the quality of life, property values, and safety of the Driggs neighbors that would have a new road built literally through their backyards and in some instances though their existing homes/buildings. It would have a significant negative impact on the ability of Driggs residents (especially children) to safely use Shoshoni Plains Park South. Such a road would be expensive and logistically impractical given the realities on the ground: the built environment (Stone Ridge Townhomes, Teton Valley Cabins, and the church at 500 Ski Hill Rd), the mature trees , landscaping & berms on the western edge of Stone Ridge, the Shoshoni Plans South city park, and the fact that any such road would be crossing land that is within Driggs City and Teton County jurisdictions.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
1/7/2025 19:00	This road needs to finally be developed as long-envisioned as a thru-route to Ski Hill Road	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0901167	43.73758207
1/7/2025 19:00	Large trucks going down Little Avenue create a safety hazard for everyone.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.107936	43.72321445
1/7/2025 19:00	Every pedestrian crossing should have a lighted strip across the roadway as well as a sign & pole & button to push to make the lighted strip start blinking. Blinking lights on a pole are not enough.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.1111546	43.72132255
1/7/2025 19:00	It seems to take a long time for missing signs and/or burned out streetlights to be repaired. We know this most likely caused by a lack of personnel, but wish it could be different.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1070777	43.71132847
1/7/2025 19:00	We appreciate the City's pathway plowing!	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.1083222	43.72317714

Date	Additional Details	Topic	Experience	User Group	x	y
1/7/2025 19:00	This intersection is mainly a problem at commuter times after school and probably before school. I think a roundabout would be a great improvement here. I also think the speed limit should be reduced from the current 45mph down to 35mph or maybe 25mph.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1108455	43.73337418
1/7/2025 19:00	This is not a current problem, but I have deep concerns about this intersection, should LeGrand Pierre become a motor vehicle road between Paiute and Ski Hill Rd. I think the extreme angle would creat visibility issues for vehicles trying to pull out onto Ski Hill Rd. I also think it will create problems for residents of Ski Hill Ranch, Miller Ranch, and Redtail, as it would add another source of cars pulling out onto Ski Hill Rd and would congest the existing intersections and make it difficult for residents to enter Ski Hill Rd. I also have concerns for the pedestrians and wildlife that currently utilize this corridor between Miller Ranch and Ski Hill Ranch. Just this morning(1/7/25) there were two sets of moose tracks and numerous deer tracks that crossed Legrande Pierre in the section called Powder Valley Lane on the map.This area is a beloved pedestrian recreation zone, and is also utilized by the local elk herd every winter. I would hate to see it ruined by a motor vehicle road.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0729165	43.73757751
1/7/2025 19:00	The undeveloped section of Legrande Pierre and the groomed ski trails in the surrounding fields (maintained by TVTAP) are wonderful recreation areas that accommodate a variety of users. I hope the city of Driggs and Teton County can purchase this land and preserve it for recreation and wildlife, as open space is rapidly diminishing in Teton County. I feel preserving this land should be a priority in the very near future, and that Legrande Pierre/Powder Valley Lane should NOT become a motor vehicle road.	Other (e.g., weather, drainage,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0817588	43.73756172
1/8/2025 19:00	The high volume of gravel trucks on Little Avenue is concerning. Besides the noise, fumes, spilled rocks and additional congestion, it is not safe for pedestrians and other motorists.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1092878	43.72315242
1/8/2025 19:00	Tsurvey is poorly designed. why can only one location can be indicated on the aerial? Why can a person not be a motor vehicle user and a non-motorized user? Why can only one topic be checked? Under experience, positive and negative are the choices, but what do these responses apply too? Extension of Le Grande Pierre - I understand a r.o.w. is in place, I understand the current master plan speaks to the extension of this road (albeit with no explanation as to why this road should be extended). the road will intersect with Ski Hill at an acute angle, this is an unsafe condition. The road would be just +/-150' from Double Rainbow, this is less than common intersection spacing standards. Cars will be competing for access to Ski Hill, a very unsafe condition. The extension will create three intersections in +/- 650' when considering Telemark Trail. the cost to build and maintain this road will be significant. Please consider other alternatives.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0723119	43.73787935

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
1/8/2025 19:00	I am against the extension of La Grand Pierre. My concerns are the cars using Double Rainbow and cars using the potential extension colliding with one another and/or with a car on Ski Hill Road. Having 2 access points, so close together, onto Ski Hill Road is a mistake. The proposed intersection is awkward and forced in a small area. It is an unsafe choice and would put many of us at risk of an accident on a daily basis. In addition to the safety issue, I am concerned about wildlife in the area. I live on Rainbow Loop and often see deer, elk and moose just off of Double Rainbow (and Rainbow Loop) crossing the proposed road extension. It would be a shame to further encroach their routes. Also, many folks use the current old dirt old for walking and biking, it gets a lot of use in fact. I really hope that you consider these concerns when making your decision. For those of us in the Rainbow neighborhood it would be a daily negative experience having the La Grand Pierre road extended:(	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0731014	43.73770263
1/7/2025 19:00	My concern has to do with the possibility of Legrande Pierre being extended all the way east to Ski Hill Rd. If this were to happen, the amount of traffic passing in front of Teton Middle School and Driggs Elementary School during morning drop-off and afternoon pick-up would greatly increase due to traffic on the way to and from Grand Targhee during winter months. I believe this potentially huge increase in traffic and the likelihood of cars exceeding the 25mph speed limit could pose a serious danger to kids and families on their way to and from school, and will also increase congestion in an already congested area.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0983421	43.73753267
1/8/2025 19:00	I greatly appreciate the numerous bike paths in Teton County. They help me feel at ease allowing my child to ride her bike or walk to school without parental supervision. Thanks.	Pedestrian or bike paths (e.g.,	Positive (e.g., works well, fun	Non-motorized (e.g., pedestrian	-111.0942704	43.73744943
1/9/2025 19:00	I own rental homes near this intersection and have witnessed excessive and dangerous speeding all day long, everyday on Little Avenue. This intersection needs a roundabout.	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1010824	43.7230661
1/9/2025 19:00	Too many large trucks racing through the middle of town	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.108172	43.724424
1/9/2025 19:00	I live at 460 E Little Ave (Between 4th and 5th on E Little Ave). The 4th street intersection is the last speed dip on E Little Ave. After 4th, traffic begins to immediately accelerate to 45+ mph as E Little Ave turns into ski hill. By the time they pass my house the are going 45 mph with no dip over 5th street. This intersection is extremely busy with large trucks and school students. Accidents are very frequent here. When a Sheriff decides to sit in front of my house, it takes no more than 5 minutes to pull someone over. Ski Hills speed limit has also been reduced to 35 mph. All these reasons would justify putting in a roundabout, speed bump or ditch at the 5th and E little Ave intersection. I would also recommend a new digital speed check sign for Eastbound Traffic just past 5th street. There is already one on the West bound side. Thanks to Staff for giving us a chance to be heard!	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011026	43.72298785
1/9/2025 18:00	People drive really fast in this section I believe some speed dips similar to north 5th would be great on south 5th also	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1002454	43.71892627
1/9/2025 20:00	I would be nice to have a slower flow of traffic through this intersection.	Intersection (e.g., sightlines,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011425	43.72300821

PUBLIC WEB SURVEY RESPONSES

Date	Additional Details	Topic	Experience	User Group	x	y
1/9/2025 19:00	It would be good to extend Legrande Pierre Road through to Ski Hill Road. This would allow an alternate route for resort traffic without going right through town. There seems to be enough room to build a decent road here, which would lighten the traffic through existing neighborhoods like Wind River Trail.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0890854	43.73756851
1/9/2025 19:00	For long term planning, there may need to be a traffic light here if Legrande Pierre Ave is extended through to ski hill road - would be a good way to split some traffic off main street.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.0728419	43.73762277
1/9/2025 19:00	The split of ski hill road and cemetery road would be a good spot for another stop on the Targhee shuttle.	Public transit (e.g., bus sched	Negative (e.g., needs improveme	Non-motorized (e.g., pedestrian	-111.0905445	43.7231563
1/10/2025 19:00	I am a homeowner on on the intersection of Little and 5th. Throughout the year the number of cars that come speeding through the intersection at 5th street, both from Ski Hill Road and from Little is absolutely absurd. It would be great if there was a speed dip or a roundabout or some way to slow down the speed of cars. This is especially frightening in the winter months when there is snow and ice on the ground as I fear a speeding car could hit an icy patch and careen off the road into someone's house.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1022659	43.72306626
1/10/2025 19:00	I have heard plans of turning 5th into a truck route to bypass downtown. That would be absurd, please don't do that. A perfect truck route would utilize 1000 E.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1012036	43.72161562
1/10/2025 19:00	I rent a house on Little Ave between 4th and 5th streets. People speed after they pass the 4th street dip because there is no dip on 5th street. I would recommend adding a dip on 5th street to slow people down. Thank you!	Other (e.g., weather, drainage,	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1012304	43.72307174
1/10/2025 19:00	Excessive speeding. Need a way to slow down traffic at this busy intersection.	Safety (e.g., unsafe to use, cr	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1010051	43.72298184
1/10/2025 19:00	lots of traffic speeding on Fremont. People (especially high school kids) use this as a cut through to bypass going to the stoplight.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1031362	43.7216575
1/10/2025 19:00	there is a large street light on a pole on 3rd and Fremont. It is extremely bright. Please change the bulb like the other lights on Little, and 5th were, to accommodate the dark sky ordinance in Driggs.	Signage or lighting (e.g., illu	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1050767	43.72167765
1/10/2025 19:00	small section of road between Ski Hill and Fremont needs paved.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1031214	43.72189554
1/10/2025 19:00	Fremont needs paved between 3rd and 5th.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1025555	43.72166602
1/10/2025 19:00	5th needs paved south of Ski Hill.	Traffic flow (e.g., bottlenecks	Negative (e.g., needs improveme	Motor vehicle (e.g., daily driv	-111.1011822	43.72142952