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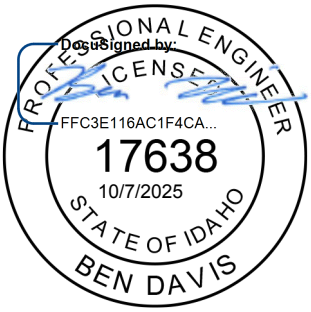
City of Driggs, Idaho

TRANSPORTATION MASTER PLAN

FINAL

OCTOBER 2025

KA PROJECT NO. 223041-002



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EXECUTIVE SUMMARY

The **2025 Driggs Transportation Master Plan** provides a comprehensive roadmap to address the evolving mobility needs of Driggs, Idaho. Prompted by significant post-2020 growth the plan evaluates the city's existing transportation infrastructure and proposes strategic investments to enhance safety, accessibility, and long-term sustainability. The plan is funded in part through the FY 2024 Local Rural Highway Improvement Program and from City funds. The driving goals include ways to improve traffic conditions, plan for development, increase safety of the multimodal network, and improve multimodal connectivity.

This plan focuses on the City of Driggs; however, because the City is centrally located within Teton County, is a hub for the region, and a hub for overall County business, the plan inherently looks at an area slightly larger than city limits. The City should work with regional stakeholders to implement projects, policies, and improvements identified herein. Multi-jurisdictional coordination is critical in advancing the transportation system for all users.

The overall vision and objectives guiding the plan stem from those identified in the City's comprehensive plan.

Vision: Enhance local and regional transportation connections to mitigate auto traffic while offering accessible, inclusive, and sustainable services conducive to healthy lifestyles.

Objectives:

- Ensure Driggs develops as a year-round "activity-friendly" community, providing a network of streets, sidewalks, paths, trails, and accessible public transit options.
- Increase the safety and choices of transportation options available for residents and visitors, and especially for faculty, staff, students, and parents traveling between home and school.

Key highlights:

- **Growth and Demographics**: Driggs has experienced substantial population growth. Forecasts anticipate a population of over 5,200 by 2045, necessitating improvements to manage increased transportation demand. Several developments, largely residential in nature, particularly in the northeast portion of the City near LeGrand Pierre Avenue, are underway at the time of this report. Developments are in various stages ranging from preliminary planning, approved but not yet constructed, or nearing completion. These developments are accounted for in this plan.
- **Transportation System Assessment**: The plan inventories roadways, bridges, traffic patterns, crashes, and multimodal facilities, identifying SH-33 (Main Street) as a critical corridor requiring attention.
- **Travel Demand Model**: A city-wide travel demand model was developed to model existing conditions, identify deficiencies, and forecast future conditions. CIP projects were input into the model to forecast effectiveness and timing of projects to improve the system. The travel

demand model should be used to evaluate future Level of Service as developments and CIP projects are implemented, allowing the City to prioritize improvements real time. This is discussed in Section 6.2 with a more detailed memorandum in Appendix C.

- **Capital Improvement Plan (CIP)**: A prioritized suite of **traffic and roadway projects**, **multimodal improvements**, and **pedestrian safety enhancements** spans short-, mid-, and long-term timelines. These include widening and building key corridors, upgrading intersections, extending bike/pedestrian pathways, and constructing new roundabouts.
- **Asset Management**: Leveraging the iWorQ platform, the city has analyzed pavement and sign conditions. With an average pavement Remaining Service Life (RSL) of 14.6 years, the network is in good condition, but proactive maintenance is critical for cost-effective longevity.
- **Funding and Implementation**: Recommendations draw on a mix of local, state, and federal funding programs, such as LRHIP, STP, LHSIP, and TAP. Emphasis is placed on aligning capital priorities with community values, leveraging grants, and maintaining regional coordination.
- **Policy and Planning Framework**: The Plan includes guidance for updating public works standards, refining snow removal policies, enhancing ADA compliance, conducting a parking study, and integrating findings from regional transportation efforts.
- **Living Document Approach**: The Plan encourages periodic reevaluation of projects and conditions, with suggested updates every three years for the Capital Improvement Plan and supporting asset management programs.

This plan positions the City of Driggs to meet future demands with resilience, equity, and a commitment to multimodal connectivity.

CHAPTER 1 INTRODUCTION

1.1 PURPOSE

The City of Driggs received fiscal year (FY) 2024 Local Rural Highway Improvement Program (LRHIP) funds for a transportation plan update. The previous transportation plan was last updated in 2019. Growth in Driggs and surrounding area has spurred the need for an updated master transportation plan. The goal of this updated plan is to evaluate the existing transportation network within the city, identify needs within the transportation system, and present a plan to address those needs.

A transportation plan assists in planning and designing efforts to enable safe access for all users of the transportation system including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. A transportation plan provides the framework for community leadership to determine how best to address changing community transportation needs, funding, and the completion of projects based upon each community's priorities and values. A transportation plan is a guide to be used to improve safety and public health while reducing transportation costs and traffic woes.

A considerable amount of work, data gathering, analysis, and discussion went into developing this transportation plan. Pavement, traffic, demographic, and crash data were collected and evaluated, and structured discussions with city officials and an advisory committee were held to gain an understanding of the local transportation system and the challenges facing the City of Driggs in maintaining and improving the system. This data and subsequent analysis were used to form the basis for the improvements proposed in this study. The Driggs Transportation Master Plan establishes a Capital Improvement Program (CIP) responding to these identified needs.

This Transportation Plan is intended to be a living document that the City of Driggs can use to continually identify and prioritize transportation deficiencies within the City. As part of the development of this plan, additional tools were created to assist city officials in making informed decisions on their transportation network. A traffic model was developed and can be used to analyze proposed improvements and effects of development.

1.2 STUDY AREA

This plan focuses on the City of Driggs. Because the City is in the middle of Teton County and is a hub for the region and overall County business, the plan inherently looks at an area slightly larger than city limits. The City should work with regional stakeholders to implement projects, policies, and improvements identified herein. Multi-jurisdictional coordination is critical in advancing the transportation system for all.

1.3 VISION AND GOALS

This plan is intended to further the vision of the City as identified in the 2020 Comprehensive Plan. The **vision** for this plan is as follows:

"Enhance local and regional transportation connections to mitigate auto traffic while offering accessible, inclusive, and sustainable services conducive to healthy lifestyles."

The specific **goal** (2.6.1 from the Comprehensive Plan) is to **create a well-maintained, safe, and accessible multi-modal transportation network**. Specific objectives and actions to accomplish this goal and achieve the City's vision are as follows:

Objectives:

- Ensure Driggs develops as a year-round "activity-friendly" community, providing a network of streets, sidewalks, paths, trails, and accessible public transit options.
- Increase the safety and choices of transportation options available for residents and visitors, and especially for faculty, staff, students, and parents traveling between home and school.

Actions:

- Action 2.6.1.a: Require new development to provide bicycle and pedestrian connections between neighborhoods, parks, schools, shopping, and other destinations, in conformance with the adopted Transportation Plan.
- Action 2.6.1.b: Implement connectivity opportunities and strategies identified in the Driggs Transportation Plan.
- Action 2.6.1.c: Develop methods to improve the pedestrian experience along Hwy 33 in conformance with ITD standards inside City limits.
- Action 2.6.1.d: Participate in regional transit partnerships to develop solutions and promote ridership.
- Action 2.6.1.e: Support the re-instatement of a transportation service for rural seniors that brings them into Driggs for social gatherings, medical visits, and other necessities.
- Action 2.6.1.f: Improve and maintain year- round ADA accessibility.
- Action 2.6.1.g: Monitor transportation improvements through techniques such as traffic counts, number of accidents, and congestion levels after installation to review quantitative improvements.
- Action 2.6.1.h: Support the Urban Renewal District's efforts to establish additional public parking lots for cars and bicycles within the interior of downtown blocks.
- Action 2.6.1.i: Require developers of large projects to provide a traffic impact study and mitigate impacts on the transportation network by constructing connections, turn lanes, or other improvements necessitated by the development.
- Action 2.6.1.j: Monitor vehicle and bicycle parking demands and make changes as necessary.
- Action 2.6.1.k: Encourage car-free transportation options for accessing schools.

- Action 2.6.1.l: Collaborate with Teton County, ITD, and other stakeholders to establish alternative truck routes outside of Downtown.
- Action 2.6.1.m: Increase bike safety by reducing the number of times the pathway crosses Hwy 33 where possible.

The vision, goals, and actions were confirmed by the City and stakeholders to remain a priority moving into this current study.

1.4 PROJECT ADVISORY COMMITTEE (PAC)

A Public Advisory Committee (PAC) was established for this study. The PAC was formed to extend participation in the study to other interests and jurisdictions, to act as a conduit for local information regarding the efficiency of the current transportation system, and to review study findings and documentation to assure that the study is responsive to the actual needs of the city. Members of the PAC included:

- August Christensen, Mayor
- Doug Self, Community Development Director
- Jade Krueger, Planning & Building Director
- Miles Knowles, City Council
- Nate Carey, VAS Executive Director
- Mike Maltaverne, Teton Co. Fire Chief
- Andy Epperson, TREC Executive Director
- Jay Mazalewski, Driggs Public Works Director
- Jeff Sneddon, ITD District 6
- Carol Barker, Planning & Zoning Commissioner
- Darryl Johnson, Teton Co. Public Works Director
- Dan Verbeten, TVTAP Executive Director
- Alex Bontecou, CRC Executive Director

Five formal meetings were held with the PAC throughout the development of this study. Meeting notes are included in Appendix F. Members of the PAC are thanked for their participation, unique insights, and dedication to the City.

1.5 PUBLIC INVOLVEMENT

1.5.1 PUBLIC FEEDBACK WEBSITE

Public involvement was crucial for the development of this study. Public outreach included the development of a feedback website with an interactive map where the public could draw and comment to voice their thoughts regarding the transportation network. Public feedback responses, including mapping, are included in Appendix E.

1.5.2 PUBLIC OPEN HOUSE

Existing conditions and draft capital improvements were presented to the public at an open house on February 25, 2025, at Driggs City Hall. The open house was a “drop-in” style meeting. An online

link was provided for a virtual question and answer session via Zoom for the final hour of the open house.

1.5.3 STAKEHOLDER INTERVIEWS

In addition to the PAC and other public involvement efforts, specific stakeholders and stakeholder groups were identified by City personnel for formal interviews to gain unique insights into the transportation system. These groups included homeowners, business owners, local contractors, school district personnel, Grand Targhee Resort, neighborhood groups, bicycle and pedestrian advocates, and others. A list of stakeholders and a summary of feedback is included in Appendix D.

1.6 ABOUT DRIGGS

The City of Driggs, located in Teton County, Idaho, is approximately 2.9 square miles in size and is the County Seat. Surrounded by mountains and sitting at the base of the Teton Mountains at an elevation over 6,000 feet, the area is known for agriculture, ranching, and outdoor recreation. Snow sports including skiing and snowboarding, hiking, mountain biking, and fishing are popular recreational activities. The Grand Targhee Resort is located 12 miles from the Driggs stoplight up Ski Hill Road in Alta, WY, and is a significant recreational hub for the area. The area hosts music festivals, snow carving competitions, hot air balloon rallies, and a county fair. Restaurants, distilleries, and breweries serve the local population and tourists. A vicinity map is shown in Figure 1 on page 3.

Driggs is on State Highway 33 (SH-33), a major route for summer visitors to Jackson Hole, WY and nearby Grand Teton and Yellowstone National Parks. SH-33 sees significant commuting traffic from Jackson Hole workers who reside in Teton County, ID due to lower housing prices.

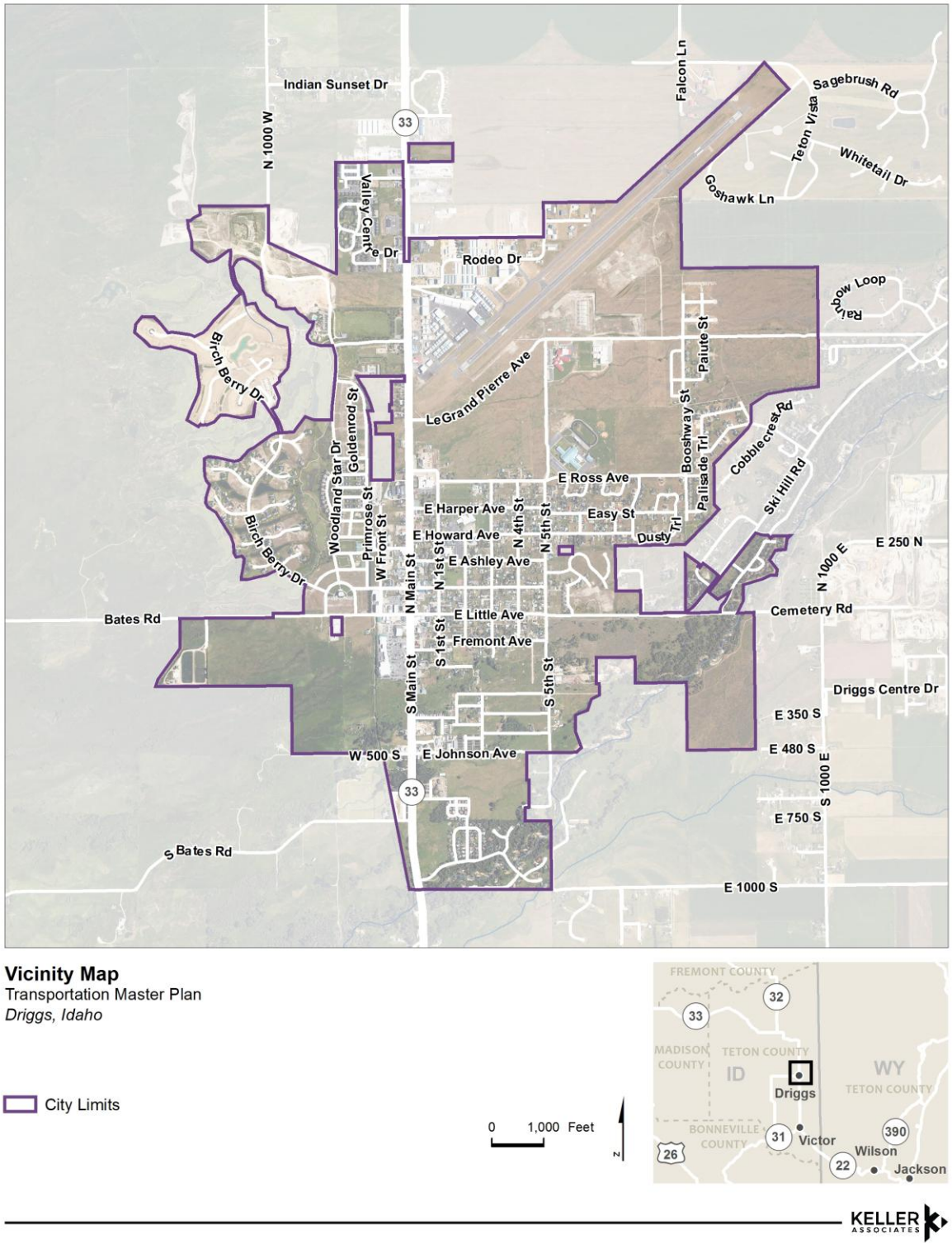


Figure 1 – Vicinity Map

CHAPTER 2 CAPITAL IMPROVEMENT PLAN

This section of the report identifies and details specific projects. Transportation-related capital improvements (i.e., projects) address an existing or anticipated deficiency in transportation capacity or safety. These projects include reconstruction or enhancement of existing roadways and intersections, improvement of bicycle and pedestrian facilities, widening existing roadways and intersections, construction of new roadways, and other improvements. These projects are in line with the vision, goal, and objectives previously identified.

With an understanding of the transportation system, the PAC identified capital improvement projects that were drafted into a Capital Improvement Plan (CIP). These recommended projects are based on the existing and forecast transportation system conditions, the overall vision and specific goals and objectives of the City of Driggs and its citizens, and compatibility with the comprehensive plan and city ordinances. It is important to note that the CIP is based on current and projected future priorities, and that priorities are subject to change based on real conditions. It is recommended that the City reevaluates the CIP every 1 to 3 years. The travel demand model can help the City evaluate LOS and prioritize projects real time based on occurring development and as other CIP projects are implemented.

2.1 TRAFFIC AND ROADWAY PROJECTS

The proposed capital improvement projects are discussed in the following Traffic and Roadway Projects and Pedestrian Projects sections. Pedestrian improvements such as sidewalks, bike lanes, etc. are included in many of the Traffic and Roadway projects. Alternatives for each project were not specifically considered and are assumed to be evaluated during the Preliminary Design phase, where applicable.

Traffic and Roadway Projects can be seen in Appendix A.

Short Term Projects (3-5 years)

2.1.1 PROJECT NO. 1 – S 5TH ST. & JOHNSON AVE COLLECTOR ROUTE IMPROVEMENTS

Project Description: S 5th Street and Johnson Avenue are currently gravel roads within City limits. The purpose of this project is to establish a paved collector route to City standards. Based on traffic modeling, this project is a top priority to alleviate traffic on SH-33 (Main Street). The project assumes widening of the roadway, installation of two 11-ft travel lanes, a 10-ft bike path (per Pedestrian Project No. 2), 6-ft sidewalk, and 6-ft buffers per the City's Collector Residential cross-section. Speed management will be investigated and incorporated as part of the project's design.

Justification: Gravel roadway not to City standards; brings SH-33 intersections 2045 LOS from F to C/D when combined with Traffic and Safety Projects 2, 3, 5, 7, 9, and 10; alternative route for traffic heading to Ski Hill Road, schools, and Cemetery Road.

Potential Funding: Local funding, STP.

Design Considerations: Complete project at same time as Pedestrian Project No. 2 – S 5th St. & Johnson Ave. Bike Path; complete water line tie in near Mill Creek Drive and stub out utility (in Water Facility Plan); if speed dips are considered for traffic calming, consider extending the speed dip replacements through N 5th St. & Ross Ave. to save money through economy of scale.

Public outreach and engagement should also be a consideration for this project.

2.1.2 PROJECT NO. 2 – E LITTLE AVE & SH-33 (MAIN ST) INTERSECTION

Project Description: The E Little Avenue & SH-33 (Main Street) intersection is the only traffic signal within Driggs' City Limits. Congestion of this intersection is prevalent during existing conditions and worsens for future 2045 conditions, approaching LOS F. This project includes striping of right-turn lanes at all four legs of the intersection thereby providing a fourth lane dedicated to right-turning traffic. Existing parallel parking would need to be relocated to provide room for the right-turn lanes. Additionally, the traffic signal timing should be studied, and improvements made to better time the signal for periods of high traffic. The traffic signal timing effort would be led by ITD.

Justification: Improves current operations at intersection from northbound LOS D to LOS C; increases intersection safety at highest crash density intersection in Driggs.

Potential Funding: ITD.

Design Considerations: North and southbound turn lanes are the priority. Right turn lanes may not be accessible for larger vehicles (i.e. trucks with trailers). Consider alternative routes for larger vehicles, reducing downtown congestion. Complete a truck turning analysis during design.

2.1.3 PROJECT NO. 3 – N 5TH ST & E ROSS AVE IMPROVEMENTS

Project Description: N 5th Street and E Ross Avenue were identified as a priority corridor to alleviate traffic on SH-33 (Main Street), like the S 5th Street and Johnson Avenue project. The project includes redesigning and reconstructing the existing speed dips to be like Little Avenue. The stop signs on N 5th Street at E Howard Avenue will be removed. A school zone speed limit will be established for this corridor via new signage. The existing stop sign at N 1st Street will remain, keeping N 1st Street as a through route to SH-33. An RRFB will be installed at Howard Avenue for pedestrian safety.

Justification: Brings SH-33 intersections 2045 LOS from F to C/D when combined with Traffic and Safety Projects 1, 2, 5, 7, 9, and 10; traffic calming near schools and residential areas.

Potential Funding: Local funding, LRHIP (due to cost around $100k)

Design Considerations: If similar speed dips are designed for S 5th St. & Johnson Ave., consider combining this project and implement both simultaneously to save cost through economy of scale.

2.1.4 PROJECT NO. 4 – SHORT ST & S 1ST ST REBUILD

Project Description: Interest in this project to widen and expand Short Street to City standards was expressed by the City and stakeholders. This project addresses the Short Street/ SH-33 (Main Street) intersection needs due to undesirable LOS. The project involves rebuilding 1) E Short Street from SH-33 (Main Street) to S 1st Street and 2) S 1st Street from Short Street to Wallace Avenue. The Short Street

project assumes widening of the roadway, installation of two 11-ft travel lanes, a 6-ft sidewalk on the north side of road with driveway approaches, and 6-ft buffers per City's Collector Residential cross-section, while the S 1st Street Section assumes a Collector Commercial cross-section. The existing bike path is assumed to be preserved and protected along the south side. Turn lanes at the intersection of Short Street with SH-33 (Main Street) will be designed and implemented as a part of this project.

This project can be phased depending on the availability of funding. For example, the Short Street segment could be built as part of Phase 1, and the S 1st Street segment could be built as part of Phase 2.

Justification: Paved roadways not to City Standards; Pavement is at the end of its useful life.

Potential Funding: Local funding, STP, LRHIP.

Design Considerations: Consider phasing (for example, Phase 1 – Short St. and Phase 2 – 1st St.) depending on available funding.

2.1.5 PROJECT NO. 5 – SH-33 (MAIN ST) STRIPING TO 3-LANES

Project Description: Currently, SH-33 (Main Street) through Driggs is a two-lane roadway with a center turn lane at various locations. This project expands SH-33 (Main Street) with a goal of having three lanes through City limits. The three lanes will consist of two travel lanes and a two-way center turn lane from Harper Avenue to the Broulims supermarket. The project intends to improve safety for turning traffic while also allowing better flow of non-turning traffic in the travel lanes. This project can be accomplished with striping; however, pull-in parking on the north side of Driggs may need to be revised to parallel parking at a loss of approximately 77 parking spaces. The project assumes a seal coat and restriping of the roadway to include two travel lanes, a two-way center turn lane, and bike lanes. This project will be led by ITD since it is on the state highway. The timing for the project will be pending parking mitigation from the City needed to offset lost parking caused by the project.

Justification: 10,500 current AADT traffic volume; brings SH-33 intersections LOS from F to C/D when combined with Traffic and Safety Projects 1, 2, 3, 7, 9, and 10.

Potential Funding: ITD.

Design Considerations: Complete parking mitigation and identify new parking areas.

2.1.6 PROJECT NO. 6 – E LITTLE AVE & 5TH ST ROUNDABOUT

Project Description: The E Little Avenue and 5th Street intersection is currently a 2-way stop-controlled intersection. This project was identified since the intersection functions at LOS D during future 2045 traffic conditions if no improvements were made. Once 5th Street corridor improvements are completed, traffic volumes are expected to increase at this location. It is recommended that a roundabout be installed to improve the traffic flow and safety, resulting in a LOS A intersection at the future 2045 traffic conditions. It is assumed that a single lane roundabout will be used. This project should be implemented after Project No. 1 – 5th Street and Johnson Avenue Improvements and

priority may increase accordingly. Additional rights-of-way may be needed; right-of-way needs should be determined during project development.

Justification: Intersection LOS A for 2045 conditions; Regulate and ensure safe flow of traffic to three schools, Cemetery Road, and Ski Hill Road.

Potential Funding: Local funding; LHSIP.

Design Considerations: Complete a traffic study after S 5th St. & Johnson Ave. improvements project to re-evaluate intersection LOS and re-prioritize this project accordingly.

Mid Term Projects (6-10 years)

2.1.7 PROJECT NO. 7 – LEGRAND PIERRE AVE ROADWAY EXTENSION

Project Description: This project extends a paved collector route along LeGrand Pierre Avenue from Booshway Street to Ski Hill Road. Extension of the roadway to the east will provide a major collector route for traffic that goes to the Driggs Elementary School and Ski Hill Road and connects with N 5th Street to Teton Middle School and Teton High School. Continued and planned development along the east end of LeGrand Pierre Avenue further increases and exacerbates traffic at this location. The intent of this project is to be a joint project between the City, Teton County, and development. The east end of the project is outside City limits and within Teton County's jurisdiction. Review of parcel mapping indicates there is existing right-of-way for the roadway project. This project assumes the installation of the City's Collector Residential Cross Section. Two 11-ft travel lanes, a 10-ft bike path, a 6-ft sidewalk, and 6-ft buffers are assumed to be completed. The project also assumes a stop-controlled intersection at Ski Hill Road, with a right turn lane. Final alignment, intersection configuration, and location should be determined as the project matures.

Justification: Increased traffic due to development that has recently been completed, is in progress, and is planned; Brings SH-33 intersections LOS from F to C/D when combined with Traffic and Safety Projects 1, 2, 3, 5, 9, and 10; Right-of-way is already in place; emergency vehicle access in/out to schools and residences; alternative route to Ski Hill Road.

Potential Funding: Local funding, STP.

Design Considerations: Given the residential nature of the corridor, ancillary features such as sound walls, landscaping, separated multi-modal pathways, and other features may be desirable. Noise and wildlife/environmental considerations should be accounted for prior to implementation of the project. Public outreach and engagement should also be a consideration for this project.

A new pedestrian pathway will also be installed in conjunction with this project (per Pedestrian Project No. 7). Complete alternatives analysis for intersection with Ski Hill Road.

2.1.8 PROJECT NO. 8 – SH-33 (MAIN ST) WIDENING, BROULIMS TO JOHNSON AVE

Project Description: This project involves widening SH-33 (Main St) to 3-lanes southward from the Broulims Supermarket to Johnson Avenue. This project will be led by ITD.

Justification: 10,500 current AADT traffic volume is forecasted to be approximately double by project implementation.

Potential Funding: ITD.

Design Considerations: Work with ITD to get the project programmed in advance. Combine with Project No. 9.

2.1.9 PROJECT NO. 9 – E JOHNSON AVE & SH-33 (MAIN ST) INTERSECTION IMPROVEMENTS

Project Description: This project will be led by ITD and completed after Project No. 1 – S 5th Street and Johnson Avenue Collector Route Improvements. Traffic volumes in the mid-term duration will likely dictate the need for a traffic signal or roundabout at this location. Even though this project is a high priority for traffic and LOS improvements, the typical ITD federal-aid project development timelines can take between 5-10 years from the time funding is programmed to the time project is implemented; therefore, it is placed in the 6-10 year CIP These intersection improvements will further improve and make use of the collector route improvements along S 5th Street and Johnson Avenue to alleviate traffic on SH-33 (Main Street) and by providing an alternative route for school, Ski Hill Road, and Cemetery Road traffic. The project assumes that a new traffic signal or roundabout will be installed; however, costs assume a traffic signal. A traffic signal warrant should be considered prior to project implementation.

Justification: Improve the intersection LOS from F to C for 2045 conditions; Regulate and ensure a safe flow of traffic to three schools and Ski Hill Road.

Potential Funding: ITD.

Design Considerations: Complete project after the improvements of S 5th Street and Johnson Avenue (Project No. 1).

2.1.10 PROJECT NO. 10 – LEGRAND PIERRE AVE & SH-33 (MAIN ST) INTERSECTION IMPROVEMENTS

Project Description: This project will be led by ITD and likely completed after Project No. 7 – LeGrand Pierre Roadway Extension. Even though this project is a high priority for traffic and LOS improvements, the typical ITD federal-aid project development timelines can take between 5-10 years from the time funding is programmed to the time project is implemented; therefore, it is placed in the 6 to 10-year CIP. Traffic volumes in the mid-term duration will likely dictate the need for a traffic signal or roundabout at this location. The intersection improvements will further improve and make use of the existing and future collector route improvements along LeGrand Avenue to alleviate traffic on SH-33 (Main Street) and provide a route for traffic heading to Driggs Elementary School and Ski Hill Road. The project assumes that a new traffic signal or roundabout will be installed; however, costs assume a traffic signal.

Justification: Improve the intersection LOS from F to C for 2045 conditions; Regulate and ensure safe flow of traffic to three schools, Cemetery Road, and Ski Hill Road.

Potential Funding: ITD.

Design Considerations: Complete project after the improvements of LeGrand Pierre Avenue (Project No. 7). The project should still be considered even if Project No. 7 is not completed.

2.1.11 PROJECT NO. 11 – E WALLACE AVE REBUILD

Project Description: In 2024, the City rebuilt E Wallace Avenue between SH-33 (Main Street) and N 1st Street. This project is a continuation of that project past Driggs City Park, rebuilding E Wallace Avenue between N 1st Street and N 2nd Street. The project assumes widening of the roadway, installation of two 11-ft travel lanes, a bike lane, 6-ft sidewalks on both sides of road, paved parallel parking, and 8-ft buffers per the City's Collector Residential cross-section with parking. A Local Commercial cross section should be considered if the City prefers pull-in parking near the City Park. The City has 82.5-ft of right-of-way at this location; therefore, either cross section is feasible.

Justification: Pavement is at the end of its useful life; increases parking.

Potential Funding: Local funding, STP, LRHIP.

Design Considerations: Recommend adding parking here due to proximity to City Park and downtown.

2.1.12 PROJECT NO. 12 – N 5TH ST & E ROSS AVENUE COMPLETE STREETS

The purpose of this project is to establish N 5th Street and E Ross Avenue as a collector route built to City standards. Project assumes installation of a bike path or bike lane per the City's Collector Residential cross-section. Costs assume a bike path. It is recommended that the school zone speed limit remains for this corridor.

Justification: Paved roadways not to City Standards; multimodal improvements.

Potential Funding: Local funding, TAP, CPS.

Design Considerations: It is recommended that this project be completed concurrently with Project No. 11 – N 5th Street and E Ross Avenue Roundabout project if funding is available.

2.1.13 PROJECT NO. 13 – N 5TH ST & E ROSS AVE ROUNDABOUT

Project Description: The N 5th Street and E Ross Avenue intersection is currently a 4-way stop-controlled intersection without turn lanes. It is recommended that a roundabout be installed at this location to improve the traffic flow and safety, tying together the improvements of N 5th Street and E Ross Avenue. The roundabout will be an improvement for north/south traffic on 5th Street heading to Teton High School, Driggs Elementary School, and/or LeGrand Pierre Road while also providing benefit for the N 5th Street & E Ross Avenue collector route. A single lane mini roundabout is assumed for this location to avoid additional right-of-way if possible. Pedestrian crosswalks are assumed at all four legs of the intersection. RRFB's could be considered if pedestrian safety is a concern. This project's priority may increase depending on the implementation of other adjacent projects.

Justification: Intersection LOS A for 2045 conditions; Regulate and ensure safe flow of traffic to three schools, Cemetery Road, and Ski Hill Road.

Potential Funding: Local funding; LHSIP.

Design Considerations: Complete a traffic study after S 5th St. & Johnson Ave. and N 5th St. & E Ross Ave. improvements projects to re-evaluate intersection LOS and re-prioritize this project accordingly.

2.1.14 PROJECT NO. 14 – N FRONT ST & W HARPER AVE IMPROVEMENTS

Project Description: N Front Street between W Buxton Avenue and W Harper Avenue is currently a local street that has minimal improvements. A short commercial section of roadway with parking has been installed between Little Avenue and Depot Street. Between Depot Street and W Buxton Avenue, the roadway is paved and then the roadway is gravel between W Buxton Avenue and W Harper Avenue. The N Front Street Improvements include establishing N Front Street as a minor collector route. It is assumed that the Collector Commercial section with parallel parking (per City standards) would be installed, including a bike lane and 8-ft sidewalks on N Front Street. Right-of-way exists for this project but appears to be 60-ft wide while the City's Collector Commercial section calls for 82.5-ft wide right-of-way. Intersection improvements at Little Avenue are not included and are assumed to be completed as part of long-term efforts (see Project No. 21).

W Harper Avenue between N Front Street and SH-33 Main Street is currently not an established roadway; however, a 60-ft right-of-way exists. A Local Commercial street section is assumed for this project. Two 11-ft travel lanes, 6-ft sidewalks, and 6-ft buffers are assumed to be completed.

Justification: Establish a minor collector route; increased parking close to downtown.

Potential Funding: Local funding; STP.

Design Considerations: Right-of-way acquisition should be a consideration as the City prepares for this project.

2.1.15 PROJECT NO. 15 – N 1ST STREET COMPLETE STREETS

Project Description: This project includes a complete streets improvement of N 1st Street between E Wallace Avenue and E Ross Avenue. Currently, N 1st Street is a local paved roadway, and the City has the 82.5-ft right-of-way width to establish N 1st Street as a commercial collector route. It is assumed that roadway improvements will consist of widening the roadway to have 11-ft travel lanes, a bike lane, parallel parking (both sides), 6-ft sidewalks, and 6-ft buffers per the City's Collector Commercial cross section. Driveway approaches are also assumed.

Justification: Establish a minor collector route; increased parking close to downtown.

Potential Funding: Local funding; STP.

Design Considerations: Recommend adding parking here due to proximity to downtown.

2.1.16 PROJECT NO. 16 – E ASHLEY AVE REBUILD

Project Description: This project involves rebuilding E Ashley Avenue from SH-33 (Main Street) to N 2nd Street. The project assumes widening of the roadway and installation of the City's Local Commercial cross-section w/ angle in parking for an 82.5-ft right-of-way.

Justification: Pavement deterioration.

Potential Funding: Local funding; LRHIP; STP.

Design Considerations: Turn lanes at the intersection with SH-33 (Main Street) are recommended to be designed and implemented as a part of this project.

2.1.17 PROJECT NO. 17 – FREMONT AVE REBUILD

Project Description: This project involves rebuilding Fremont Ave from S 1st Street to N 5th Street. The project assumes widening of the roadway, installation of two 11-ft travel lanes, a bike lane, 6-ft sidewalk, driveway approaches, parallel parking, and 6-ft buffers per City's Collector Residential cross-section for an 82.5 ft right-of-way. Project's priority may need to move up depending on development.

Justification: Growth in area; gravel roadway not to City Standards.

Potential Funding: Local funding; STP.

Design Considerations: None.

2.1.18 PROJECT NO. 18 – E ROSS AVE & SH-33 (MAIN ST) INTERSECTION IMPROVEMENTS

Project Description: This project involves adding a dedicated right turn lane on E Ross Avenue at the intersection with SH-33 (Main Street). This intersection reaches LOS F in future conditions if no improvements are made.

Justification: Maintains LOS C at 2045 conditions.

Potential Funding: LHRIP.

Design Considerations: This project is recommended to be completed in conjunction with Project No. 3 – N 5th Street and E Ross Avenue Improvements.

Long Term Projects (11-20 years)

2.1.19 PROJECT NO. 19 – SH-33 (MAIN ST) WIDENING

Project Description: This project involves widening SH-33 (Main St) to 3-lanes. Locations are: 1) northward from Harper Avenue to LeGrand Pierre Avenue and 2) southward from Johnson Avenue to Creekside Meadows Avenue. This project will be led by ITD.

Justification: 10,500 current AADT traffic volume is forecasted to be approximately double by project implementation.

Potential Funding: ITD.

Design Considerations: Work with ITD to get the project programmed in advance.

2.1.20 PROJECT NO. 20 – N 5TH ST & LEGRAND PIERRE ROUNDABOUT

Project Description: This intersection is currently a 3-way stop-controlled intersection with turn lanes. It is recommended that a roundabout be installed at this location to improve the future traffic flow and safety. The roundabout will be an improvement for East/West traffic heading to Driggs Elementary School, future developments off LeGrand Pierre Road, and Ski Hill Road. This project will be triggered by future traffic conditions and the amount of development that occurs along LeGrand Pierre Avenue. A mini roundabout is assumed for this location to avoid additional right-of-way if possible. The mini roundabout will accommodate bus turning movements. Pedestrian crosswalks are assumed to be included at all four legs of the intersection.

Justification: Development increases traffic in this location as dictated by LOS; Maintains LOS A for 2045 conditions if implemented based on assumed growth; Regulate and ensure safe flow of traffic to three schools, Cemetery Road, and Ski Hill Road.

Potential Funding: Local funding; LHSIP.

Design Considerations: Complete a traffic study after LeGrand Pierre Ave and SH-33/ LeGrand Pierre Intersection improvements projects to re-evaluate intersection LOS and re-prioritize this project accordingly.

2.1.21 PROJECT NO. 21 – 1ST STREET COMMERCIAL COLLECTOR

Project Description: This project extends 1st Street to the following locations: 1) from E Ross Avenue to LeGrand Pierre Avenue and 2) from Short Street to E Johnson Avenue. This project is recommended as a long-term improvement since right-of-way is currently unavailable for these north and south segments in their entirety. The only feasible route currently goes through multiple buildings, presenting several challenges. Like the N 1st Street Complete Streets Project, it is assumed that roadway improvements will consist of widening the roadway to have 11-ft travel lanes, a bike lane, parallel parking (both sides), 6-ft sidewalks like on Little Avenue, and 6-ft buffers per the City's Collector Commercial cross section.

Justification: Establish a minor collector route; increased parking close to downtown; alternative route to SH-33.

Potential Funding: Local funding; STP.

Design Considerations: It is recommended that this project moves forward as dictated by future traffic conditions and/or development in the area.

2.1.22 PROJECT NO. 22 – FRONT STREET COMMERCIAL COLLECTOR

Project Description: This project extends Front Street in the following locations 1) from W Harper Avenue to LeGrand Pierre Avenue and 2) from Little Avenue to W 500 S. This project is recommended as a long-term improvement since right-of-way is currently unavailable. The City does own property

along the south alignment from Little Avenue to W 500 S. The alignment for this project presents several challenges including an offset intersection at Little Avenue, previously completed commercial buildings and developments to the north of Little Avenue, and the need to acquire property. It is recommended that this project moves forward as dictated by future traffic conditions and/or development in the area. It is assumed that the north roadway improvements will consist of widening the roadway to have 11-ft travel lanes, a bike lane, parallel parking (both sides), 6-ft sidewalks, and 6-ft buffers per the City's Collector Commercial cross section and the south road segment will be a residential collector cross-section.

Justification: Establish a minor collector route; increased parking close to downtown; alternative route to SH-33.

Potential Funding: Local funding; STP.

Design Considerations: Right-of-way acquisition. It is recommended that this project moves forward as dictated by future traffic conditions and/or development in the area.

2.2 PEDESTRIAN AND TRANSIT PROJECTS

The City, PAC, and public expressed an interest in multimodal improvements throughout the community, with the goal of connectivity of pathways, sidewalks, bike lanes, etc. where all members of the community can get around. Traffic and Streets projects indicated above should incorporate ADA and pedestrian improvements where feasible, making for an accessible design, and many of the below projects recommend coordination with the Traffic and Streets buildout. Pedestrian CIP projects below incorporate connections between existing pedestrian facilities and added safety features for pedestrians. Additionally, as developments are planned, these should include pedestrian facilities such as pathways to new parks, as well as sidewalks on streets.

Pedestrian and Transit Projects can be seen in Appendix A.

Short Term Projects (3-5 years)

2.2.1 PROJECT NO. 1 – UPDATE ADA TRANSITION PLAN

Project Description: The City should update the ADA Transition Plan with a section that focuses on accessibility of public rights-of-way including sidewalk and curb ramps. The new section would incorporate an inventory of existing sidewalks and curb ramps and a compliance survey. It would determine priority routes or areas within the City and an implementation plan as well as a timeline for completion.

Justification: Current ADA Transition Plan does not address public rights-of-way.

Potential Funding: Local.

2.2.2 PROJECT NO. 2 – S 5TH ST & E JOHNSON AVE PATHWAY

Project Description: This project includes a new 10-ft paved pathway along the south side of Johnson Avenue and east Side of S 5th Street. The project is recommended to be completed at the

same time as the roadway improvements in this location and associated costs are included with the Traffic and Roadway project.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes.

Potential Funding: Local; TAP

2.2.3 PROJECT NO. 3 – RRFBS

Project Description: The City has expressed interest in enhancing pedestrian crossings with rectangular rapid flashing beacons (RRFBs) at specific pedestrian crossing locations. This project involves the installation of two RRFBs along E Little Avenue at 2nd and 5th Streets and one RRFB at Valley Centre along SH-33. It is recommended to complete all three RRFBs at once as part of a systemic approach. The LHTAC Local Highway Safety Improvements Program (LHSIP) is a recommended funding option for the RRFBs.

Justification: Increased pedestrian safety along major collector routes.

Potential Funding: LHSIP (systemic approach)

2.2.4 PROJECT NO. 4 – PHASE 1 SIDEWALKS/PATHWAYS IMPROVEMENTS

Project Description: The City wants to improve connectivity within the community for sidewalks and pathways to improve pedestrian safety. Sidewalks throughout the City were identified as missing or needing repair and replacement of existing. The City has a limited sidewalk fund that can be used for spot sidewalk improvements. This capital improvement project is intended to be a more widespread sidewalks project; however, an annual sidewalk project could also be pieced together and phased by the City as funding is available. Safe Routes to Schools is a possible federal funding source for sidewalks, pedestrian ramps, etc. Costs assume sidewalk improvements; however, pathways can be considered in these locations. At the time of this report, identified priority areas include:

- N 3rd Street – from Fremont Avenue to E Ross Avenue
- N 4th Street – from Fremont Avenue to E Ross Avenue
- E Harper Avenue – from SH-33 (Main Street) to N 5th Street
- E Howard Avenue – from N 5th Street to Dusty Trail

Justification: No sidewalks exist at these locations.

Potential Funding: CPS; SR2S

2.2.5 PROJECT NO. 5 – SH-33 (MAIN STREET) BIKE LANES

Project Description: The City, PAC, and community have expressed an interest in striped bike lanes on SH-33 (Main Street). This project will be completed as part of Traffic and Safety Project No. 5.

Justification: Existing bike lanes dead end.

Potential Funding: n/a (included with Traffic/Safety Project)

2.2.6 PROJECT NO. 6 – SH-33 (MAIN STREET) & CREEKSIDE MEADOWS PEDESTRIAN CROSSING FEASIBILITY STUDY

Project Description: This project improves pedestrian safety at the junction between the Victor to Driggs Pathway, SH-33 Pathway, and Creekside Meadows Pathway. This location is frequently crossed by pedestrians and is an area of increased traffic. It is recommended that a feasibility study be completed for a pedestrian underpass or overpass at this location. It may be possible that an underpass could run through the existing Teton Creek Bridge. Cost assumes the feasibility study only; project costs will be further evaluated in the study.

Justification: Verify if an underpass is feasible. An underpass would improve pedestrian safety. Pedestrian movements would no longer interfere with traffic if an underpass is implemented.

Potential Funding: TAP

2.2.7 PROJECT NO. 7 – LEGRAND PIERRE AVE PATHWAY

Project Description: Project includes a new 10-ft paved pathway along LeGrand Pierre Avenue from Booshway Street to Ski Hill Road. This project is recommended to be completed at the same time as the roadway improvements in this location. The pathway will also be completed in coordination with Teton County and developers.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes.

Potential Funding: Local, CPS, SR2S, TAP.

Mid Term Projects (6-10 years)

2.2.8 PROJECT NO. 8 – PHASE 2 SIDEWALKS/PATHWAYS IMPROVEMENTS

Project Description: Additional sidewalks and pathways throughout the City were identified under this Phase 2 project. The City has a limited sidewalk fund that can be used for spot sidewalk improvements. This capital improvement project is intended to be coupled with the roadway projects; however, the sidewalks project could also be completed separately as funding is available. Safe Routes to Schools is a possible federal funding source for sidewalks, pedestrian ramps, etc. Costs assume sidewalk improvements; however, pathways can be considered in these locations. At the time of this report, identified priority areas include:

- E Ashley Avenue – from SH-33 (Main Street) to N 5th Street
- E Wallace Avenue – from N 1st Street to N 5th Street
    - *Note: The streets project is only between N 1st Street and N 2nd Street*

Justification: No sidewalks exist at these locations.

Potential Funding: CPS; SR2S

2.2.9 PROJECT NO. 9 – RODEO DR PATHWAY EXTENSION

Project Description: The City has completed several pathway projects north of town along SH-33. To provide further connectivity in this area, this project extends a new 10-ft wide paved multi-use pathway northward to Casper Drive. The north portion of the pathway extension will need to be completed in coordination with Teton County. The City holds an easement at this location.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes.

Potential Funding: Local, CPS, TAP.

2.2.10 PROJECT NO. 10 – CREEKSIDE MEADOWS PATHWAY EXTENSION

Project Description: The existing Creekside Meadows pathway dead ends south of Johnson Avenue. To improve pedestrian connectivity in this area, this project extends a new 10-ft wide paved multi-use pathway northward to Johnson Avenue. The pathway extension will need to be completed in coordination with Teton County and the City will need to consider floodplain compatibility.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes.

Potential Funding: Local, CPS, TAP.

2.2.11 PROJECT NO. 11 – SH-33 (MAIN STREET) CROSSWALKS

Project Description: The intent of this project is to add pedestrian features as part of future roadways, traffic, and safety improvements at the SH-33 (Main Street) intersections with Johnson Avenue and LeGrand Pierre Avenue. Crosswalks are assumed to be placed at these locations. Additionally, crossing flags should be placed at existing SH-33 crosswalks. Curb extensions are suggested to be added for downtown crosswalks.

Justification: Increased pedestrian safety along state highway.

Potential Funding: Local, ITD, LHSIP

2.2.12 PROJECT NO. 12 – W 500 S & S FRONT ST PATHWAY EXTENSION

Project Description: To improve pedestrian connectivity in this area, this project extends a new 10-ft wide paved multi-use pathway from SH-33 (Main Street) to S Front Street.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes.

Potential Funding: Local, TAP

Long Term Projects (11-20 years)

2.2.13 PROJECT NO. 13 – BATES RD PATHWAY

Project Description: This project extends a pathway to Courthouse Drive within City Limits. It is part of a broader effort expressed by the City, PAC, and community to eventually have a pathway extending from Driggs to Bates Bridge on the Teton River. This destination is a heavily used recreation area in Teton Valley.

The new pathway is assumed to be a 10-ft wide paved multi-use pathway. The project was assumed to extend the existing Little Avenue bike lane westward to Courthouse Drive. Path is assumed to be along the north side of roadway.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes.

Potential Funding: Local, TAP, FLAP

2.2.14 PROJECT NO. 14 – 1ST ST BIKE LANE

Project Description: Bike lane will be included with the complete streets project.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes. Roadway buildout meets City Standards with bike lane added.

Potential Funding: n/a (included with Traffic/Safety project)

2.2.15 PROJECT NO. 15 – FRONT ST BIKE LANE

Project Description: Bike lane will be included with the complete streets project.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes. Roadway buildout meets City Standards with bike lane added.

Potential Funding: n/a (included with Traffic/Safety project)

2.2.16 PROJECT NO. 16 – FRONT ST & BATES RD RRFB

Project Description: Install RRFB at this location in conjunction with roadway buildout.

Justification: Increased pedestrian safety along major collector routes.

Potential Funding: Local

2.2.17 PROJECT NO. 17 – GEMSTONE AVE & SH-33 (MAIN ST) RRFB

Project Description: Install RRFB at this location in conjunction with roadway buildout.

Justification: Increased pedestrian safety along major collector routes.

Potential Funding: Local

2.2.18 PROJECT NO. 19 – BOOSHWAY ST PATHWAY EXTENSION

Project Description: This project extends a new 10-ft wide paved multi-use pathway from Booshway Street to Ski Hill Road. Additional easements will be required.

Justification: Meets goal of providing more connectivity for pedestrians and alternative transportation modes. Roadway buildout meets City Standards with bike lane added.

Potential Funding: Local, TAP.

Public Transit Projects

Public transit projects included herein are only for the City of Driggs, and projects herein are part of a larger regional system managed/improved in partnership with other entities. Coordination with START, Grand Targhee Resort, and Teton County should be considered in the bigger picture to expand public transit on a larger scale. As part of the planning process, public transit has been identified as a continued need for the Teton Valley community. It is recommended that a Transit Plan be developed to serve ongoing and future public transit needs.

2.2.19 PROJECT NO. 20 – VALLEY CENTRE PUBLIC TRANSIT

Project Description: Community outreach showed an increased interest in public transit. Specifically, the commuter service bus and Grand Targhee shuttle. This project provides a new commuter service bus stop and Grand Targhee shuttle stop at Valley Centre.

Justification: Alternative modes of transportation.

Potential Funding: TBD

2.2.20 PROJECT NO. 21 – COTTONWOOD CORNER GRAND TARGEE SHUTTLE STOP

Project Description: Community outreach showed an increased interest in public transit. Specifically, the Grand Targhee shuttle. This project provides a new Grand Targhee shuttle stop at Cottonwood Corner.

Justification: Alternative modes of transportation.

Potential Funding: TBD

2.3 CAPITAL IMPROVEMENT PLAN COSTS

The Capital Improvement Plan (CIP) is summarized with costs Table 2-1 and

Table 2-2 below. The CIP is also shown graphically on maps in Appendix A. These projects represent the highest priority transportation projects for the City of Driggs.

Planning-level cost estimates for these projects are included in Appendix B. These costs are conceptual and budgetary in nature and should be further refined as projects mature. It is important to note that construction and materials costs may change, and inflation continues to increase costs. These costs should be reevaluated and adjusted as projects move forward.

The opinions of probable costs herein are based on our perception of current conditions at the project locations. These estimates reflect our opinion of probable costs currently 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.

Table 2-1 – Traffic and Safety CIP Table

Traffic & Safety Short Term Projects (3-5 years)

Project No.	Location	Project Description	Opinion of Probable Cost
1	S 5th St & Johnson Ave*	Pave and widen roadway for collector route.	$ 3,362,000
2	E Little Ave & SH-33 Intersection	Install right turn lanes at all four legs of intersection. Improve signal timing.	$ 104,000
3	N 5th St & E Ross Ave	Redesign speed dips & remove stop sign. Establish school zone speed limit & times. Install pedestrian RRFB at Howard Ave.	$ 123,000
4	Short St. & S. 1st St.	Rebuild existing paved roadway. Add turn lane at Short St./SH-33 intersection.	$ 884,000
5	SH-33 (Main St)	Restripe SH-33 to 3 lanes w/ 2-way center turn lane. Stripe and connect bike lanes. Pending parking mitigation. Led by ITD.	$ 253,000
6	E Little Ave & 5th St Intersection	Install roundabout after Project No. 1 is built. As dictated by LOS.	$ 1,953,000
*Cost provided by the City of Driggs.		**Total =**	**$ 8,387,000**

Traffic & Safety Mid Term Projects (6-10 years)

Project No.	Location	Project Description	Opinion of Probable Cost
7	LeGrand Pierre Ave	Extend paved roadway to Ski Hill Rd including intersection improvements at Ski Hill Rd. Joint project w/ Teton County and developers.	$ 3,661,000
8	Main St. (SH-33) Widening, Broulims to Johnson Ave	Widen to 3 lanes. Southward from Broulims to Johnson Ave. Led by ITD.	$ 659,000
9	E Johnson Ave & SH-33 Intersection	New traffic signal or roundabout. Led by ITD	$ 845,000
10	LeGrand Pierre & SH-33 Intersection	New traffic signal or roundabout. Led by ITD.	$ 845,000
11	E Wallace Ave	Rebuild between N 1st St and N 2nd St.	$ 645,000
12	N 5th St & E Ross Ave	Complete streets project that adds a bike path or bike lanes to meet City Roadway Standards.	$ 431,000
13	N 5th St & E Ross Ave Intersection	Install roundabout. Combine w/ Project No. 10 if possible.	$ 1,953,000
14	N Front St & W Harper Ave	Rebuild existing paved roadway on N Front St from W Buxton Ave to W Harper Ave. Rebuild existing paved roadway on W Harper Ave from N Front St to SH-33.	$ 2,628,000
15	N 1st St.	Complete streets project from E Wallace Ave to E Ross Ave.	$ 3,033,000
16	E Ashley Ave	Rebuild existing paved roadway. Add right turn lane at intersection with SH-33.	$ 765,000
17	Fremont Ave	Rebuild existing paved roadway and pave existing gravel roadway.	$ 1,946,000
18	E Ross Ave & SH-33 Intersection	Add right turn lane on E Ross Ave.	$ 39,000
		Total =	**$ 13,130,000**

Traffic & Safety Long Term Projects (11-20 years)

Project No.	Location	Project Description	Opinion of Probable Cost
19	SH-33	Widen to 3 lanes. Northward approximately from Harper Ave to LeGrand Pierre Ave. Southward from Johnson Ave to Creekside Meadows Ave. Led by ITD.	$ 1,321,000
20	N 5th St & LeGrand Pierre Ave Intersection	Install roundabout as dictated by LOS.	$ 1,953,000
21	1st St.	Build commercial collector route. Northward from E Ross Ave to LeGrand Pierre Ave. Southward from E Little Ave to E Johnson Ave.	$ 5,118,000
22	Front St.	Build commercial collector route. Northward from W Harper Ave to SH-33. Southward from Bates Rd to W 500 S.	$ 6,347,000
		Total =	**$ 14,739,000**

Other Projects

Project No.	Location	Project Description	Opinion of Probable Cost
23	Rodeo Dr & Warbird Ln Intersection	Coordinate w/ Driggs-Reed Memorial Airport to realign skewed intersection.	n/a
None	Hastings Lane & SH-33	Coordinate w/ Teton County on intersection improvements including right turn lane on Hastings Lane and/or future signal on SH-33.	n/a
None	2000S & SH-33	Coordinate w/ Teton County on intersection improvements including right turn lane on 2000S and/or future signal on SH-33.	n/a
None	Driggs to Bates Bridge Pathway	Coordinate w/ Teton County on extending a pathway from Courthouse Drive to Bates Bridge.	n/a
None	Driggs to Tetonia Pathway	Coordinate w/ Teton County on extending a pathway from Indian Sunset Drive to Tetonia, ID.	n/a

Future Connections & Developer Driven Projects

Project No.	Location	Project Description	Opinion of Probable Cost
See Traffic & Safety map for Future Connections & Developer Driven Projects. Costs and project descriptions to be provided on an as needed basis.			

Table 2-2 – Multimodal CIP Table

Pedestrian Short Term Projects (3-5 years)

Project No.	Location	Project Description	Opinion of Probable Cost
1	n/a	Update ADA Transition Plan.	$ 50,000
2	S 5th St & E Johnson Ave	New bike path. Implement at same time as roadway project.	n/a
3	E Little Ave and Valley Centre	Install RRFBs. Systemic approach.	$ 181,000
4	N 3rd St, N 4th St, E Harper Ave, and E Howard Ave	Phase 1 sidewalk improvements.	$ 1,493,000
5	SH-33	Stripe and connect bike lanes. Include with roadway striping project. Let by ITD.	n/a
6	SH-33 & Creekside Meadows Ave Intersection	Feasibility study for pedestrian underpass or overpass.	$ 50,000
7	LeGrand Pierre Ave	New bike path. Implement at same time as roadway project.	$ 375,000
		Total =	**$ 2,149,000**

Pedestrian Mid Term Projects (6-10 years)

Project No.	Location	Project Description	Opinion of Probable Cost
8	E Ashley Ave and E Wallace Ave	Ph. 2 sidewalks improvements project. Concurrent with roadway buildouts.	$ 605,000
9	Rodeo Drive	New pathway extension.	$ 437,000
10	Creekside Meadows Ave	Extend bike path. Coordinate with Teton County and development.	$ 211,000
11	SH-33	Install new crosswalks. Systemic approach. Tie in w/ transportation projects.	$ 38,000
12	W 500 S to S Front St.	Extend bike path.	$ 55,000
		Total =	**$ 1,346,000**

Pedestrian Long Term Projects (11-20 years)

Project No.	Location	Project Description	Opinion of Probable Cost
13	Bates Rd.	New pathway to Bates Bridge. In cooperation with Teton County.	$ 72,000
14	1st St.	Add bike lane w/ roadway buildout. Cost included with traffic project.	n/a
15	Front St.	Add bike lane w/ roadway buildout. Cost included with traffic project.	n/a
16	Front St. & Bates Rd.	RRFB w/ roadway buildout.	$ 68,000
17	Gemstone Ave & SH-33	RRFB w/ roadway buildout.	$ 68,000
18	Booshway St	New pathway. Concurrent with future roadway buildouts.	$ 124,000
		Total =	**$ 260,000**

Public Transit Projects

Project No.	Location	Project Description	Opinion of Probable Cost
20	Valley Centre	New commuter service bus stop. New Grand Targhee bus stop.	n/a
21	Ski Hill Rd. & Aspen Meadows Rd	New Grand Targhee shuttle service stop.	n/a

CHAPTER 3 POLICY AND OTHER RECOMMENDATIONS

It was recognized during this planning effort that several policy improvements and updates are needed to implement and support this Plan. Some are critical of implementing the Plan, while others are policies that represent existing practices that are simply collected herein because they relate to the Plan. In addition to policies, additional recommendations that are not considered capital improvements are listed herein.

3.1 CITY PUBLIC WORKS AND DEVELOPMENT STANDARDS

The City of Driggs Public Works Standards and Technical Specifications were reviewed. The standards appear to satisfy current engineering standards of care and are in line with Driggs community values and objectives. Specified street sections for local and collector routes in the Standards Drawings provide flexibility for context sensitive designs (CSD). Specific recommendations for the Standard Drawings include:

- Add a note stating that modifications to the Standard Drawings for CSD may be submitted for review and may be approved on a case-by-case basis and by the City Engineer.
- Update sidewalk cross slopes to "2% Max"
- Consider adding shoulder widths
- Consider adding notes that new streets should be designed per standard, but existing streets can be phased accordingly due to constraints
- Consider 11' lane width and 6' buffer width for Local Commercial 82.5' ROW
- Collector Commercial, Collector Residential (Park and No Park)
- Consider delineation or physical barrier between bike lane and travel way – such as flex post delineators or rubber bollards along critical corridors where speeds are more than 35mph.
- Local Commercial (45-degree angle parking)
- The buffer between sidewalk and parking on both sides is 7ft. Could reduce to 6ft minimum and still meet the requirement for PLTS 1 (Pedestrian Level of Traffic Stress 1, the highest level of comfort for pedestrians).
- Consider back-in angled parking as it is the safest configuration. Also eliminates the 2-ft door swing buffer allowing for additional cross section width (20 to 21 versus 19 shown)
- Local Residential (No Parking)
- 5ft sidewalk meets a PLTS 2 requirement. Consider taking a foot from the buffer and adding it to the sidewalk and meet a PLTS 1 standard for sidewalk and buffer width.
- Local Residential (parking one side)
- Consider adding 1-ft to sidewalk from buffer on either side and still meet a PLTS 1 standard for sidewalk and buffer width.

- Consider standard pathway width of 12 feet:
- Recommended upper limit for 150-300 peak hour users
- Recommended lower limit for 300 to 500 peak hour users
- Consider a new typical section for more critical bicycle corridors that are wider and accommodate higher speeds (20-30mph, increasingly common among type 1 and 2 e-bikes). This would give more justification for narrower 10ft paths to be used in more local settings with slower bicycle speeds and lower volumes of users.

Standards should continually be reviewed for compliance with City visions and goals.

3.2 SNOW AND ICE REMOVAL POLICIES

Driggs has a formal snow and ice removal policy for roadways adopted in 2016. The policy was reviewed and compared to similar cities with resort characteristics including Coeur d'Alene and Sandpoint, Idaho. The City's policy appears to meet the standard of care compared to other municipalities but could consider more specificity in defining priority areas in the policy. For example, "1st Priority" areas are defined as the "heaviest traveled sections of road (including most primary routes) and dangerous spots, such as sharp curves with significant traffic levels, busy intersections, emergency services, and school bus routes." Little Avenue could specifically be designated as one of the heaviest traveled sections. Additional corridors and intersections could be specified.

It is recommended the City identify priority pathway routes and adopt a formal snow and ice removal policy, like the street policy. Standard practice for other municipalities is that pathways are generally treated like roadways, where winter maintenance is carried out by the City. This requires equipment and manpower; therefore, O&M funds need to be dedicated for these efforts. Research of other jurisdictions indicates that a certain level of snowfall triggers the need for pathway plowing, generally 2-inches or more of snowfall accumulation. The City could also consider requirements for homeowner's associations to provide winter maintenance for pathways within their neighborhoods.

Like most municipalities, Driggs has an ordinance requiring property owners to remove snow and debris from adjacent sidewalks. Obtaining consistently clear sidewalks in winter requires significant enforcement efforts so the City has historically endeavored to clear most commercial sidewalks and school routes with City forces. Public outreach and education can help alleviate the need for enforcement. Calls for volunteers, encouraging neighborly acts of kindness, and other community-based approaches such as an "adopt a sidewalk" program could be considered by the City to promote safety and compliance. Such programs allow volunteers to sign up and help residents who may be unable to shovel snow, such as senior and disabled persons. Some municipalities report success with door hangers educating residents of the city.

3.3 ACCESS MANAGEMENT

In simple terms, access management is the coordinated planning, regulation, and design of access points between roadways and land developments. The City currently lacks formal access

management policies. As growth and development continue, appropriate access management will be crucial to ensure the safety, economy, mobility, and livability of the transportations system for all users. **The City should adopt a formal access management policy.** The policy should adhere to the Transportation Research Board's Access Management Manual, latest edition.

3.3.1 TRAFFIC IMPACT STUDIES

A traffic impact study (TIS) or traffic impact analysis (TIA) is a specialized study of the impacts that a certain type and size of development will have on the surrounding transportation system. A TIS is essential for many access management decisions, such as spacing of driveways, traffic control devices, and traffic safety issues. It is specifically concerned with the generation, distribution, and assignment of traffic to and from new development. Uniform guidelines for when a TIS is required and how the study is conducted should be adopted. Ultimately, the City will determine when a TIS is required. A TIS should be required when any of the following situations are proposed:

- All new developments, or changes to existing developments, that are expected to generate more than 100 new peak-hour vehicle trips (total in and out vehicular movements)
- Development that generates less than 100 new peak hour trips should require a TIS under unique circumstances such as: high crash locations, currently congested areas, or areas of critical local concern
- All applications for rezoning
- All applications for annexation
- Any change in the land use or density that will change the site traffic generation by more than 15 percent, where at least 100 new peak-hour trips are involved
- Any change in the land use that will cause the directional distribution of site traffic to change by more than 20 percent
- When the original TIS is more than 2 years old, access decisions are still outstanding, and changes in development have occurred in the site environs
- When development agreements are necessary to determine "fair share" contributions to major roadway improvements

The City should incorporate TIS requirements such as the required level of detail, qualifications of those preparing the TIS, analysis time periods, data collection requirements, report formats, etc. TIS requirements are typically included in Access Management policies.

3.4 SPEED LIMITS AND TRAFFIC CALMING

Speed limits should be determined on the specific context of the road, considering factors like pedestrian and bicycle activity, crash history, land use, roadside conditions, 85th percentile speed, and traffic volume. Engineering solutions like traffic calming measures (speed dips, roundabouts, road narrowing, etc.) can help reinforce lower speeds and make roads safer for all users.

3.5 PATHWAY AND SIDEWALK MAINTENANCE

The City's trip hazard assessment should be updated and incorporated into an ADA Transition Plan for public rights-of-way. The Transition plan should inventory existing sidewalks and pathways and identify corrective actions for cracks, lips, and other hazards that affect accessibility. It is further recommended that O&M funds be dedicated to pathway and sidewalk maintenance. Following an updated inventory of conditions, cost estimates and budget needs can be estimated. The City should also consider an adopt-a-sidewalk or pathway program where citizens can adopt a portion of a pathway or sidewalk route for littler pick up, vegetation clearing, and identifying maintenance needs such as cracks and potholes. The City of Nampa, Idaho has a similar program that can be used as a resource for implementation.

3.6 COMPLETE STREETS AND MULTI-MODAL CONSIDERATIONS

The City strives to provide complete streets. Known locations where further analysis and improvements are needed include:

- Main and Little: Current parking configuration makes it difficult to bike in this one block. Additional study is needed to determine improvement options.
- Trial crossing flags at intersections along Main Street to enhance pedestrian safety. This could be done in partnership with Teton Valley Trails and Pathways (TVTAP) or other community organizations.
- Prohibit parking in the existing parking spaces immediately adjacent to the mid-block crossing south of Little Avenue. Prohibition should be accomplished by signage and red curb paint. In addition, try a temporary or mobile curb extension or bulb out during busy summer months.
- Trial curb extensions (bulb outs) on Main Street to narrow pedestrian crossing widths and make pedestrians more visible.

3.7 PARKING STUDY AND POLICY RECOMMENDATION

Recommendations to implement a 3-lane section on Main Street to improve vehicular traffic conditions will affect available parking. North of Wallace is primarily diagonal parking. The 3-lane configuration will require a change to parallel parking, and it is estimated that approximately 77 parking spaces will be lost. Given the need to balance available parking with traffic and safety improvements, it is recommended that a downtown and Little Avenue parking study is carried out. The study should include a detailed analysis of parking availability, utilization, and demand. It should identify areas for potential parking lot development and implementation strategies.

In addition, it is recommended that Driggs revisit and update its on-street parking policy, particularly for roads without a designated parking lane. Land use ordinances and requirements should be revisited to ensure they align with the City's goals and needs. Policies should consider other factors such as winter maintenance (i.e. no on-street parking during certain weather events such as snow).

3.8 REGIONAL COORDINATION AND COLLABORATION

The City actively coordinates and collaborates with neighboring local highway jurisdictions, ITD, federal agency partners, Grand Targhee Resort, and other groups. This practice is critical in achieving the goals of this Plan and ensuring an effective transportation system not only in Driggs, but in the surrounding area. It is recommended that multi-agency coordination and collaboration with other agencies and planning efforts continue. This helps see that the City's goals and objectives are recognized and incorporated into multi-agency planning efforts as appropriate. The more active the City is with other planning efforts, the more likely mutual objectives can be carried out. Collaboration with ITD, transit groups, bike/pedestrian advocacy groups, Teton County, federal partners, etc. should continue.

3.8.1 GREATER TETON REGIONAL COLLABORATIVE NEEDS FINDINGS

Driggs is part of the Greater Teton Regional Collaborative (GTRC) which was established to enhance regional coordination across Teton, Lincoln, and Sublette Counties in Wyoming and Teton County in Idaho. The area does not have a metropolitan planning organization (MPO) or formalized regional planning entity, therefore GRTC was formed to function as a de facto MPO to align transportation investments with long-term regional needs. GRTC finalized the GRTC Needs Findings in April 2025. The GRTC Findings document is referenced herein as it aligns with this Plan and should be consulted, updated, and implemented in conjunction with the findings of this Plan.

3.8.2 TETON COUNTY, IDAHO SAFE STREETS 4 ALL ACTION PLAN

At the time of this Plan, Teton County is developing a Safe Streets 4 All (SS4A) Action Plan, with an estimated completion of later in 2025. The City should coordinate implementation of recommended actions and steps in the SS4A to improve road user safety.

3.9 SPEED LIMITS AND SCHOOL ZONE SIGNAGE

Concerns about speeding were raised by the public and advisory committee. Speed limits are established by statute or an engineering study. The MUTCD provides requirements and guidance for placement speed limit signs. Speed limit signs (R2-1) must be located at the points of change from one speed limit to another. They also must be installed at jurisdictional boundaries (i.e. city limits). Guidance suggests that speed limit signs should also be installed "at other locations where it is necessary to remind road users of the speed limit that is applicable." This generally appears to be the current practice with Driggs. There is a balance between posting more signs and posting them where necessary. The MUTCD generally discourages posting more signs unless necessary. The more signs posted, the more likely the traveling public is to tune them out.

It is recommended that Driggs continue its current practice of installing signs at city limits, near school zones, and where speed limits change. It is not necessary to post a speed limit sign every block within the City. If there are areas where it would be beneficial to do so, then those cases should be the exception and not the rule. No engineering study is required to post the established speed limit. Areas where non-residents might be unsure of the posted speed should have a speed limit posted.

To mitigate speeding concerns, signage is only part of the solution. The City could set up temporary radar speed feedback signs in areas where speeding is observed or perceived. Coordination with law enforcement should also occur. Traffic calming measures should also be implemented.

School area speed limits are a separate matter. It is recommended that the City evaluate its school areas and sign them in accordance with the MUTCD. This starts with establishing a School Route Plan. A School Route Plan is developed in a systematic manner by the school, law enforcement, and traffic officials responsible for school pedestrian safety. It should consist of a map showing streets, the school, existing traffic controls, established school bike/walk routes, and established school crossings. Once the route plan is established, existing conditions should be reviewed for compliance with the MUTCD and necessary changes implemented as soon as possible.

It is recommended that school zones be consistent throughout the City in terms of traffic sign configurations, post types, pavement markings, and speed limits as appropriate. For example, some jurisdictions require a specific style of crosswalk pavement markings in school zones (such as piano key style markings) and only allow these types of markings in school areas.

3.10 FUTURE FUNCTIONAL CLASSIFICATION AND DESIRED CONNECTIONS

Recommended functional classification and future connections are shown in Figure 2.

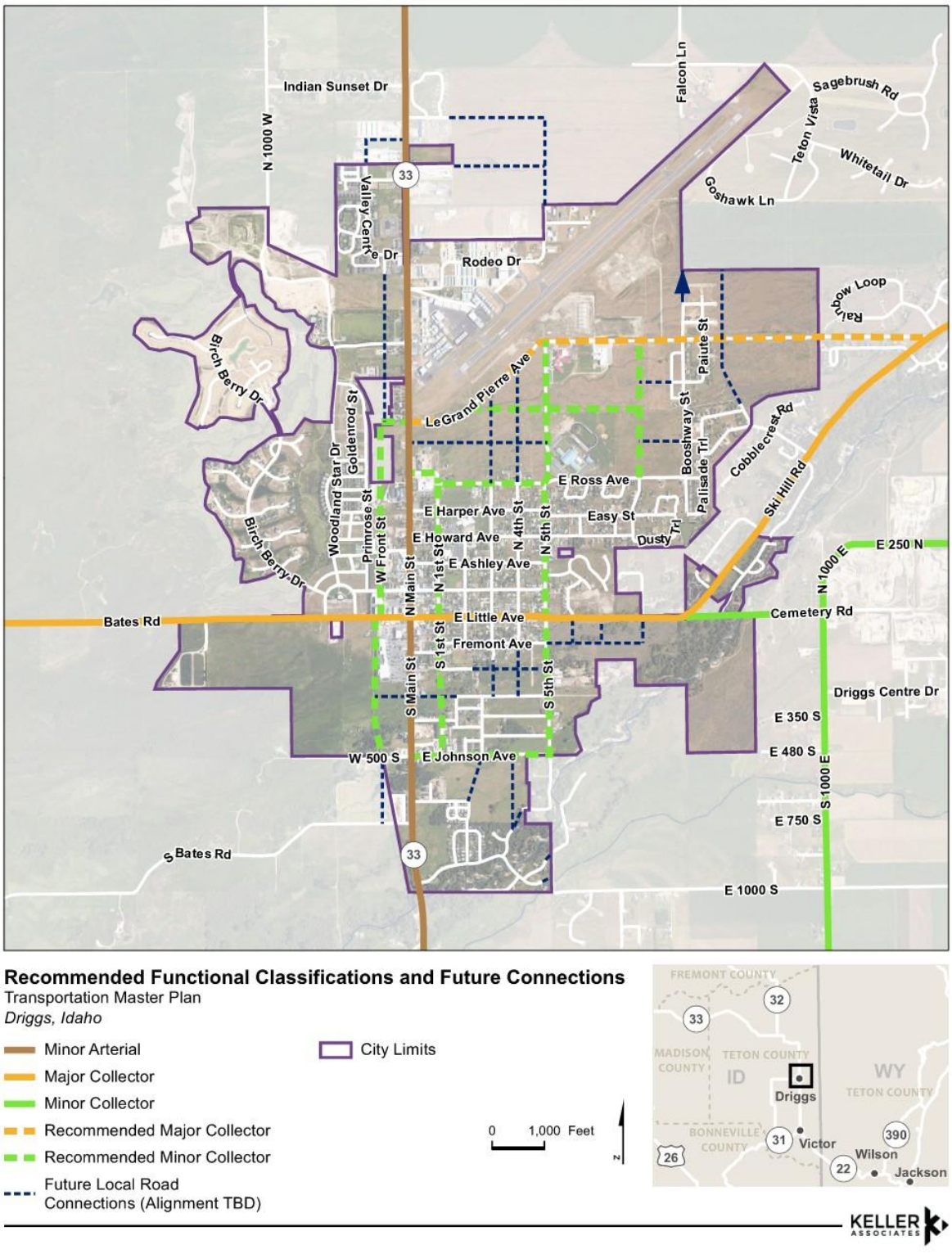


Figure 2 – Recommended Functional Classification and Desired Future Connections

CHAPTER 4 DEMOGRAPHICS

Understanding location, existing and projected population, and employment is an important element of a transportation plan. Demographic information is the foundation for creating a transportation system meeting the needs of the area. Demographics are important to evaluate circulation and safety concerns. The demographics of the surrounding area can have both direct and indirect impacts on an area's transportation system. The following sections discuss existing and future demographics in Driggs, Idaho, with highlights included below:

Population: An annual growth rate of 4.0% was used to forecast population and is used in subsequent traffic modeling. Traffic volumes tend to increase as population increases, generally at a faster rate.

Housing: Nearly one fifth of the housing units in Driggs are for seasonal, recreational, or occasional use. This is attributed to the resort nature of Driggs where people have second homes or short-term rentals. Resort communities typically see higher peaks in traffic during prime recreational months; in Driggs case, highest in the summer months, but also peaks in winter months due to its proximity to Grand Targhee Resort and other winter recreational opportunities.

Employment Characteristics: Driggs has a higher percentage of the workforce involved in the recreational industry compared to the rest of Idaho. Non-local traffic from tourists and visitors puts additional demand on the local transportation system.

Traffic Impacts: As expected from a resort community with abundant recreational resources, Driggs has a higher percentage of employment distribution in the recreation industry. Outside traffic from tourists and visitors puts additional demand on the local transportation system. Driggs also has a slightly higher percentage in the construction industry. This is expected given the growth experienced in Driggs.

4.1 POPULATION

The population statistics presented herein are based on data obtained from the U.S. Census Bureau. Census data from 2010 and 2020 were reviewed for the City. Driggs population trends were compared to the surrounding area for overall growth as presented in Table 4-1.

Table 4-1 – Driggs Area Population and Growth Rates (U.S. Census Bureau)

Community	2010 Population	2020 Population	Overall % Change
Driggs	**1,660**	**1,984**	**19.5%**
Victor	1,928	2,157	11.9%
Tetonia	269	308	14.5%
Teton County	10,170	11,630	14.4%
State of Idaho	1,567,582	1,839,106	17.3%

Driggs experienced nearly 20% overall growth between 2010 and 2020. Annual growth rates were calculated using the following equation:

$$r = \left(P_f / P_i\right)^{1/t} - 1$$

Where *r* is the annual growth rate, P_f is the final population, P_i is the beginning population, and *t* is the time in years between the initial and final populations. The compound annual growth rate for Driggs between 2010 and 2020 was 1.8%. Looking at a 20-year history, the annual growth rate for 2000 to 2020 was 3.0%.

Discussions with the City and PAC indicate that the region has experienced significant growth, particularly following the COVID Pandemic, and a growth rate of 1.8% is not reflective of perceived growth conditions following 2020. The 2022 American Community Survey by the U.S. Census Bureau reflects this sentiment, and estimated the 2022 population for Driggs at 2,548, which computes to a 13.3% annual growth rate from 2020.

Other factors identified through discussion with the PAC include planned housing developments within city limits. One area expected is near the intersection of 5th Street and Johnson Ave. The second development area is along LeGrand Pierre Ave. Both developments are expected to cause population and traffic growth.

After additional discussion and review of other recent planning efforts by the City, **an annual growth rate of 4.0% was used to forecast population and is used in subsequent traffic modeling**. This growth rate is consistent with the Wastewater Facilities Planning Study (WWFP), Water Facility Planning Study, and Comprehensive Plan. See Figure 3 for a graphical representation of the historic and forecasted population of Driggs.

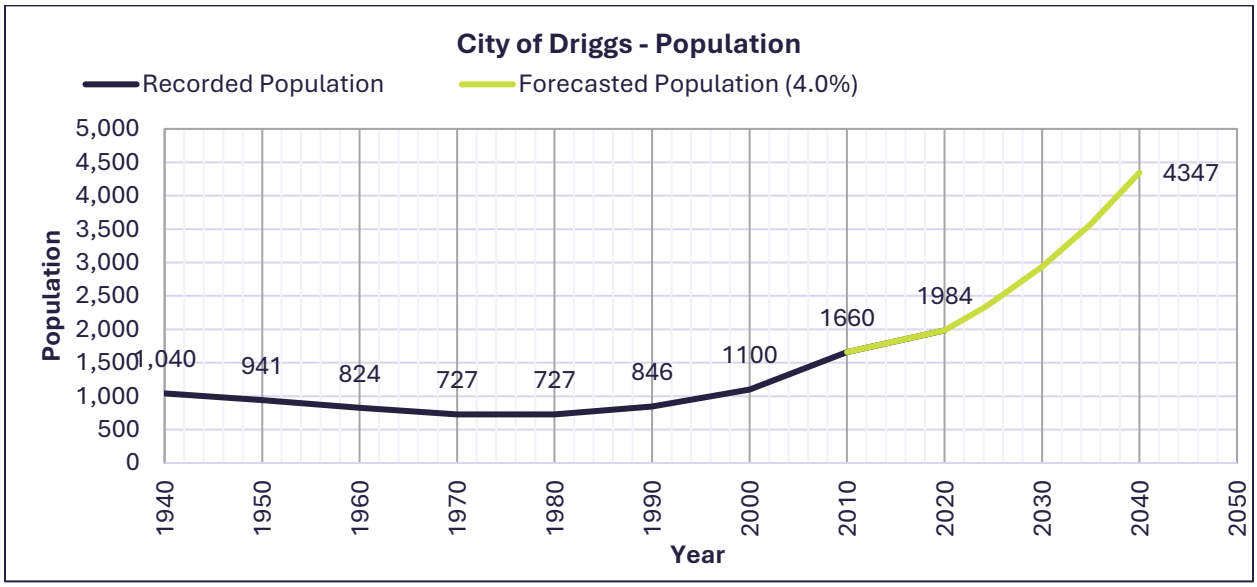


Figure 3 - City of Driggs Population

Using the 4.0% compound annual growth rate, it is projected that Driggs will have a population of 5,289 in 2045, the 20-year planning horizon. This growth rate is used in future traffic forecasting and modeling (in Section 6.2).

4.2 HOUSING CHARACTERISTICS

According to the 2022 American Community Survey, there were 1,115 housing units in Driggs. 849 of them were occupied, while 266 were vacant. Of the 849 occupied housing units 515 were owner-occupied while 334 were renter occupied. The average household size was 3.0 people, and the average family size was 3.4 people. Figure 4 shows the distribution of the housing unit occupancy in the City of Driggs.

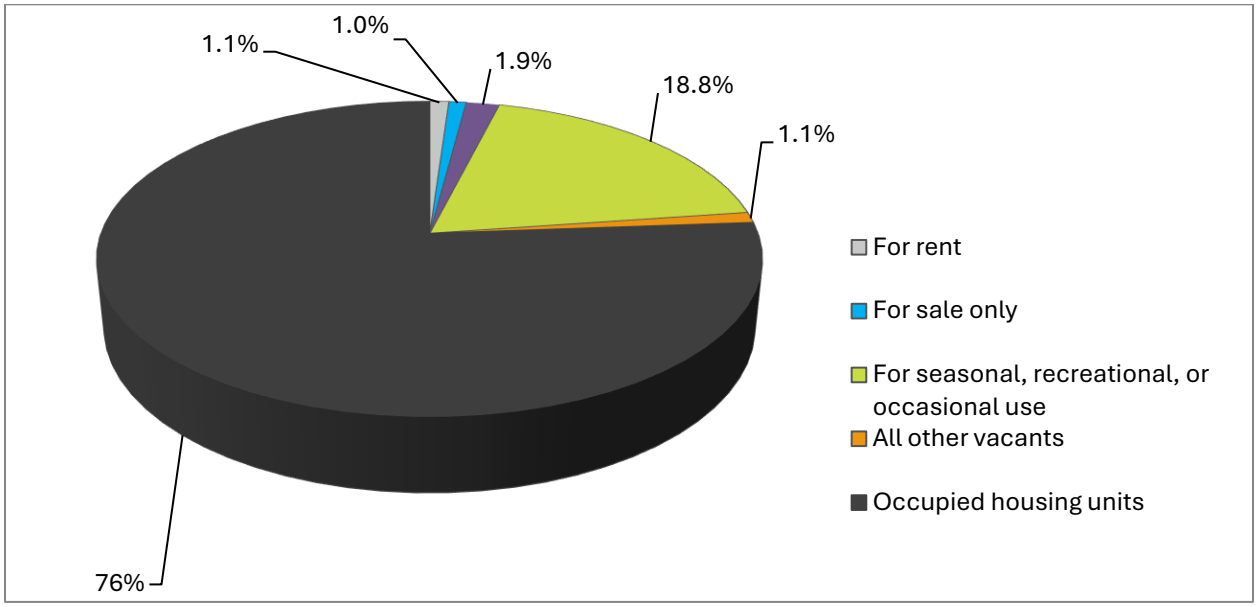


Figure 4 - City of Driggs Housing Unit Occupancy

4.3 EMPLOYMENT CHARACTERISTICS

Table 4-2 shows the Driggs labor force distribution by industry, as well as that of Idaho and the U.S.

Table 4-2 – 2022 Employment Distribution

Employment Distribution for Driggs, Idaho			
Industry	**Driggs**	**Idaho**	**USA**
Educational services, health care, and social assistance	21.2%	22.7%	23.1%
Arts, entertainment, recreation, accommodation, and food services	20.0%	8.1%	8.7%
Retail trade	16.4%	12.1%	11.1%
Construction	12.0%	9.8%	6.9%

Employment Distribution for Driggs, Idaho			
Industry	**Driggs**	**Idaho**	**USA**
Other services (except public administration)	8.2%	4.5%	4.7%
Professional, scientific, management, administrative and waste management services	6.5%	10.6%	12.6%
Manufacturing	5.1%	9.2%	9.9%
Public administration	2.7%	5.1%	4.6%
Agriculture, forestry, fishing and hunting, and mining	2.6%	3.9%	1.6%
Transportation, warehousing, and utilities	1.9%	4.8%	6.0%
Information	1.5%	1.4%	1.9%
Finance and insurance, real estate, rental, and leasing	1.2%	5.8%	6.7%
Wholesale trade	0.8%	2.1%	2.2%

Driggs has a higher percentage of the workforce involved in the recreational industry compared to the rest of Idaho. Non-local traffic from tourists and visitors puts additional demand on the local transportation system. A slightly higher percentage of employees work in the construction industry. This can be attributed to the growth experienced in Driggs and the supporting infrastructure.

Unless there are significant changes to the economic development and demographics of Driggs, it is believed that the future employment distribution will remain like existing employment distribution. Examples of significant changes include a new large employment entity or an existing employment entity leaving the area.

4.3.1 DRIGGS COMMUTING CHARACTERISTICS

The Census Bureau, through its American Community Survey, collects information and estimates commuting characteristics of the population. This data was used to review characteristics of the population commuting to and from work. 77.8% of the workforce in Driggs commute to work by car, truck, or van. Of the workforce, 68.4% work in Teton County. Most of the workforce drove alone (64.8%), while some carpooled (13%). Additional statistics for means of transportation can be seen in Figure 5.

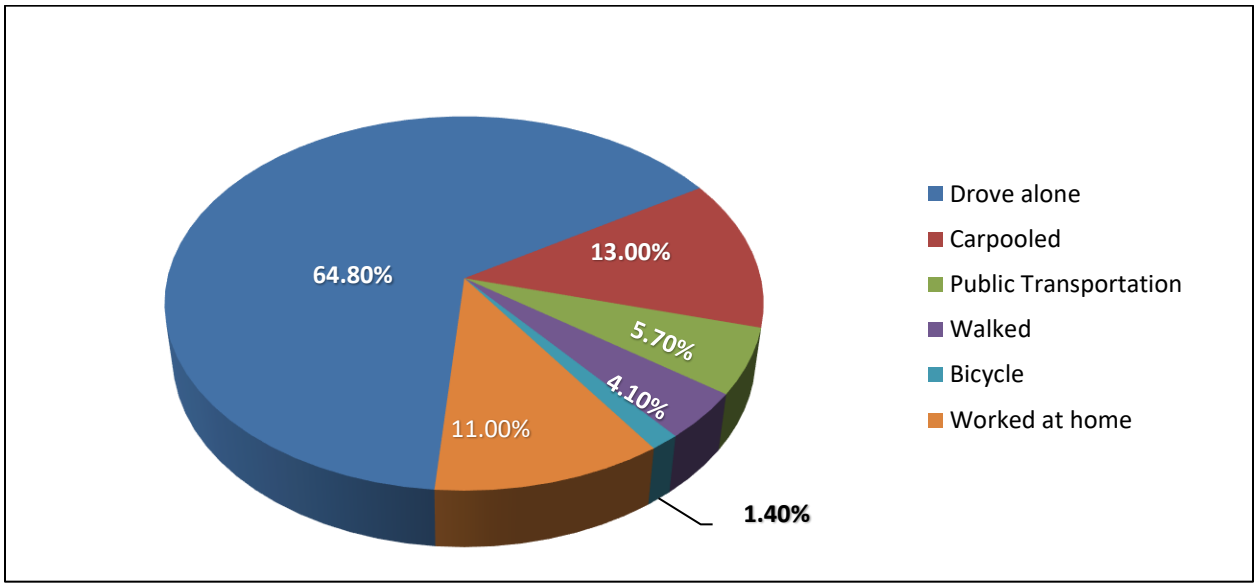


Figure 5 - Means of Transportation to Work

This is typical for rural towns in Idaho and is corroborated by discussions with the City, PAC, and stakeholders. Approximately 11% of the workforce reportedly work from home. People enjoy the natural beauty, small town charm, and recreational opportunities Driggs offers which has attracted new residents who can work remotely. This has contributed to the overall growth dynamic in Driggs and consequently increased traffic.

Information on Driggs' workforce commuting is shown in Figure 6**.**

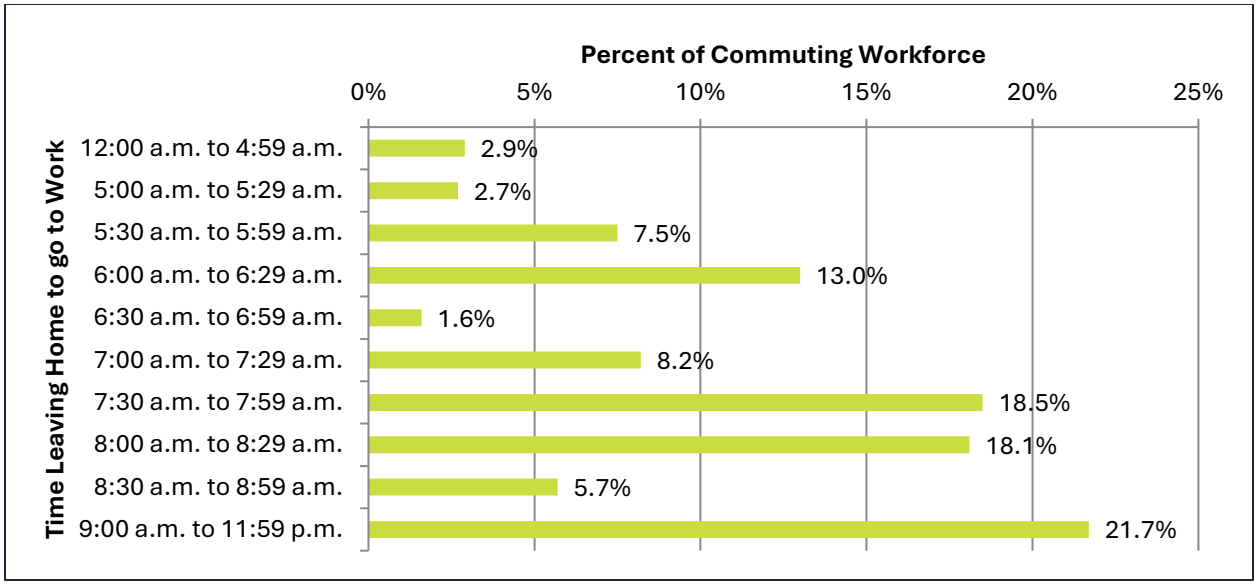


Figure 6 - Time Leaving Household for Work

In general, traffic volumes tend to spike during the morning and evening commute. These trends are captured in the travel demand model and affect peak hour traffic.

4.4 LAND USE AND ZONING

The Driggs Comprehensive Plan adopted in November of 2020 was used as a reference for this study. Figure 7 on page 35 shows the current Zoning Map for Driggs.

The 2020 Comprehensive Plan includes the following goals for future land use:

- Preserve sensitive habitat and wildlife corridors
- Support a diversity of housing types
- Identify locations for additional recreational areas
- Promote a diversity of employment types and expansion of light industrial spaces for expanded business development
- Densify and activate Downtown with more vibrancy
- Support spaces for small business
- Allow for annexation of properties currently using City utilities
- Encourage community connectivity
- Promote development of vacant platted residential lands

This transportation plan supports the Comprehensive Plan goals for land use. It is important to note that land use and zoning authority vested to the City may be the single-most important factor establishing growth within the City.

Land use data was incorporated into the travel demand model (see Section 6.2). Existing land use data was compiled from several sources, including Census data, rooftop counts, development applications for housing constructed 2023 – 2024, school enrollment data from school district websites, and Replica, a third-party dataset that captures movement patterns of people between specific geographic zones over a defined period. Replica data is derived primarily from anonymized mobile device location data.

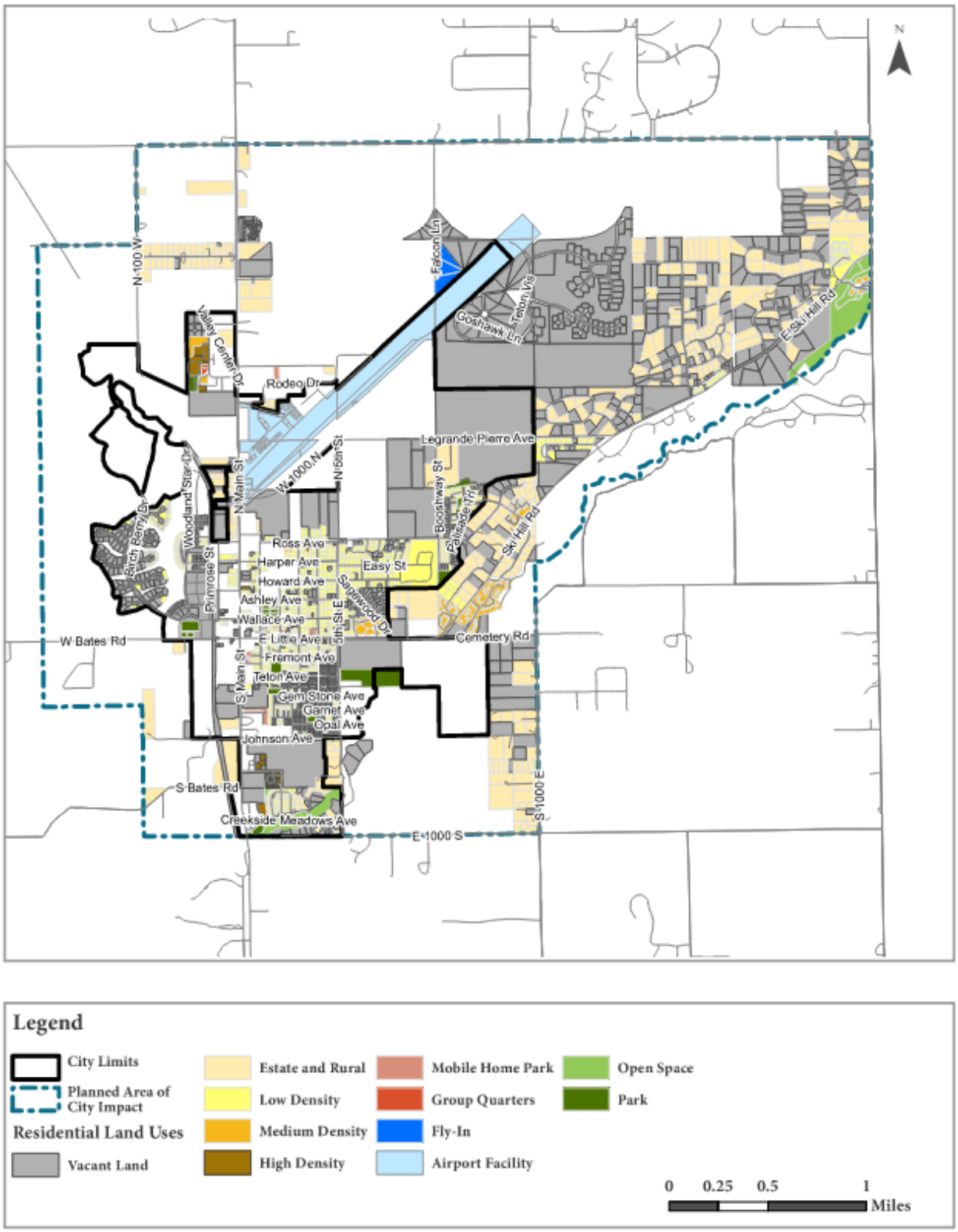


Figure 7 - City of Driggs Existing Land Use Map (2025 Building Footprint Data and Zoning)

4.5 DEMOGRAPHIC IMPACTS TO TRANSPORTATION

Demographic data, traffic volumes, and their forecasts were incorporated into a travel demand model (see Section 6.2 and Appendix C for further information). The study area was broken into Traffic Analysis Zones (TAZ) based on land use and zoning, planned/platted development, and traffic. The model was used to forecast future conditions. 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. Residential growth allocations are shown in Figure 8.

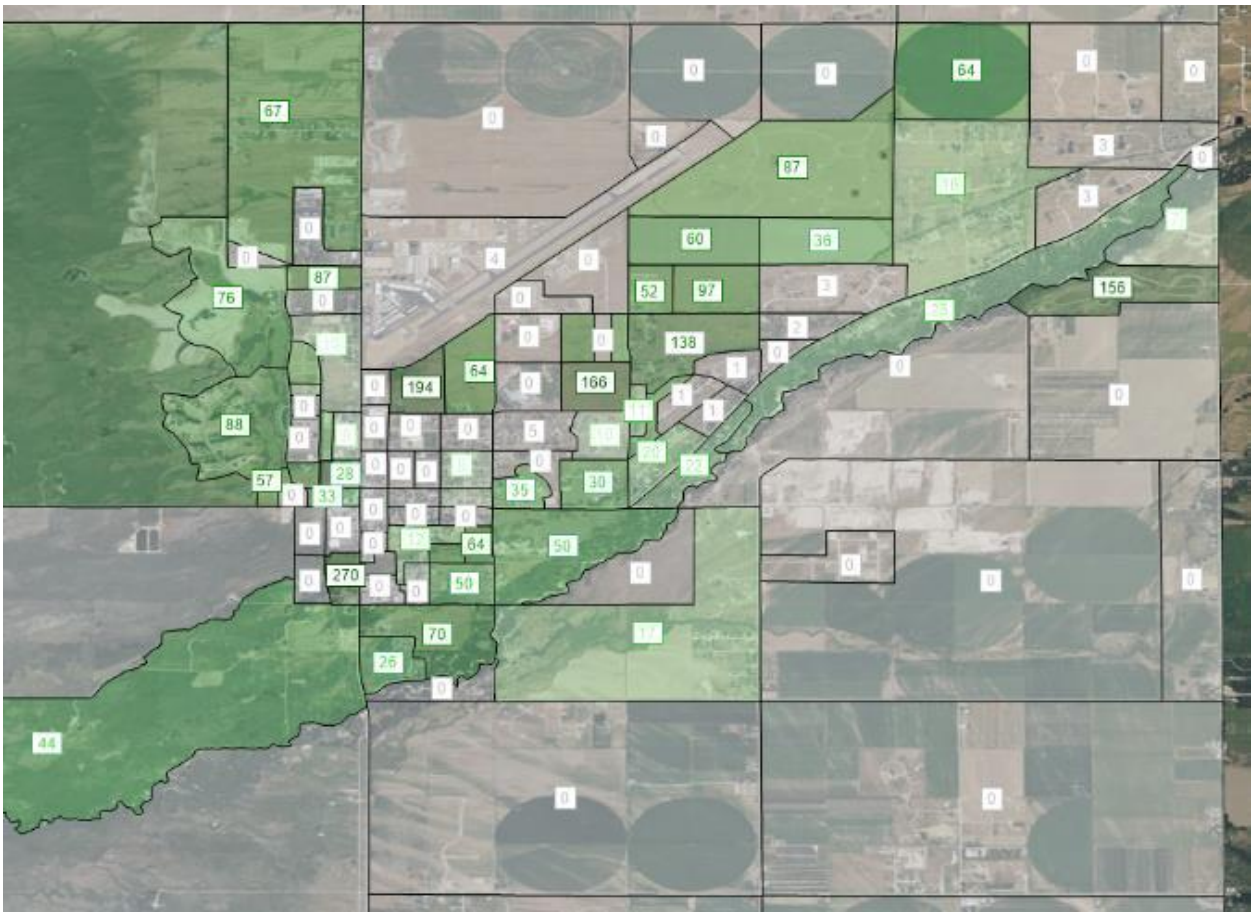


Figure 8 - 2024 to 2045 Housing Unit Growth by TAZ

CHAPTER 5 EXISTING SYSTEM

Driggs is located along Idaho State Highway 33, approximately 3 miles west of the Wyoming State line. A segment of Idaho State Highway 33 runs through the center of the town (Main Street), running north/south. All roads within the city limits are maintained by Driggs, except for private roads managed by residents and Idaho State Highway 33, which is jointly maintained by ITD (roadway) and the City (sidewalks). Roadway jurisdiction is shown in Figure 9 on page 38.

5.1 ROADWAY INVENTORY

Driggs uses an online database for asset management including roadway and traffic sign inventories. The data (updated by the City in 2024) was accessed and reviewed. The data indicates that Driggs maintains approximately 24.7 centerline miles of roadway. Approximately 1.5 miles are unpaved gravel surface roads with the remainder being paved. A map color-coded to surface type is shown in Figure 10 on page 39.

5.1.1 PAVEMENT & RIGHT-OF-WAY WIDTH

Available ROW was measured by looking at parcel widths from GIS data hosted by Teton County. Figure 11 on page 39 shows the general parcel layout for the City of Driggs as well as the general available ROW on the roadway corridors. Right-of-way (ROW) in the City of Driggs varies depending on the corridor and the area of the City that the corridor is located in. ROW along Main Street is 99 feet to 100 feet. ROW in the townsite are typically 82.5 feet. The most common ROW for roads within city limits is 60 feet in width.

City of Driggs Public Works Standards were reviewed as part of this plan. Typical sections show varied pavement width depending on the corridor. Paved widths range from 22 feet for a rural, local residential section to 62 feet for a commercial section with on-street angled parking. In the context of Driggs, the typical sections in the Standards appear to be appropriate, balancing multi-modal facilities, parking, and travel lane widths.

5.1.2 ROADSIDE FEATURES

Features along roadways in Driggs rely primarily on the available ROW and classification. Existing roadside features include grassy swales, curb & gutter, sidewalk, offset pathways, and landscaping. Some roadways have defined drainage via curb and gutter or swales. Where no curb and gutter are present, swales exist in varying states; some are defined as swales while others are essentially flat gravel or earthen areas with no depression or retention capacity. Landscape encroachment is also present along some roadways.

Standard details in the 2016 Public Works Standards defines typical roadway sections and features included in each. Commercial streets will feature buffered sidewalks, on-street parking with dedicated door swing buffers, curbs and gutters, and bike lanes or angled parking stalls. Residential streets typically have on-street parking, bike lanes, door swing buffers, and buffered sidewalks depending on available ROW. Standard details for roadway sections can be found in the City's 2016 Public Works Standards.

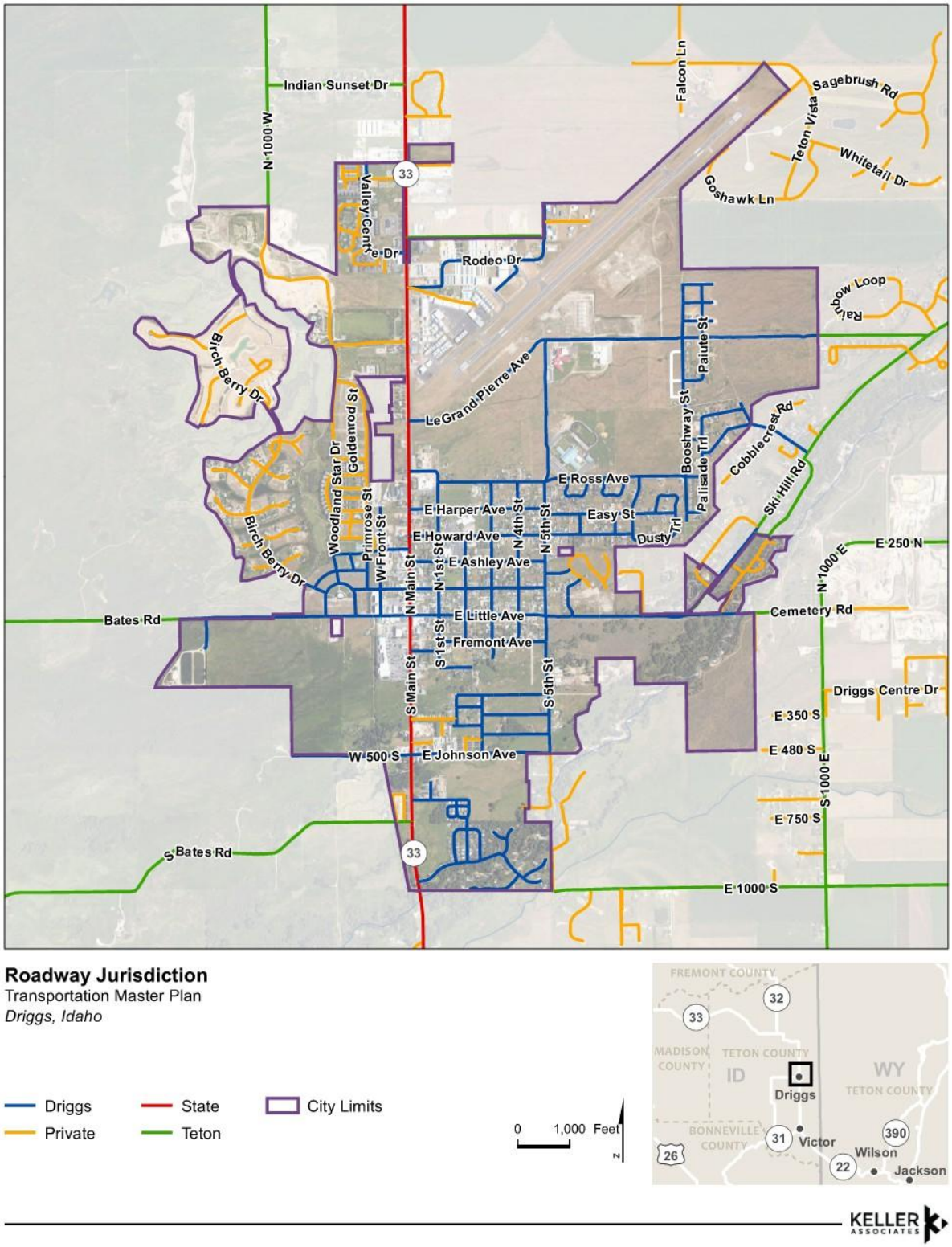


Figure 9 – Roadway Jurisdiction

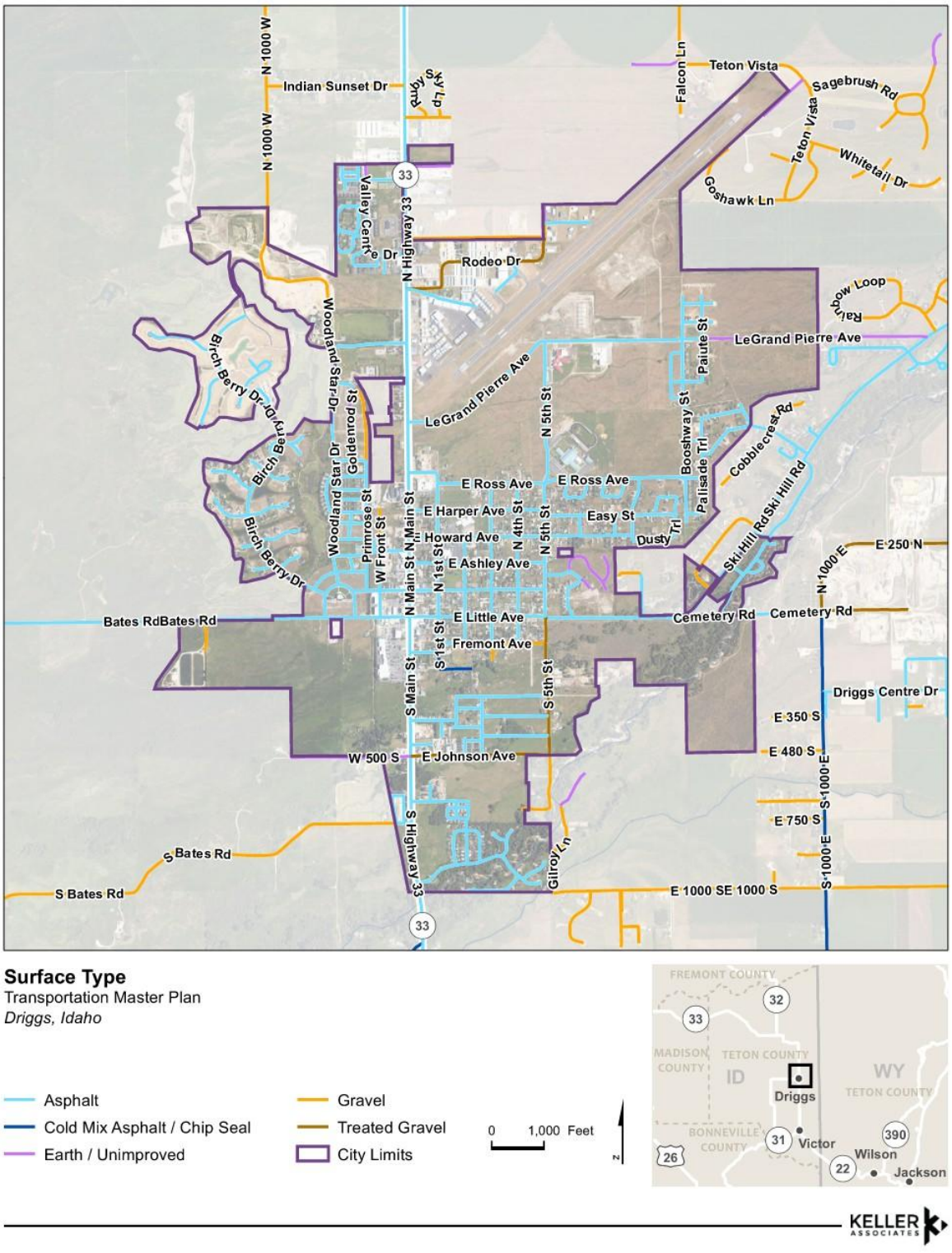


Figure 10 – Roadway Surface Type

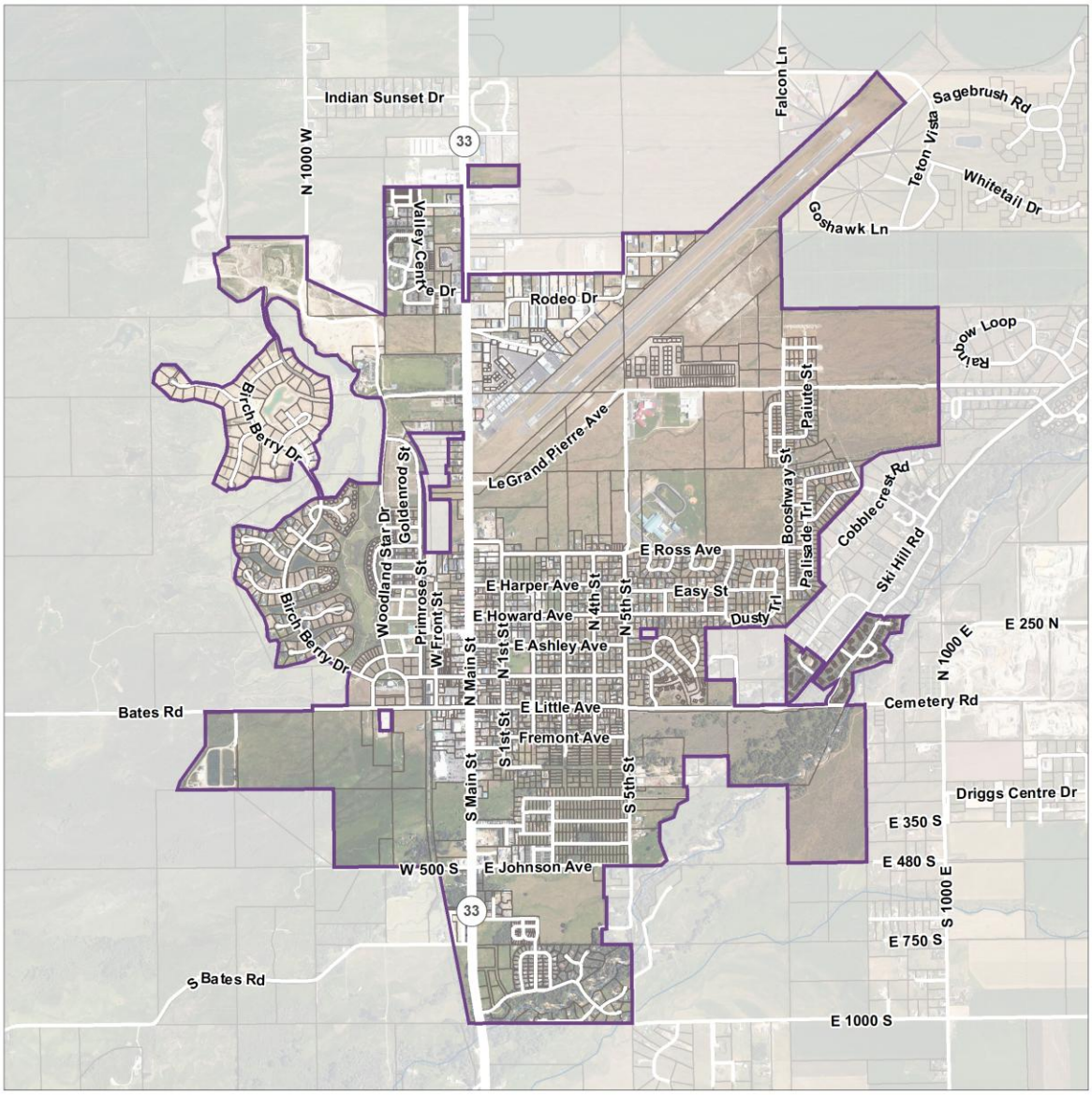
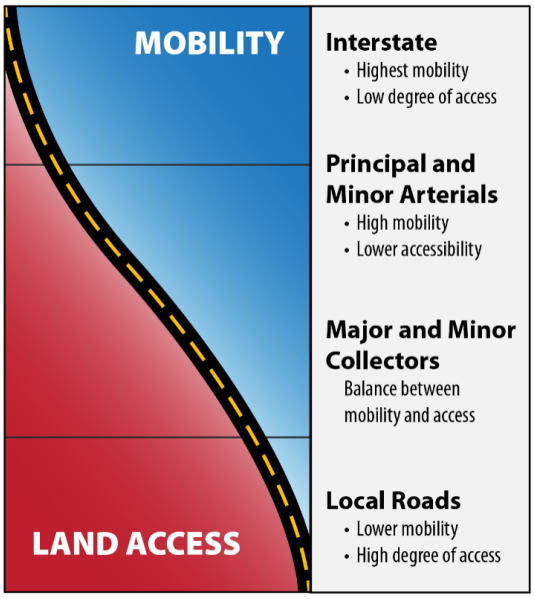


Figure 11 - City of Driggs Parcel Map

5.2 FUNCTIONAL CLASSIFICATION

The Functional Classification System is the process by which streets and highways are grouped into classes according to the type of service they are intended to provide. In simplistic terms, functional classification reflects a roadway's balance between providing land access versus point-to-point mobility. Generally, roadways fall into one of three broad categories: arterials, collectors, and local roads.



Historically, urban and rural area functional classification designations differed from one another. In 2013, the Federal Highways Administration (FHWA) changed this policy such that there is no difference between urban and rural classification. The FHWA functional classifications are explained below.

- Principal Arterial
- Interstate
- Other Freeways & Expressways (OF&E)
- Other Principal Arterial (OPA)
- Minor Arterial
- Collector
- Major Collector
- Minor Collector
- Local

ARTERIAL: These roads have the highest speeds with the goal of providing a high level of mobility with limited access. They are more numerous than interstates and provide a connection between regional areas. Common characteristics of arterials are:

- Moderate to Long Distance
- High Speed
- High Traffic Volume (Can be multilane)
- Link between smaller communities
- Link communities to interstates

COLLECTORS: Collectors gather traffic from local roads and connect them with arterials. They provide the most balance between access and mobility. In rural areas collectors are often divided into major and minor collectors. Common characteristics of collectors include:

- Moderate distance
- Moderate speeds
- Moderate to high traffic volumes

LOCAL: Local roads, sometimes referred to as residential streets/roads within a city, primarily provide access to land and individual homes but with limited mobility. Common characteristics of local roads include:

- Access to adjacent land
- Shortest distance
- Low speed
- Low volume

These classifications are officially recognized by FHWA and ITD. While a local jurisdiction such as Driggs may classify their own streets as collectors and arterials relative to local conditions, it is the official FHWA/ITD classifications outlined above that are utilized for federal and state funding and planning purposes. Classifications of non-local roads within Driggs are summarized in Table 5-1 and shown in Figure 12**.**

Table 5-1 – 2025 Functional Classification

Route	Functional Classification	Jurisdiction
Main St / SH-33	Minor Arterial	ITD
Little Ave	Major Collector	Driggs
Ski Hill Rd	Major Collector	Teton County
Bates Rd	Major Collector	Driggs

5.2.1 FUNCTIONAL CLASSIFICATION RECOMMENDATIONS

The following describes recommended functional classification updates. These recommendations can be adopted by Driggs to ensure adequate right-of-way and long-term planning with development and should be implemented at the federal level. Updates to the functional classification may not be warranted immediately but should be implemented as capital improvements are carried out and development occurs.

- **5th Street, Johnson Ave to LeGrand Pierre Ave – Minor Collector**
- **Johnson Ave, SH-33 to 5th Street – Minor Collector**
- **Ross Ave, SH-33 to 5th Street – Minor Collector**
- **LeGrand Pierre Ave – SH-33 to Ski Hill Rd – Major Collector**

In general, the functional classification map should be updated as traffic patterns and the functionality of roads within Driggs change. It is recommended that the city consult with Teton

County and ITD before submitting a Functional Classification Change Request Form to ITD. This form requires information about the roadway and justification for the request. Recommended functional classification and desired future connections are shown previously in Figure 2.

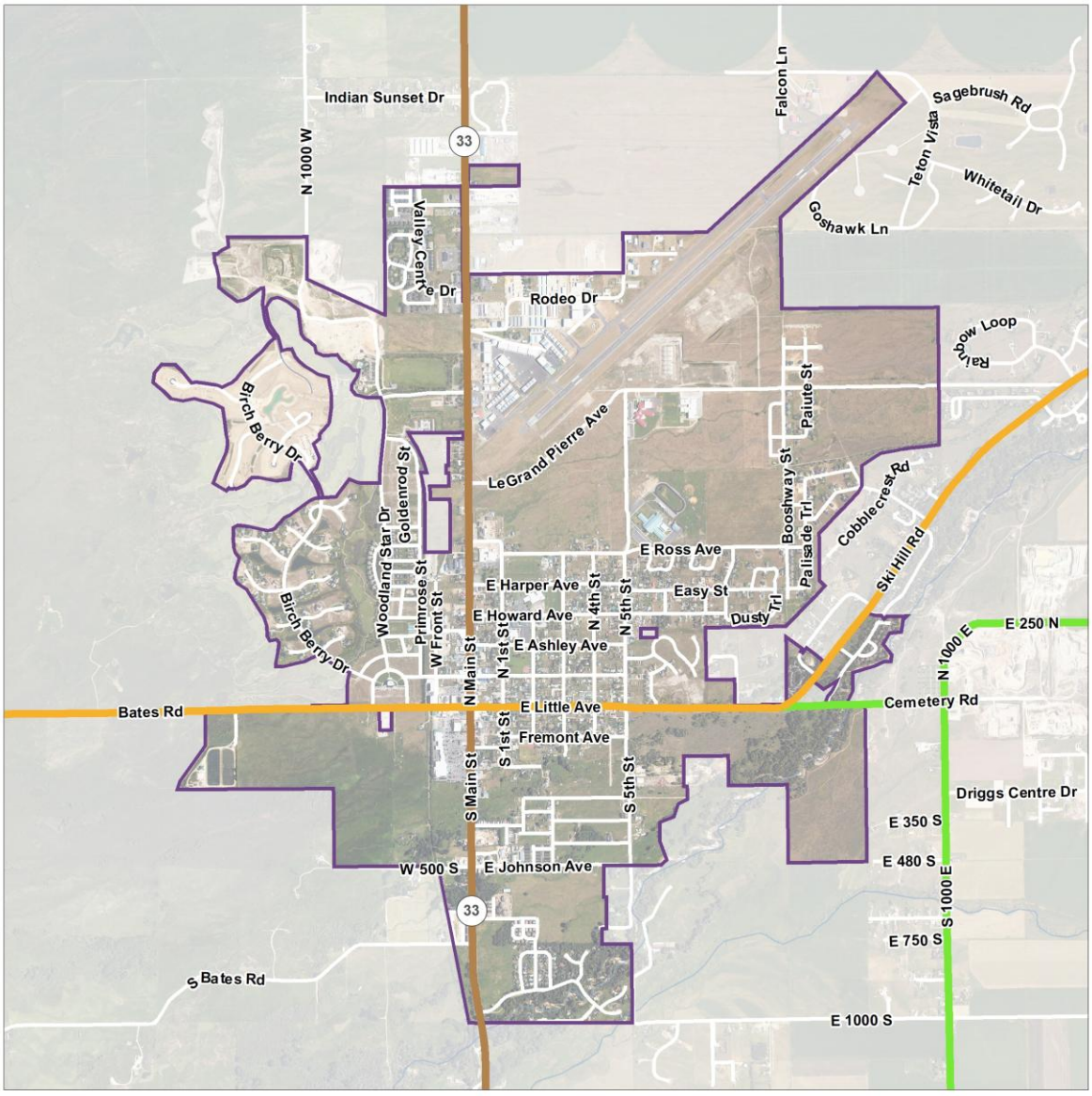


Figure 12 – Existing (2025) Functional Classification

5.3 EXISTING STRUCTURES

In the context of transportation engineering and federal funding, small structures (culverts) and bridges are differentiated by span length. A structure that has a span length of 20-feet or less is classified as a culvert and a structure that has a span length of over 20-feet is classified as a bridge. Bridges are cataloged into the National Bridge Inventory (NBI). Culverts are not cataloged into a national inventory database. Bridges in the NBI are inspected and inventoried by the Idaho Transportation Department. The Idaho Transportation Department inspects bridges every one to two years depending on the bridge's condition. For bridges registered to the NBI, Idaho has competitive federal-aid funding programs available for maintenance, rehabilitation, and reconstruction. For smaller structures not classified as bridges, funding options are limited.

There are three existing structures inside the city limits of Driggs. All these structures are classified as bridges. There are no small structures in Driggs according to LHTAC's inventory. Table 5-2 below summarizes the age, traffic volume, and condition of existing structures.

Table 5-2 – Existing Bridge Inventory

Driggs Bridge Inventory					
Bridge Key	**Crossing Location**	**Year Built**	**ADT**	**Length (ft)**	**Condition**
33034	Cemetery Road / Teton Creek	2009	1,500	62	Fair
33036	Cemetery Road / Teton Creek	2004	1,500	22	Good
36115	Creekside Meadows / Teton Creek	2004	70	66	Good

ITD Inspection Reports were reviewed for the three bridges. As of the 2022 Report, bridge 33034 is the only bridge in "Fair" condition and currently meets ITD minimum required standards for structure condition. There are concerns surrounding the channel as bank slumping could become an issue in the future based on ITD's inspection report. Bridges 33036 and 36115 are in good condition per their 2024 reports. There were no urgent concerns reported for either bridge.

5.4 MULTIMODAL TRANSPORTATION

5.4.1 TRANSIT FACILITIES

The City of Driggs is part of a bus network that offers transportation throughout much of Teton Valley. The Teton Valley (TV) Commuter route offers direct service between Driggs, Wilson, and Jackson. The TV bus route is only active on weekdays and there are three pick-up times in the morning and three drop-off times in the evening. By switching bus routes in Jackson, users can access the Start Bus routes and travel to the towns of Teton Village, Hoback, Alpine, and Etna. The START Bus runs daily through the winter season. Additionally, Grand Targhee Resort Shuttle runs only during winter and summer seasons.

There is a Park & Ride located in Driggs at the Community Center serving the TV Commuter Service and the Grand Targhee Resort Shuttle. This facility will be renovated in the Summer of 2025 to improve upon its current capacity of 54 spaces by adding an additional 51 spaces. The City of Driggs also plans to begin construction on a Park & Ride facility along 5th Street in front of the Public Works building serving the Grand Targhee Resort Shuttle. The 5th Street Park & Ride location is set to be constructed in 2026. Both projects are funded through a federal BUILD grant. The City is committed to a multimodal community while also offering additional transportation routes to nearby cities through its partnership with START and Grand Targhee Resort.

5.4.2 AIRPORT FACILITIES

The City of Driggs is home to the Driggs-Reed Memorial Airport. The Driggs-Reed Memorial Airport is a city-owned public-use airport. The airport is open to aviation enthusiasts, charter operations, pilot training school, and rescue operations. Based on 2018 data, the airport averages approximately 41 operations per day. This airport is a Class II airport and thus is not permitted to serve scheduled large carrier operations. The airport is under the purview of a separate master plan and is therefore not included in the scope of this report.

5.4.3 BICYCLE AND PEDESTRIAN FACILITIES

Non-motorized transportation modes are significant to the Driggs community. There is a desire for people to be encouraged to walk or ride bicycles in the City. A 2008 Pathways Plan was developed and has served as the basis for expanding and improving the multi-modal network in Driggs and the surrounding area. Feedback from the public, stakeholders, the City, and PAC resulted in recommendations for expanding and improving the sidewalk and pathway network. These recommendations are included in the CIP.

Currently, Driggs has approximately 18 miles of pathways and 21 miles of sidewalks. Sidewalks start at the intersection of N Main St and Bates Rd and extend outward from the center of downtown. Main Street (State Highway 33) is established as the busiest street within Driggs and main commercial node in the City. Driggs makes use of conventional bike lanes along many corridors but lacks buffered and separated cycling facilities on some collector routes, such as N 5th Street (Little Avenue to Ross Avenue) and Ross Avenue (5th Street to 1st Street).

The City has established crosswalks at main thoroughfares such as SH-33 (Main Street), Little Avenue, 2nd Street, 5th Street, and Ross Avenue. The City has been working to add safety features such as Rectangular Rapid Flashing Beacons (RRFB's) at the busiest crossings. It is recommended that the City continue to implement safety features as well as maintain the existing crosswalks, including restriping when necessary.

Driggs developed a Trip Hazard Assessment in 2019. This study should be incorporated into an ADA Transition Plan for Public Rights of Way.

5.5 CRASHES

Crash data from 2019 through 2023 was obtained from LHTAC's online crash database and mapping application. This is the most recent crash data available at the time of this report. Data is typically received from crash reports filed by Idaho State Police, local sheriff offices, and municipal police departments. The data was then imported into a GIS program for further analysis.

Total crashes in Driggs are classified as shown in Table 5-3, and the number of occurrences of each type of crash are listed. A crash is classified by the most severe type of injury that occurred in the event or as a result thereof. A map color-coded by crash severity is included in Figure 13 on page 49.

Table 5-3 – Crash Totals by Severity (2019 – 2023)

Severity	Description	No. Occurrences	% of Total
Fatality	Fatality within 30 days of crash	0	0%
A Injury	Serious, incapacitating injury	1	2%
B Injury	Visible but not serious (minor cuts & bruises)	2	3%
C Injury	Complaint of injury, not visible	5	8%
Property Damage	Property damage greater than $1,500	52	87%
	Total	**60**	**100%**

Overall, there were 60 total crashes in Driggs city limits (including on State highways). Many crashes in Driggs are distributed along the northern and southern routes into and out of town. Data shows that most (40 of the 60) recorded crashes occurred on State Highway 33 / Main St, along with the most severe crashes. This is expected since these roads experience higher traffic volumes than the other roads in Driggs.

A single Type A crash involving a cyclist on Main Street near the USPS parking lot occurred. The reported crash data indicated that a contributing factor was obstructed vision due to parked vehicles along the roadway. The City should consider requiring cyclists to walk bikes on core downtown sidewalks where visibility is obscured, traffic is high, and pedestrian conflicts are of concern.

There were two Type B crashes on Main Street during the 5-year timeframe. Both Type B crashes occurred along North Main Street in wet conditions.

Crash densities were mapped to determine high-density crash locations for further analysis. The crash density map is presented in Figure 14 on page 50. Higher volume intersections experienced higher volumes of crashes.

Eight crashes occurred on East Little Avenue between Main Street and Ski Hill Road. All eight crashes along this corridor were property damage only. Three of the crashes occurred at the 5th Street and

Little Ave/Ski Hill Road intersection. All were angle crashes due to failure to yield. Other crashes were largely random and attributed to driver error.

Lastly, public input was received on perceived safety risks such as crosswalks. No other discernable trends were identified in the crash data, indicating a relatively safe transportation system in Driggs.

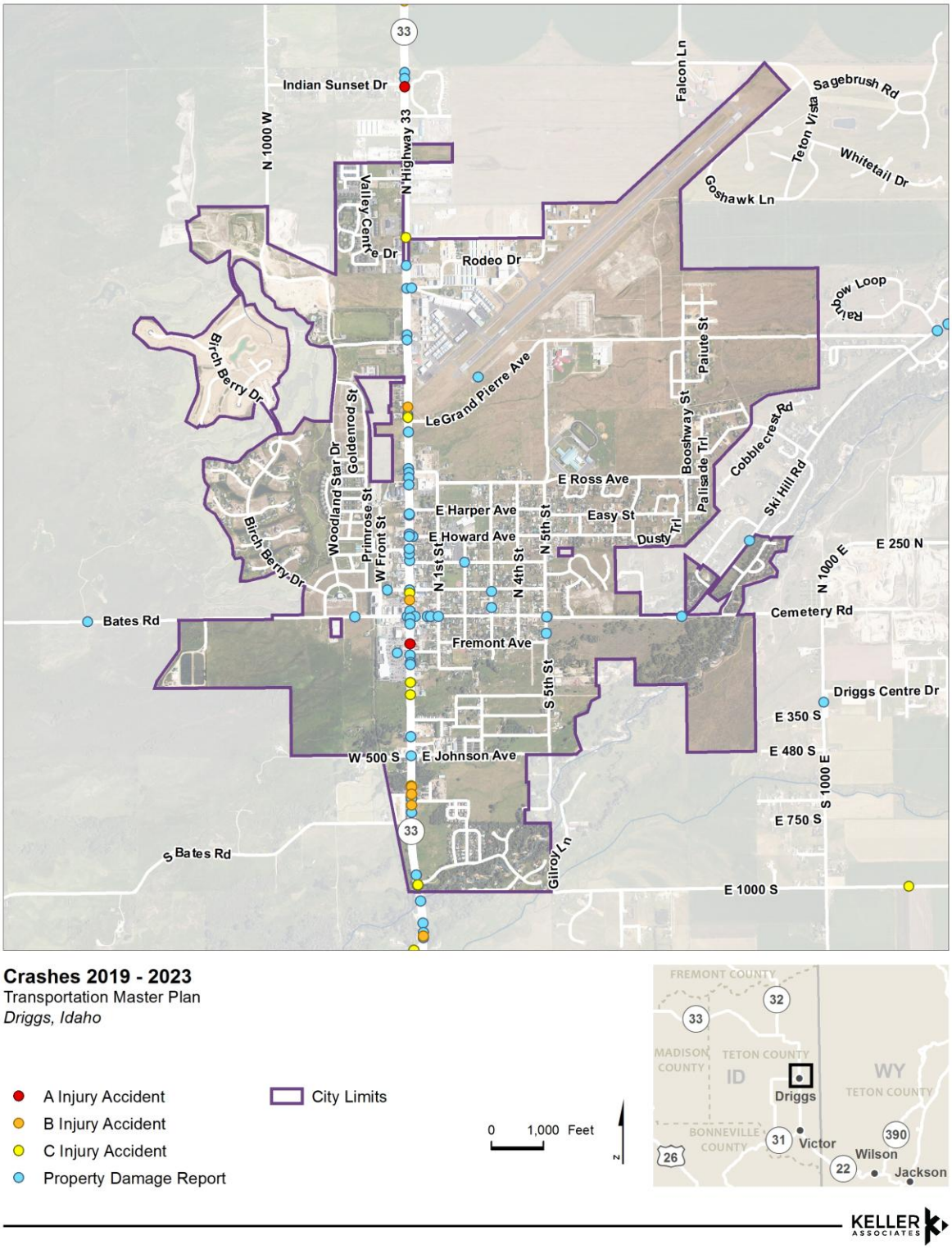


Figure 13 - Crash Locations and Severity

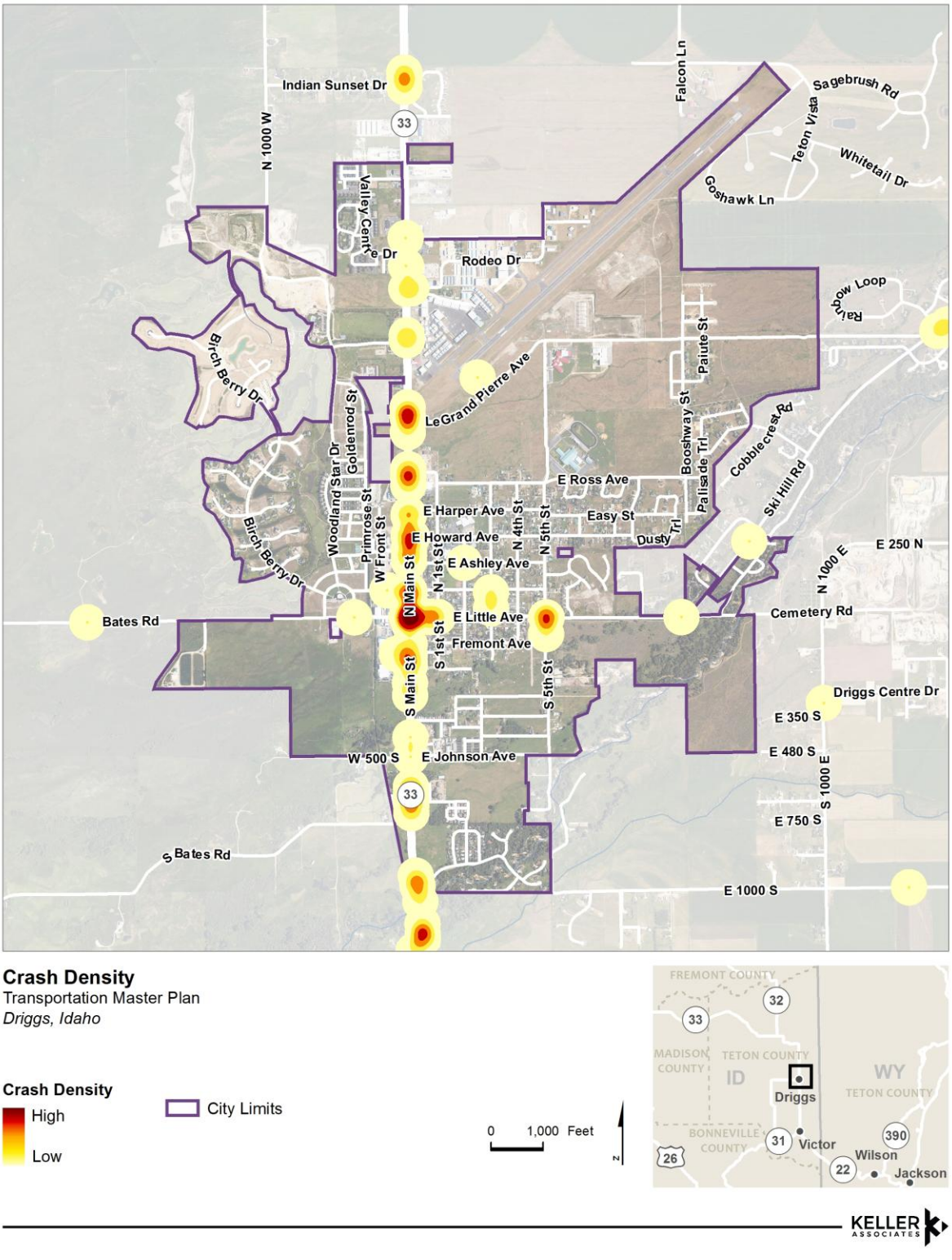


Figure 14 – Crash Density Map

Crash events listed in the data are reported by the responding law enforcement officer. Events during a crash are reported as “most harmful event”, “first harmful event”, and then “harmful events”. Figure 15 shows the reported most harmful events.

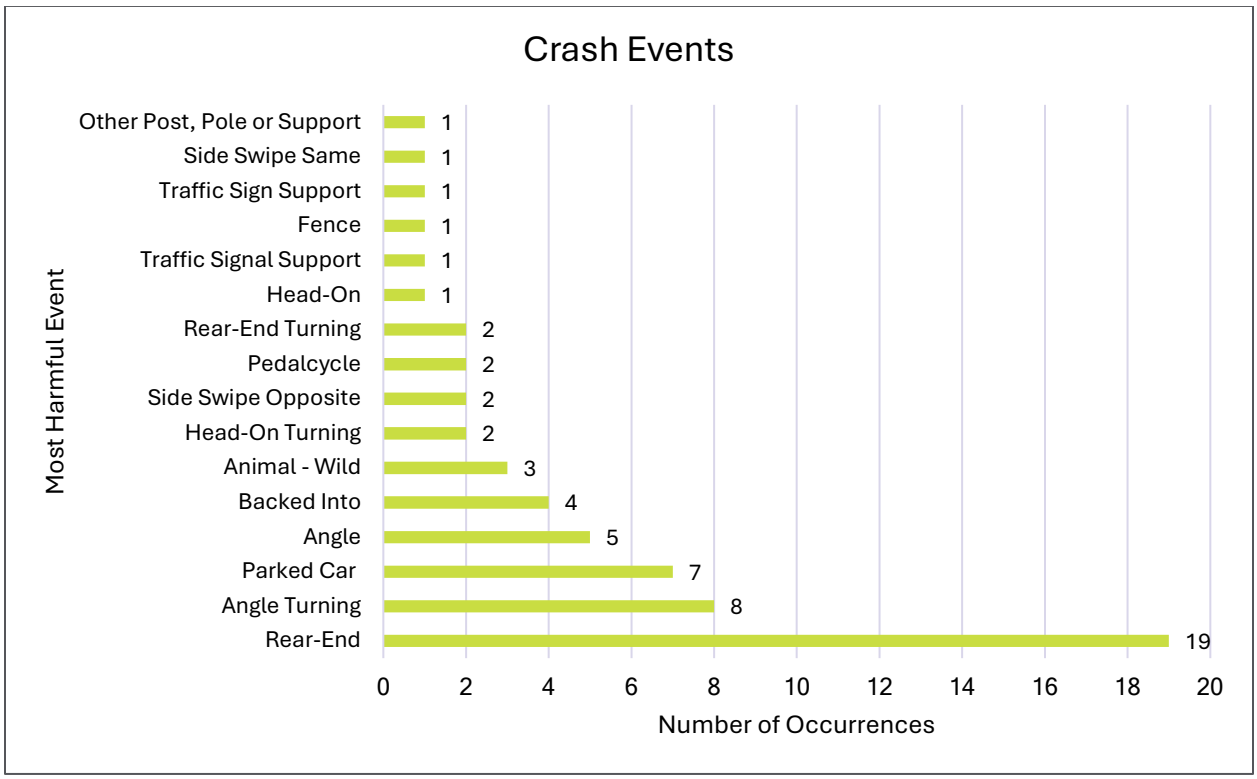


Figure 15 – Reported Most Harmful Crash Events

The most frequently reported event was “rear-end” distantly followed by “angle turning”.

Contributing circumstances to crashes are also reported in the crash data. Crash data includes up to three contributing circumstances per crash. Contributing circumstances to crashes in Driggs are shown in Figure 16.

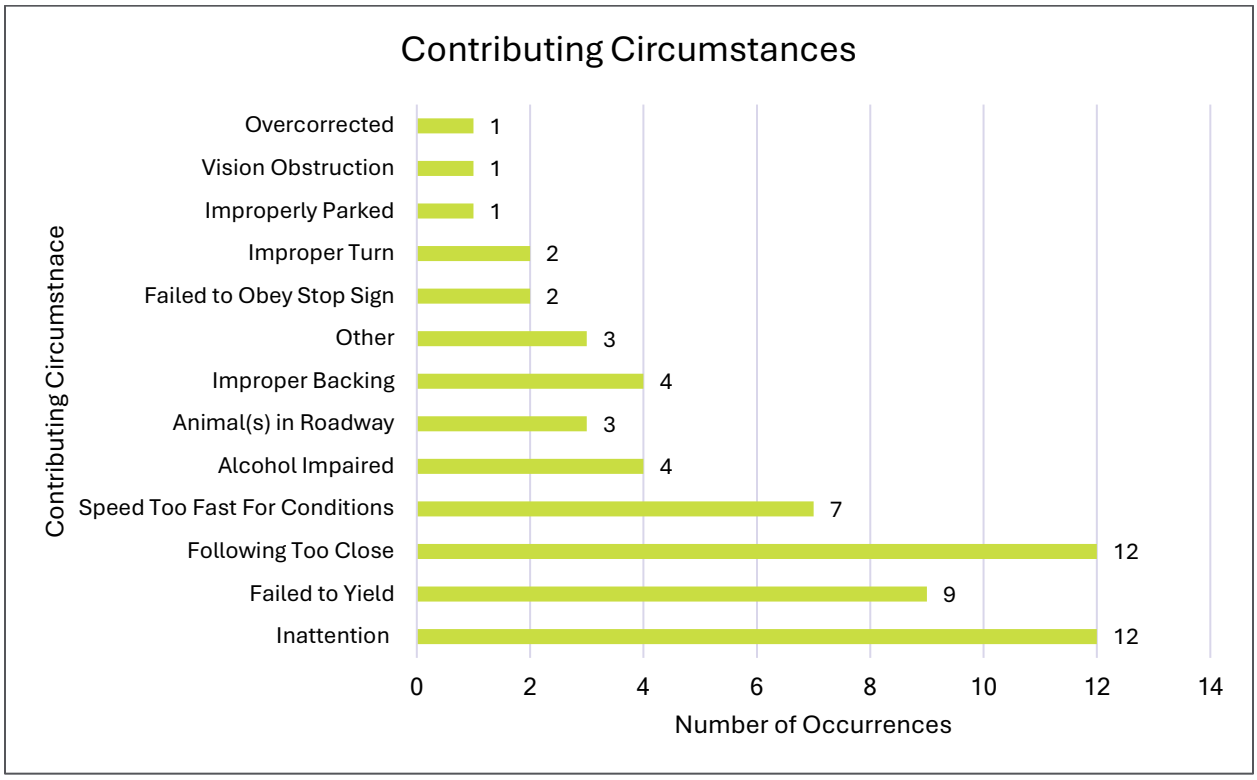


Figure 16 – Contributing Circumstances to Crashes

The most reported contributing circumstances are "inattention" and "following too close", followed by "failure to yield". Alcohol impairment was a contributing factor in four crash events. Nearly all circumstances can be attributed to driver error.

5.6 SPEED LIMITS

Speed limits throughout the City were recorded and analyzed for consistency. The speed limit in Driggs is 25 miles per hour (mph) unless otherwise posted. Public input received noted speeding concerns throughout the City. Within city limits, Ski Hill Road and Bates Road both have speed limits of 35 mph until they approach the downtown area where the speed limit drops to 25 mph. The speed limit on SH-33 (set by ITD) decreases from 45 mph down to 25 mph as it nears the intersection of North Main Street and Bates Road.

5.7 PARKING

Parking facilities in Driggs largely consist of private parking lots associated with commercial and business locations, on-street parking facilities, and dedicated parking lots. Dedicated lots are in the Southeast, Southwest, and Northeast blocks around Little Avenue and Main Street, as well as the Park & Ride lot on S 5th Street. Parking is allowed on Main Street, including pull-in angle and parallel. Parking is a significant concern for downtown businesses along Main Street. The City has identified a lot on the north side of Little Ave to develop into a public parking lot to provide more parking in the downtown area. Given the significance of parking in Driggs, it is recommended that a city-wide

parking study is conducted to define high-demand areas, quantify the demand, and identify potential strategies to mitigate parking issues. The City noted that a past parking study was done for the four core blocks of downtown in the past, but the study should be extended to the rest of downtown, and north along Little Avenue to Ross Avenue, including commercially zoned blocks on either side of Main Street.

5.8 EXISTING TRAFFIC VOLUMES

ITD collects traffic data for various roadways throughout the state. Traffic volumes available in Driggs were obtained to determine how much traffic is currently using roads in the city. Annual Average Daily Traffic (AADT) is typically the total volume of vehicle traffic on a roadway for a year divided by 365 days. CAADT refers to Commercial AADT (primarily trucks). ITD-provided traffic volumes 2023 are listed in Table 5-4.

Table 5-4 – 2023 AADT

Route	From	To	AADT	CAADT
Main St / SH-33	4000 N (Packsaddle Rd)	Rodeo Dr	6,300	330
Main St / SH-33	Harper Ave	Johnson Ave	10,500	410
Main St / SH-33	Johnson Ave	2000 S Rd (Darby Rd)	11,500	700
Bates Road	City Limits	Main St (SH-33)	3,800	90
Little Ave	Main St (SH-33), Driggs	5th East St	4,900	170
Little Ave	5th East St	Cemetery Rd	3,800	320
Ski Hill Rd	Cemetery Rd	Stateline Rd (Wyoming)	2,300	220
Cemetery Rd	Ski Hill Rd	N 1000 E (Middle Darby)	1,500	160

The City of Driggs also collects traffic data which was used in subsequent analysis. City-provided data included Average Daily Traffic (ADT) and intersection turning movement counts. Traffic data was incorporated into a travel demand model to determine existing traffic conditions and levels of service (LOS); see Chapter 6.

CHAPTER 6 NEEDS ASSESSMENT RESULTS

6.1 MAIN STREET (SH-33) CORRIDOR

SH-33, or Main Street through Driggs, is a critical corridor for Driggs and the Teton Valley. It serves as the backbone for traveling through the region and serves as the Driggs commercial center. The corridor from Short Street to the south to Wallace Avenue on the north is a 3-lane section with a continuous two-way left-turn lane (that transitions to left-turn lanes at intersections), parallel on-street parking, curb and gutter, and wide sidewalks. Official bike lanes are not designated in this area. The road transitions into a 2-lane section rural section (no curb and gutter) South of Short Street. A left turn lane at Depot Street/Wallace Avenue is present, and north of there the highway is a 2-lane corridor with angled on-street parking. Angled parking is no longer present on the 2-lane configuration just north of Harper Avenue, and the roadway remains 2-lane with no on-street parking heading north until approaching LeGrand Pierre Avenue, where right- and left-turn lanes were recently constructed.

6.1.1 CORRIDOR IMPROVEMENTS

To mitigate travel delay, the travel demand model was used to evaluate the effects of a continuous 3-lane (one travel lane each direction plus center two-way-left-turn lane) from LeGrande Pierre Avenue to Short Street. This project is represented in the Capital Improvements Plan (CIP). As far as predicted timing of this improvement, the present-day (2025) traffic operations benefits are somewhat minimal from a traditional LOS and travel time perspective. If constructed at the time of this report the most immediate benefits would be related to improved access and safety. However, the corridor is growing rapidly, and operational deficiencies are predicted to grow with it. Based on the model projections and simulation analysis (excluding the Main/Little intersection), the following benefits are predicted, presented for year 2030 (short-term) and 2045 (long-term) conditions:

- Main Street PM Peak Hour Corridor Delay Savings (average delay per vehicle):
    - Northbound
        - 2030: 13 seconds/vehicle
        - 2045: 45 seconds/vehicle
    - Southbound
        - 2030: 43 seconds/vehicle
        - 2045: 2.5 minutes/vehicle
- Total PM Peak Hour Delay Savings (all vehicles using the project corridor, including side streets)
    - 2030: 17 seconds/vehicle
    - 2045: 112 seconds/vehicles

By 2045, an average nearly 2 minutes travel time savings for vehicles using the corridor is predicted. Significant benefits even by 2030, particularly for southbound traffic are predicted. The 43 seconds of southbound travel time savings is the equivalent to removing an LOS D signal from that segment of the corridor for southbound vehicles.

The implementation of a 3-lane roadway is relatively inexpensive; apply a seal coat and re-stripe. The existing pavement width is approximately 76-ft. There are multiple options in terms of lane width, presence of bicycle lanes, and parking configuration with the 3-lane roadway. Bike lanes are currently present and are important to the cycling community. The safest configuration for cyclists and best for vehicular traffic would be parallel parking with bike lanes, however, this would result in less on-street parking.

Parking in the downtown Main Street corridor is important to local businesses. The City is sensitive to the importance of parking and supporting local businesses, and desires to balance the need for congestion mitigation and parking availability. While there are immediate safety and operational benefits to implementing a 3-lane section now, available parking would be lessened. It is recommended that alternative parking is developed prior to implementation of this improvement option.

Other options include 17-ft parking lanes, 5-ft bike lanes, 10.5-ft travel lanes, and an 11-ft two-way-left-turn lane (TWTL). This configuration fits the available paved width, however, parking in this configuration is tight, and the bike lane could become obstructed and unsafe. Other considerations include:

- Consider moving the bike lane to the curb; this would require physical barriers.
- Consider back-in angled parking, which provides better visibility between bicyclists and vehicles when parking.
- No bike lane. Advanced riders travel in the vehicular through lane and novice riders use side streets. This option is thought to be unpopular given the existing bike lane but may warrant further discussion.

As additional improvements throughout Driggs are carried out, the striping configuration of Main Street should be reconsidered as conditions change.

6.2 TRAVEL DEMAND

A travel demand model was developed as part of this planning effort. Travel demand models are calibrated to traffic conditions of a specific year. A memorandum detailing the model methodology, assumptions, and calibration is included in Appendix C. Additional detail on analysis and findings is also included in the memorandum. Existing conditions are summarized in the following sections.

6.2.1.1 LEVEL OF SERVICE

In the context of transportation planning, Level of Service (LOS) refers to the Highway Capacity Manual (HCM)'s method of assessing the quality of traffic flow on a roadway. The HCM provides a

framework for analyzing the capacity and LOS of various transportation facilities, including highways and intersections.

LOS is a qualitative measure that describes the operational conditions of a roadway based on factors like speed, travel time, delay, and freedom to maneuver, rather than providing precise numerical values. LOS is typically designated by a letter grade (A to F), where A represents the best operating conditions (free flow) and F represents the worst (near gridlock). Various factors, including traffic volume, roadway capacity, and geometry (e.g., number of lanes, intersection design) influence the LOS of a roadway. It is generally accepted that LOS C or better for most of the day and LOS D or better for peak hours is appropriate for urban communities.

6.2.1.2 EXISTING LOS

The travel demand model, calibrated to recent turning movements and traffic counts, was used to model existing conditions. LOS for key intersections are summarized in
Table 6-1. Abbreviations include All-way-stop-control (AWSC) and two-way-stop-control (TWSC).

Table 6-1 – Existing (2024) Peak Hour LOS

Intersection	Control	LOS	Delay (sec/veh)*
Main & Little	Signalized	C	25.1
1st St & Ross Ave	AWSC	A	7.5
5th St & Ross Ave	AWSC	B	12.3
5th St & Howard Ave	AWSC	B	13.9
5th St & LeGrande Pierre Ave	AWSC	B	11
Main St & LeGrande Pierre Ave	TWSC	C	20.4
Main St & Ross Ave	TWSC	C	17.1
Main St & Harper Ave	TWSC	C	18.3
Main St & Howard Ave	TWSC	C	19.8
1st St & Harper Ave	TWSC	B	10.2
1st St & Howard Ave	TWSC	B	10.4
1st St & Ashley Ave	TWSC	B	10.4
1st St & Wallace Ave	TWSC	B	10.2
1st St & Little Ave	TWSC	C	15.3
Ski Hill Rd & Aspen Meadows Ln	TWSC	B	10.4
5th St & Little Ave	TWSC	C	15.4

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

While none of the City intersections currently fall below the standard LOS C traffic operation threshold, these results do indicate some existing and growing traffic congestion trends throughout the City. The busiest intersection, Main Street & Little Avenue, operates at LOS C, with some approaches moving close to 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. This intersection is expected to reach LOS D or worse under 20-year projected growth conditions.

All the stop-controlled approaches to intersections along Main Street (SH-33) reported in this analysis experienced LOS C conditions, indicating both existing delay and risk of traffic cutting through the Driggs neighborhood grid to avoid congestion at Main Street & Little Avenue. 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 somewhat smaller scale, exiting traffic on Little Avenue also creates congestion from side streets, with traffic either trying to cross or enter the roadway. Both 1st Street and 5th Street experience LOS C conditions at Little Avenue.

Current operations at the All-Way-Stop Control intersections near the schools, both at 5th Street and Ross Avenue and 5th Street and LeGrand Pierre Avenue, do not indicate high levels of congestion. However, this specific intersection type has limited capacity, and the amount of residential growth that 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. The City must weigh whether costly intersection improvements are justifiable for a short peak period or if a lower LOS for the brief period is acceptable; conditions should be monitored.

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 Avenue

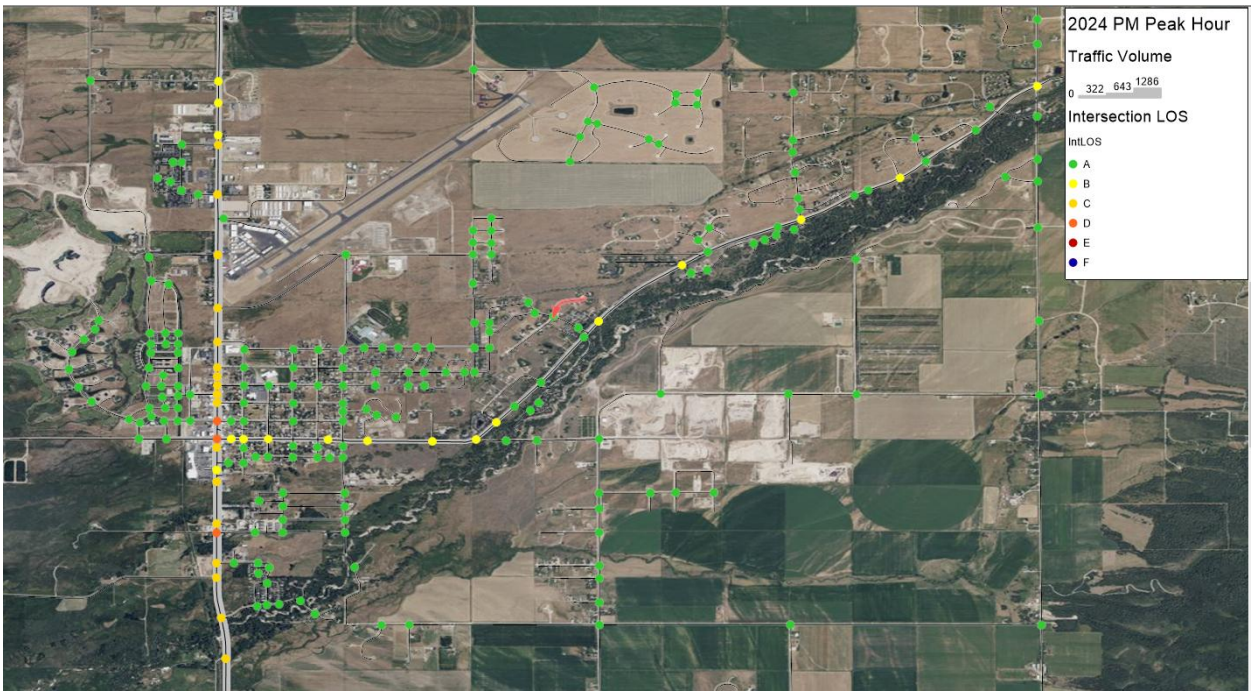


Figure 17 – Existing (2024) LOS

6.2.1.3 FUTURE LEVEL OF SERVICE – 2045 WITHOUT CIP IMPROVEMENTS "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. The updated 2045 model trips were then generated, distributed, assigned to the network, and validated to verify that the trip distribution patterns remained reasonable. This resulted in the 2045 No-Build (future conditions without CIP improvements built) model. The 2045 No-Build model intersection LOS and PM peak hour volumes are shown in Figure 18.

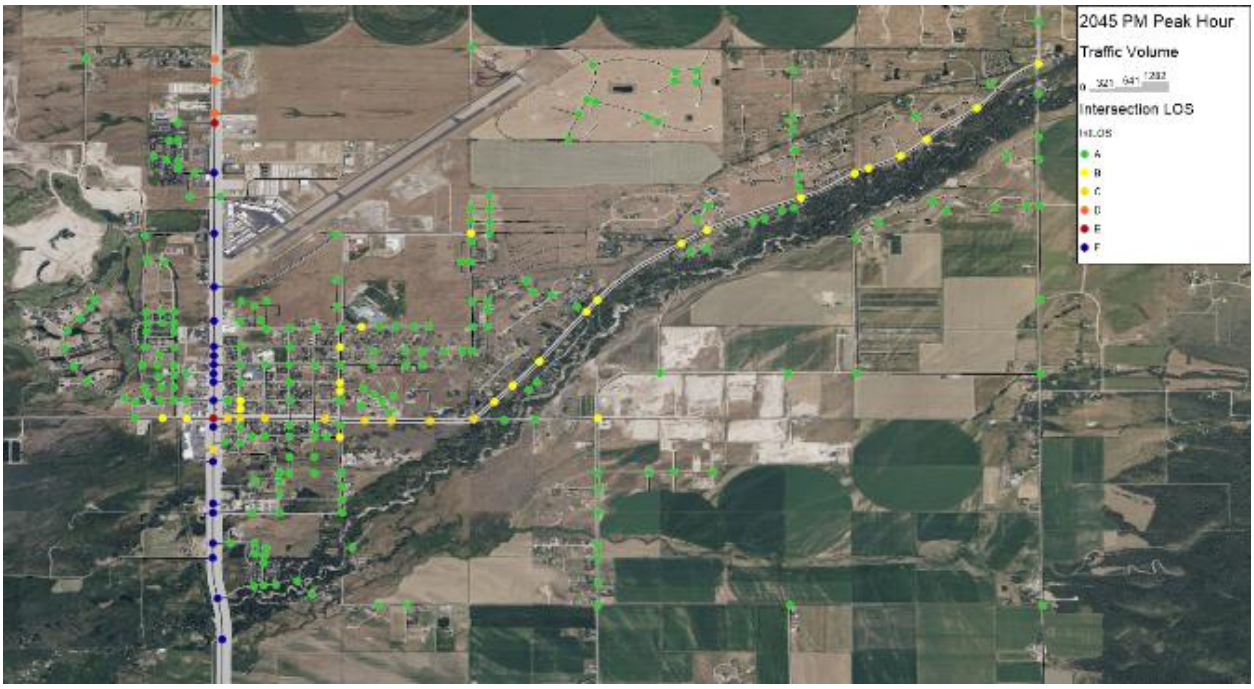


Figure 18 – 2045 No-Build Intersection LOS and PM Peak Hour Volumes

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 LeGrand Pierre Avenue to Little Avenue operate at LOS F.

6.2.1.4 2045 FUTURE BUILD SCENARIO

After discussing predicted conditions, reviewing stakeholder input, and coordinating with the City and PAC, several improvement projects were identified to reduce congestion and improve LOS throughout town. The following projects were included in the CIP Build scenario and are mapped in Figure 19:

- **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 left turn lanes**
    - **Harper, Ross, etc.**
- **SH-33 (Main St.) Alternative Routes**
  - **Front St Improvements**
  - **First St Improvements**
- **Collector Route Improvements**
  - **5th and Ross – Improving dips and removing 4-way stop sign at Howard Avenue**
  - **5th and Johnson – Paving, widening, and removing stop sign at Gilroy Lane**
    - **The 5th/Johnson collector route draws significant traffic away from the congested Main/Little intersection, while both 1st Street and Front Street alternative routes draw side street traffic to controlled access points on SH-33, improving traffic volumes in the downtown area.**
- **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**
- **Asset Management Projects**
  - **Short Street – Pavement is at end of its useful life.**
  - **Wallace Ave. (N 1st Street to N 2nd Street) – Pavement is at end of its useful life.**
  - **Ashley Avenue – Pavement is nearing end of its useful life.**
  - **Fremont Avenue – Paving of existing gravel roadway in City limits.**

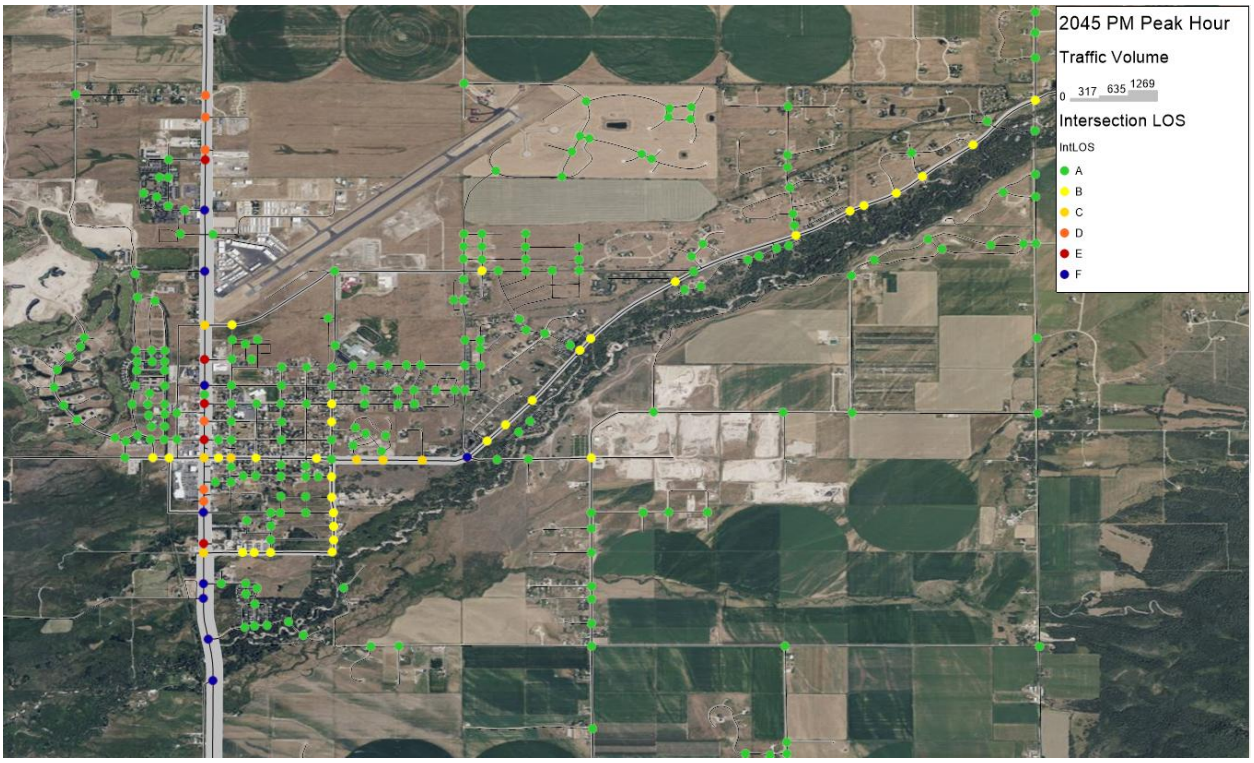


Figure 19 – 2045 CIP Projects Intersection LOS and PM Peak Hour Volumes

The modeled projects are predicted to significantly improve operations along SH-33, particularly for Main/Little and the two-way stop controlled (TWSC) intersections downtown. LOS conditions along Main Steet (SH-33) are improved from LOS F to LOS C, D, and E through this busiest corridor.

6.2.1.5 TRAFFIC OPERATIONS ANALYSIS

Traffic software 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 6-2 – 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

As shown in the table, 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.

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 collector improvements, 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.

6.2.1.6 FUTURE USE OF TRAFFIC MODEL

The City should utilize and update the travel demand model every 1-3 years in line with prioritizing CIP projects. The model can be updated with new development and completed projects to evaluate LOS and prioritize CIP projects accordingly. Traffic data can be collected and input into the model at this time, providing the City with a dynamic approach to their planning efforts.

CHAPTER 7 ASSET MANAGEMENT

An asset management plan is a strategic and systematic process for operating, maintaining, upgrading, and expanding an organization's infrastructure with the goal of maintaining a set standard. In terms of transportation, pavement is typically the most valuable asset an agency possesses. One of the most important programs an agency can implement is a pavement management plan that enables its leadership to make informed decisions on how to allocate resources to best maintain its assets.

7.1 PAVEMENT MANAGEMENT

A Pavement Management Program (PMP) consists of the evaluation of existing pavement structures to determine their condition, predict future deterioration, and determine the type of work required to maintain or improve pavement costs effectively. It is a tool that a decision maker can use to improve their decision-making skills. To be used effectively it must be used with good engineering judgment.

7.1.1 PAVEMENT INVENTORY AND CONDITION SURVEY

Driggs uses iWorQ for its pavement management program. iWorQ is an online program for local highway jurisdictions to inventory assets (such as pavements, sidewalk, and traffic signs), log maintenance, input condition ratings, and evaluating the health of the asset.

A pavement condition survey consisting of a visual inspection was conducted in 2024 by Driggs public works personnel. Distress types observed in Driggs were rated using a system based on the Strategic Highway Research Program (SHRP) Distress Identification Manual. The SHRP Distress Identification Manual is published by Federal Highway Administration (FHWA) and is a leading resource for pavement condition surveys.

The iWorQ module uses the results of the condition survey to assign each road segment a Remaining Service Life (RSL). RSL is a value between 0 and 20 that predicts the number of years the pavement has before it reaches the end of its useful life. Based on the RSL and the governing distress that caused the RSL, maintenance treatment for each segment is recommended by the module.

7.1.2 SUMMARY OF OBSERVED CONDITIONS

Pavement condition data available in iWorQ was reviewed. Based on 2024 condition ratings, the roadway network has a pavement network average remaining service life (RSL) of 14.6 years.

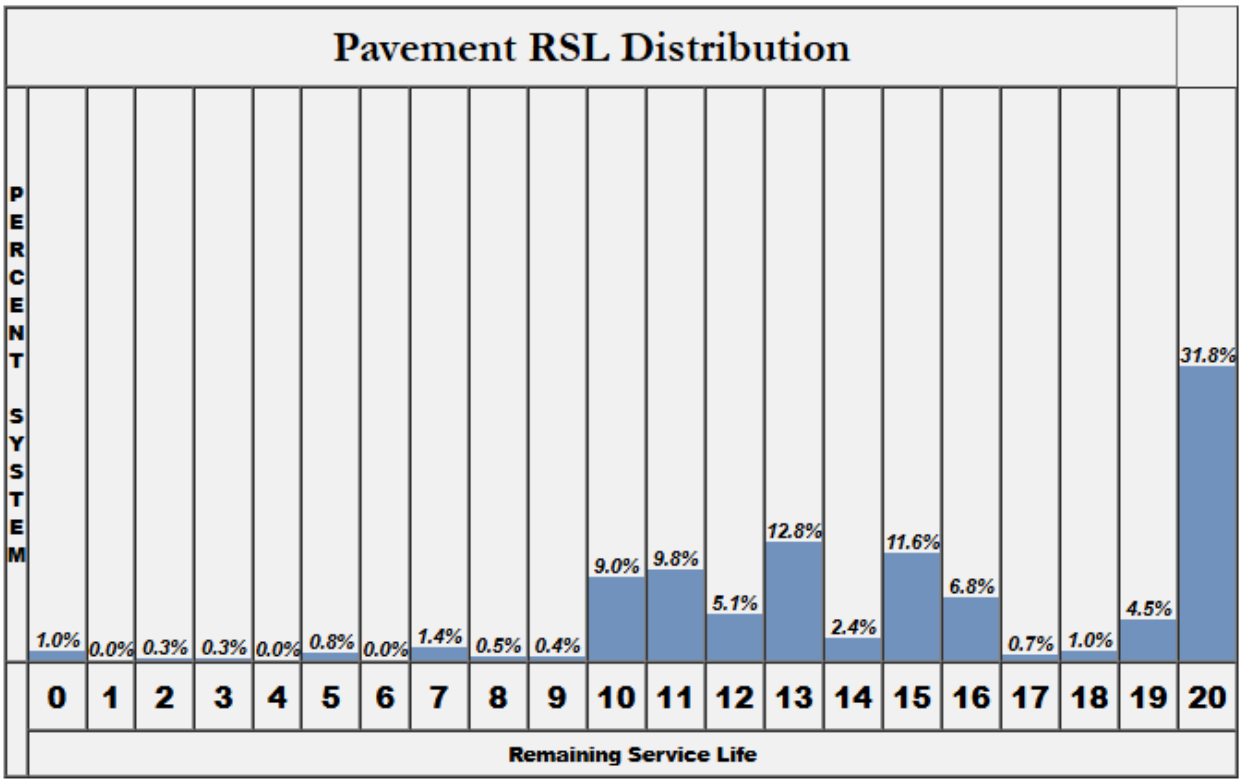


Figure 20 – Pavement RSL Distribution (2024)

The general recommended condition distribution for a local highway jurisdiction's pavement network has the following characteristics:

- The average RSL of total network is 10 years or greater
- Less than 3% of the system is at a terminal or failed service level (RSL = 0 – 3)
- A bell-shaped distribution with the mean falling between 10 and 12 RSL

The Driggs pavement network distribution resembles the above recommendations but has a second peak at RSL 20. Less than 3% of the network is at a terminal service level. This presents a good situation for Driggs. The large number of pavements in excellent condition (RSL 15+) is likely due to recent developments and new roadways being built within the City. A large portion of the network is in good condition (RSL 10 – 15), meaning routine seal coats can extend the life of the pavement for years to come.

Maintenance performed by the City has typically consisted of blading and magnesium chloride dust abatement for unpaved roads. Paved road maintenance includes milling and overlays, seal coats (fog and chip sealing), as well as regular hot and cold patches and crack seals on an as-needed basis by the city maintenance staff.

7.1.3 IMPORTANCE OF MAINTENANCE

The condition in 2024 presented above indicates an overall beneficial situation for Driggs. Maintenance of these roads will continue to be paramount in the budget, keeping in mind that the longer maintenance is delayed, the more expensive it becomes. The key to slowing pavement deterioration is to perform maintenance at key intervals. **Figure 21** from FHWA illustrates the general idea behind pavement maintenance.

Performing preventative or routine maintenance early in the life of a pavement segment betters the condition, and in turn increases the remaining service life. If seal coats and other forms of preventative maintenance are kept up, a pavement segment can generally stay in good condition and prolong its service life above and beyond the design life of the pavement. Major rehabilitation (typically overlays or surface recycling) will also improve the condition and extend the service life of a pavement segment.

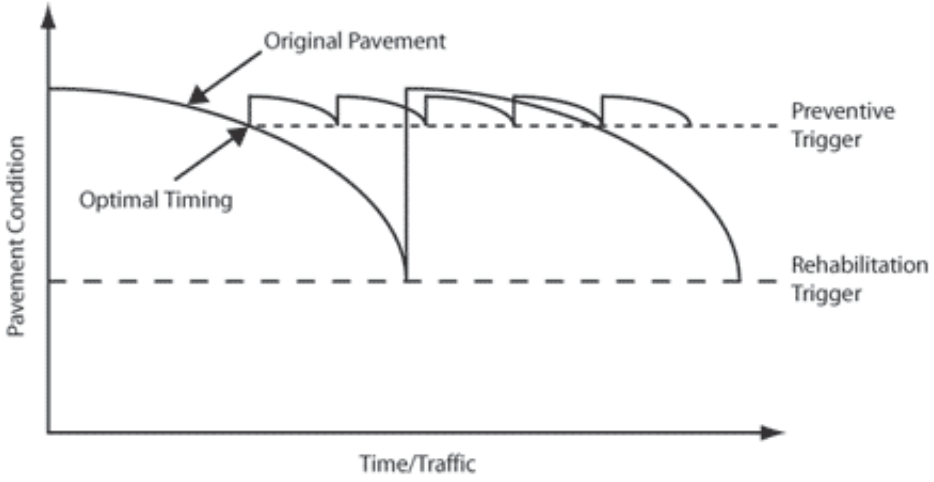


Figure 21 - Generic Pavement Performance Curve

However, timing is critical regarding performing maintenance activities. Applying a particular treatment at the right time results in getting the most "bang for your buck". It is far more cost efficient to perform routine and preventative maintenance than it is to let a road deteriorate to poor condition. The most that can be gained from chip sealing a road is 1 year in RSL if it currently has 3 years RSL. A combination of routine, preventative, and rehabilitative maintenance along with forms of reconstruction will slow the deterioration of the network and extend the remaining service life, however.

Chip seals cost roughly less than one tenth the cost of full reconstruction. Reconstructing a brand-new road will result in a good condition road for 10 years, at which time you can chip seal and maintain that good condition for several more years. Chip sealing sooner than 10 years is ideal.

7.2 TRAFFIC SIGN MANAGEMENT

Driggs uses the iWorQ online platform for traffic sign management. The online platform includes a detailed inventory of traffic signs in Driggs, including an interactive mapping tool showing locations of traffic signs. A screenshot of the mapping application is shown in Figure 22.

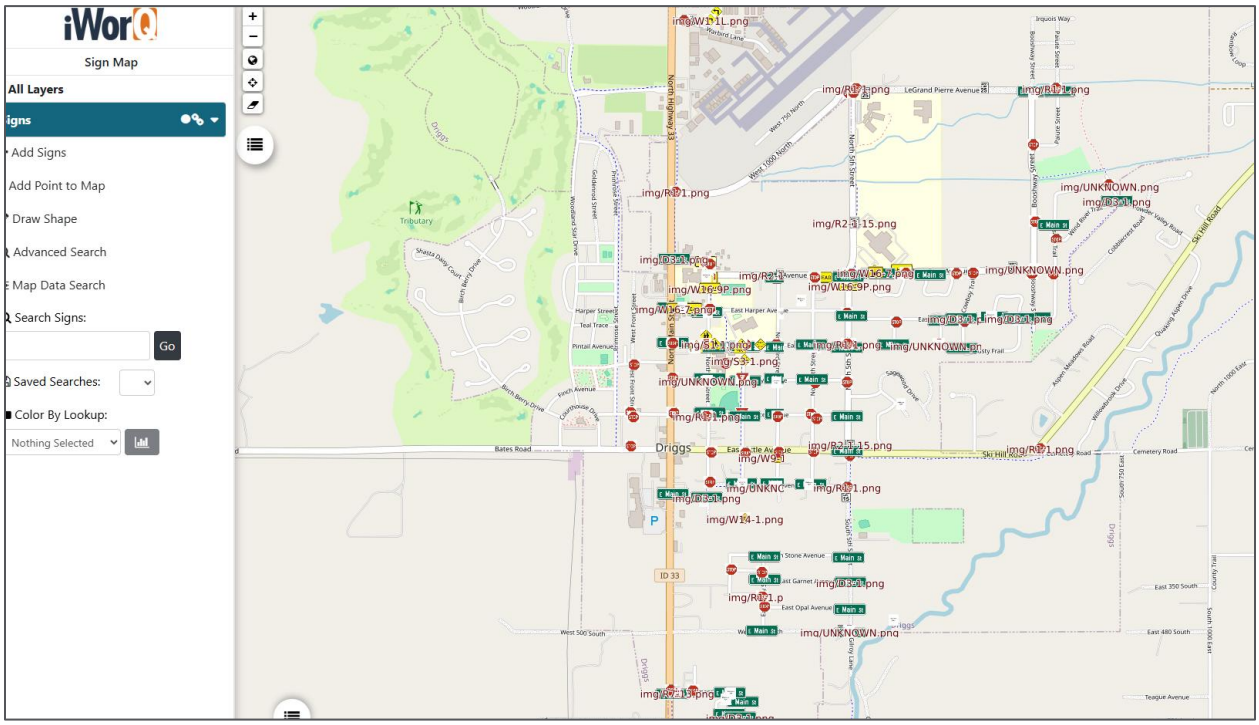


Figure 22 – iWorQ Sign Module Web Map

The inventory data indicates Driggs maintains 372 traffic signs on 208 signposts. City personnel update the data as maintenance is performed, and new signs are installed. Data was last updated in December 2024. It is recommended that the City perform an annual inspection, ideally in the spring, and continue to maintain the traffic sign inventory. Retroreflectivity of signs should also be monitored. LHTAC offers reflectivity kits that can be used in monitoring and maintaining reflectivity.

CHAPTER 8 FUNDING

Many sources of project funding are available to Driggs. These funding opportunities vary by type of project, project size, and local match. Research needs to be done by the city about each grant/funding source to decide if the current project meets the grant/funding requirements. Project funding sources also could change project requirements, funding levels, and local match amounts depending on current state and federal legislation.

It is important to note that the difference between capital expenditures and operations and maintenance expenditures (O&M). Capital expenditures are significant investments that create new assets, substantially improve existing ones, or extend their useful life. This means building new roads or bridges, widening existing roads, or making major structural repairs like full-depth reconstruction. O&M focuses on day-to-day activities and routine upkeep to keep the road network functioning safely and efficiently. O&M funding is intended to preserve existing assets, extend lifespan, and prevent costly failures. An appropriate balance between capital and O&M spending is crucial for efficient and effective road management. While capital investments are necessary for network expansion and major improvements, adequate O&M funding is vital to protect those investments and prevent premature deterioration. Neglecting O&M can lead to accelerated degradation, requiring more expensive capital projects down the line.

It is recommended the City actively maintain contact with representatives of the possible funding sources and participate in regional organizations. These groups can be a resource in researching viable funding opportunities and provide technical expertise for the funding application process.

Available funding sources are detailed below:

Local Funding

- Idaho Users Revenue Fund
- Impact Fees
- Property Taxes (City receives a portion of County road levy for O&M)
- Local Option Sales Tax
- Local Improvement District (LID)

State and Federal Funding

- Local Rural Highway Investment Program (LRHIP)
- Surface Transportation Program (STP)
- Local Highway Safety Improvement Program (LHSIP)
- Federal Bridge Program
- Federal Lands Access Program (FLAP)
- Transportation Alternatives Program (TAP)
- Children Pedestrian Safety (CPS)

- Community Development Block Grant (CDBG)
- Better Utilizing Investments to Leverage Development Grant (BUILD)

8.1 LOCAL FUNDING

The current forms of funding sources available for local city roadway and bicycle/pedestrian facilities needs are listed below. Each funding source has a discussion on what facilities are eligible and the authorizing agency or legislation.

8.1.1 IDAHO USERS REVENUE FUND

Idaho Users Revenue Fund is the primary source for ongoing roadway maintenance and rehabilitation. The funds are collected by the state in the form of motor fuel taxes and license fees. This money is then distributed annually to all governmental units responsible for roadway maintenance based on a formula that considers population and number of roadway miles in the jurisdiction. Driggs receives approximately $86,117 from User Fund; $24,812 from HB312; and $12,713 from HB362. User Funds and HB funds are typically used for O&M rather than capital projects.

8.1.2 IMPACT FEES

The number of county and city jurisdictions that are imposing impact fees on development is increasing. To do so it is necessary to determine the ultimate (build-out) improvement needs, the proportion related to new development, and a fee schedule based on a rational connection between development-induced needs and fees. This can be an important source of revenue. However, rarely does this source of revenue pay for the full cost of constructing the roadway system and fees are usually not applicable for maintenance functions. Furthermore, it is only effective in areas experiencing sustained growth.

Driggs has adopted transportation impact fees and has an associated CIP. The City has been collecting approximately $300k-$400k each year.

8.1.3 PROPERTY TAXES

Property taxes are the primary means by which local governments raise money to provide services. They are also perhaps the most politically unpopular method. It is increasingly clear that all forms of funding (state and local) will need to be increased as roadway needs continue to grow. Driggs does not have a road levy and does not use its property taxes for transportation costs, however, it receives a share of the Teton County supplemental road levy based on the ratio of assessed values. These funds are typically used for O&M rather than capital.

8.2 STATE AND FEDERAL FUNDING

Much of the information on State and Federal Funding presented below is available on the Local Highway Technical Assistance Council's (LHTAC's) website. State and Federal funding programs are being updated constantly, so check their website at http://www.lhtac.org for the latest information.

8.2.1 LOCAL RURAL HIGHWAY INVESTMENT PROGRAM (LRHIP)

The Local Rural Highway Investment Program (LRHIP) is financed through an exchange of STP-Rural funds by LHTAC with the Idaho Transportation Department up to a maximum of $3.9 million in state funds.

The program has four categories of grant types: Transportation Planning Grants ($30,000 max for updates), Sign Grants ($30,000 max), Construction Grants ($100,000 max), and Federal-Aid Match Grants ($100,000 max). Although these are grants, the program provides funding for road paving, drainage structure replacement, signage upgrades, transportation planning, reconstructing roadways, and most other types of construction on any public road. Matching funds are encouraged but not required.

Each September, LHTAC makes the application available to all counties with a road department, highway districts, and cities under 5,000 in population (all outside of urban areas). The application is typically due by early November. The members of the LHTAC board then rank the applications, and the results are made available after the March Council meeting each year.

All jurisdictions who are awarded a construction grant are put on a one-year hiatus from applying for new construction grants. This allows LHTAC to award these grants to more jurisdictions throughout the state.

LHTAC reserves $400,000 of this fund annually to help with emergency type projects. Up to $100,000 can be applied to help with an emergency. If you have an emergency and you need additional information on the LRHIP Program, visit the LHTAC website at http://www.lhtac.org.

8.2.2 SURFACE TRANSPORTATION PROGRAM (STP)

Surface Transportation Program (STP) Local Rural Funds are allocated for projects in rural areas, and in cities with populations below 5,000. They may be used for new construction, reconstruction or rehabilitation of roadways functionally classified with FHWA as **major collectors** or **arterials** with a small percentage allowed for **minor collectors**. STP funds can also be used for activities such as transportation planning and corridor studies. The local match requirement is 7.34 percent.

The Idaho Transportation Board has designated approximately $12 million annually for the Program. The funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC. Eligible projects are identified, prioritized, and requested by the Local Highway Jurisdictions through a formal biennial project application process from November through January.

Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects, based on funding, is then presented to the Idaho Transportation Board for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June.

8.2.3 LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (LHSIP)

Beginning in 2014, the Idaho Transportation Investment Program (ITIP) has approximately $8.5 million available for the Local Highway Safety Improvement Program (LHSIP). This money is the Local Highway Jurisdictions' (LHJ) portion of the state's Highway Safety Improvement funds. Funds are for projects to improve the safety at single site locations or for utilizing a systemic approach in multiple locations. The local or state match requirement is 7.34 percent.

Funds are distributed based on ITD District and an analysis of highway miles, vehicle miles traveled, and 5-year crash data (requires fatality or serious injury crashes). Eligible jurisdictions are notified in writing by LHTAC staff and receive applications and project identification instructions.

Projects are ranked according to individual benefit/cost ratios. Projects are initially funded based on their benefit/cost ratio within their ITD District, and then by their overall benefit/cost ratio throughout the state. The final project selection is by the Idaho Transportation Board.

8.2.4 FEDERAL LANDS ACCESS PROGRAM (FLAP)

The Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program Supplements State and local resources for public roads, transit systems, and other transportation facilities with an emphasis on high-use recreation sites and economic generators. The Program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and the Commonwealth of Puerto Rico.

The Access Program is funded by contract authority from the Highway Trust Fund and subject to obligation limitations. Funds will be allocated among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation. Additional information can be found at:

https://flh.fhwa.dot.gov/programs/flap/

8.2.5 TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP), formerly known as Community Choices for Idaho (CC4I) including Safe Routes to School, Transportation Enhancement, and Scenic Byways, provides for a variety of alternative transportation projects and advances the ITD strategic goals of Mobility, Safety, and Economic Opportunity while maximizing the use of federal funds. TAP is authorized by FHWA and administered by LHTAC. TAP projects are selected through a competitive process and included in the Idaho Transportation Investment Program (ITIP) by ITD. Infrastructure projects are limited to a maximum of $500,000 and non-infrastructure projects are limited to $60,000; both types of projects require a 7.34% match.

Infrastructure projects eligible for TAP funding include:

- On and off-road trail facilities for bicyclists, pedestrians, and non-motorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, and other safety related infrastructure and transportation projects to achieve compliance with the ADA.

- Infrastructure related projects and systems that provide safe routes for non-drivers including children, older adults, and individuals with disabilities to access daily needs.
- Boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices
- Archaeological activities relating to impacts from the implementation of transportation projects eligible for federal transportation funds.

Environmental mitigation to:

- Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, or
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

Non-infrastructure projects include:

- Educational, enforcement, evaluation and encouragement for local Safe Routes to School programs which can include funding for a SR2S coordinator position, bike/walk safety related education programs, walk/bike to school events, bicycle rodeos, educational material, etc. for grades K-8. The SR2S Coordinator should be able to engage in the full spectrum of bicycle/pedestrian mobility activities contemplated by the program, including education, encouragement, engineering, evaluation, and enforcement.
- Traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K-8). Other eligible activities under the non-infrastructure portion of the SR2S Program do not have a location restriction. Education and encouragement activities are allowed at private schools if other non-infrastructure program criteria are fulfilled.

8.2.6 CHILDREN PEDESTRIAN SAFETY PROGRAM (CPS)

On March 16, 2022, Governor Little signed Senate Bill 1359, a landmark funding bill for local transportation in Idaho. The bill is part of the Governor's "Leading Idaho" plan. It creates an additional $210 million for local transportation projects. The bill provides $200 million for local bridges and $10 million for the Children Pedestrian Safety program. The Local Highway Technical Assistance Council (LHTAC) administers the Children Pedestrian Safety Program. Eligible projects must be related to maintenance, and address safety and mobility.

Like the Local Strategic Initiatives program, projects that are “shovel ready” are prioritized.

The bicycle and pedestrian projects must still be considered maintenance. This includes but is not limited to:

- Paths/sidewalks along or adjacent to an existing roadway
- Connecting sidewalks/paths between two terminal points
- ADA ramps
- Pedestrian crossing facilities across an existing roadway including signing and/or signalization
- Paving an existing pathway

CHAPTER 9 FUTURE UPDATES TO THE PLAN

This transportation plan is intended to be a living document for the City of Driggs that can be used to make decisions regarding transportation related concerns. For it to be most effective, it is recommended that it be revisited on a regular basis by city personnel. As Capital Improvement Projects are carried out, the CIP should be updated. Pavement and sign management plans should be updated on a regular basis.

9.1 CAPITAL IMPROVEMENT PLAN UPDATES

The CIP should be revisited on a yearly basis. At the very least it should be updated by resolution of the City Council every 3 years as projects are completed or changed. The Travel Demand Model can be used to help prioritize projects as development occurs and projects are implemented.

9.2 PAVEMENT MANAGEMENT PLAN UPDATES

The pavement management plan should be updated on a regular basis. Maintenance activities should be recorded as they are performed. Cost information should be kept track of as well. Such information will allow for more accurate budgeting estimates and deterioration predictions. Such information can be tracked using a modified version of the pavement inventory spreadsheet. The pavement condition survey should be updated at minimum every 3 years. City personnel should be trained to conduct the pavement condition surveys through the T2 Road Scholar program. It is recommended that each year approximately one third of the street network be inspected to ensure that the entire network is inspected every 3 years. This system enables accurate and up to date records that are useful for funding applications.

9.3 SIGN MANAGEMENT PLAN UPDATES

It is important that records in the sign inventory be updated as signs and supports are upgraded, replaced, or removed. Agencies are required by FHWA to implement and continue to use a sign management plan. Management of the sign network is facilitated through the sign inventory in iWorQ, and the records therein should be updated regularly. City personnel should conduct visual inspections of signs on an annual basis for maintaining compliance with FHWA and MUTCD mandated retro-reflectivity requirements. The sign management plan should be updated yearly during the sign inspection and revisited after no more than 3 years.