

City of Driggs Transportation Plan

August 2007

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City of Driggs Transportation Plan

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Chapter 1: INTRODUCTION AND OVERVIEW

More than 100 years ago, Driggs was developed as a farming community in a six-block by six-block grid pattern served by a railroad one block to the west of its Main Street. Today, railroad service has been discontinued; Main Street has become part of Idaho State Highway 33, a state minor arterial; and the City has expanded along this highway. Strong commercial development is occurring along Little Avenue and on Main Street to the north and south of Little. New residential developments are being built throughout the community, often on a street network that does not resemble the original grid system. The City of Driggs wants to plan for a future transportation system that can support new development while ensuring that the City has a vital downtown, strong neighborhoods, an environment that encourages walking and bicycling, and a high degree of mobility to all its residents and visitors.

The City has proactively initiated numerous planning efforts, including this Transportation Plan, which has been coordinated with other smart growth efforts. When adopted by the City Council, this Transportation Plan will guide the development of the City's multi-modal transportation system.

This document has three chapters and two appendices. **Chapter 1** presents an overview of the plan and gives a summary of recommended actions and projects. **Chapter 2** discusses existing transportation conditions, future traffic, issues, and goals and objectives. Existing conditions include:

- Existing ordinances
- Traffic control
- Functional street classification
- Road conditions
- Existing traffic volumes/operations
- Traffic accidents and safety
- Downtown parking
- Bike lanes, sidewalks, and pathways
- Transit

Chapter 3 presents:

- A Roadway Network Plan containing a street classification system for recommended new streets, design standards, connectivity standards, an access management policy, and traffic calming strategies
- Traffic projections
- Recommended intersection strategies and improvements
- Sections on pedestrian, bicycle, and transit mobility
- A list of proposed projects
- Recommended actions

There is one appendix: the Pavement Management Plan, which assesses City streets and makes recommendations about maintaining them.

The Plan recommends that the City adopt a street classification system and map that includes new and proposed streets. These streets will be designated as local, collector, and arterial. This Plan also proposes the designation of a commercial overlay district in which local and collector streets that have more than 50 percent of commercial development on them will be designed to support this activity. The plan also includes truck routes that will be designed with 12-foot lanes and turning radii to support trucks.

Chapter 2: EXISTING CONDITIONS

This chapter discusses existing transportation conditions, future traffic, community issues and goals and objectives, as expressed through the city comprehensive plan. Existing conditions include:

- Existing ordinances
- Traffic control
- Functional street classification
- Road conditions
- Existing traffic volumes/operations
- Traffic accidents and safety
- Downtown parking
- Bike lanes, sidewalks, and pathways
- Transit

CURRENT CONDITIONS

Review of Code and Design Standards

The City's Subdivision and Zoning Ordinances and Zoning Ordinance Appendix on Design Standards regulate issues that affect the operation and development of the City's transportation standards.

The City has recently adopted, in its Public Works Standards street cross-section designs based partly on the preliminary recommendations of this plan. These standards describe the required width for lanes, sidewalks, bike lanes, and parking lanes.

The Subdivision Ordinance states: *The arrangement, character, extent, width, grade and location of all streets shall conform to the intent of the adopted comprehensive plan and shall be constructed in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their relation to the proposed uses of the land to be served by such streets. Streets shall be aligned in such a manner as to provide through and efficient access from and to adjacent developments and properties and shall provide for the integration of the proposed streets with the existing pattern.*

The Ordinance also defines different types of streets and defines street width by type. It states:

Public Rights-of-Way widths shall conform to the:
STREET MINIMUM
CLASSIFICATION RIGHT-OF-WAY
Principal Arterial 120' Minimum

Minor Arterials 82.5' Minimum
Collector 60' Minimum
Local Street 60' Minimum

The Subdivision Ordinance specifies: *Bike lanes shall be provided on both sides of dedicated collector streets or arterial streets, in compliance with the City of Driggs Public Works Standards and Technical Specifications (latest edition).*

The Subdivision Ordinance states that blocks in new development shall not be longer than 1,200 feet. The original city block faces are only 300-500 feet long. The City should consider requiring shorter block lengths, perhaps based on the density of the development and the number of houses per block.

While the Ordinance does not allow dead-end streets except in special circumstances, it does allow cul-de-sacs. The City should consider eliminating both types of streets except where connections are impossible because of existing development or typography.

The Zoning Ordinance requires off-street parking minimums based on land use. The Central Business District Parking Overlay exempts the four blocks adjacent to Main Street and Little Avenue from required off-street parking. This is an excellent idea and may need to be extended to help the downtown grow. The City should also consider capping parking by providing a maximum in its code.

Traffic Control

Currently, the only traffic signal in Driggs is located at the Main Street (SH-33)/Little Avenue intersection, the city's central crossroads in the heart of the downtown area. The side streets and side roads along the City's two primary street corridors – Main Street and Little Avenue – Ski Hill Road – are all stop-controlled. In addition to the traffic controls on the main corridors, virtually every intersection in the primarily residential neighborhood north of Little Avenue and east of Main Street has some form of stop or yield control, much of which was installed to control traffic after the opening of the new Teton High School campus at Fifth Street/Ross Avenue.

Functional Classification

The purpose of the Driggs street system is to provide safe, convenient access for existing and future development throughout the city. To provide the necessary access, streets must serve a range of functions: some streets must serve through traffic; some must provide access into, out of, and within neighborhoods; and some must provide direct access to adjacent properties. In order for the street system to operate efficiently and effectively, and minimize the impacts of traffic on residential areas and businesses, the desirable and necessary functions of city streets should be determined and specified in the form of a *Functional Classification Plan*.

A Functional Classification Plan designates streets as arterials, collectors, or local streets, specifies their use (through traffic, neighborhood traffic, and/or local traffic); sets use standards for type and volume of traffic; and establishes roadway design standards (e.g., roadway width, driveway/side street spacing, etc).

Because the City does not have a formal Functional Classification Plan, an integral element of this transportation planning process was to develop one and incorporate it in the City's Transportation Plan.

Road Conditions

We have conducted a survey of road conditions in the City of Driggs as part of an overall pavement management plan for the City. This is included in the appendix of the Transportation Plan. Existing unpaved roads include: Front Street, Johnson Avenue, South Fifth Street, Teton Avenue, Fremont Avenue (East of Third) and 100N.

Existing Traffic Volumes

Seasonal/Monthly Volumes

Average daily traffic volumes on Ski Hill Road for each month of the year are captured just East of Fifth Street and compiled in Figure 5.1-a. Despite significant use of Ski Hill Road by seasonal recreation traffic, daily volumes do not vary widely over the course of the year, falling into a fairly narrow range of 2,500 – 3,500 vpd. July and August are the highest volume months, and June and September volumes are higher than the annual average. February, March, and December volumes are approximately equal to the annual average.

Daily Traffic Volume

Recent daily traffic volume counts on Main Street (SH-33) and on Ski Hill Road (Forest Rd 76) were acquired from the Idaho Transportation Department (ITD). Additional counts on streets throughout the city were made by the City of Driggs in 2005 and 2006. The count results are summarized and compiled in Figure 2.1. In addition to total daily traffic volume, the Figure also shows daily truck volume on Main Street (SH-33) and Little Avenue, and the Year 2020 daily volume on SH-33 forecasted by ITD's SH-33 Corridor Plan repeated in the 2002 Teton County Transportation Plan.

As shown in the Figure, traffic volume on Main Street (SH-33) was under 6,000 vehicles per day (vpd), a modest volume in terms of roadway capacity and operations. This count was taken in 2005, whereas the Little Avenue count of 6400 was taken in July 2006, suggesting that the Main Street Volume now exceeds 6,000 vehicles. Truck volumes are significant, with Little Avenue's July count showing that one-third of all vehicles are heavy trucks. The high volume of

trucks on Little Avenue is primarily the result of the location of the county landfill and several active gravel pits near Cemetery Road.

The traffic forecasts shown in Figure 2.2, derived from the SH-33 Corridor Plan and Teton County Transportation Plan documents, do not include recent development proposals in and around the City of Driggs, and as a result predict very limited traffic growth over the next 15 years. These forecast volumes will be quickly exceeded when already-approved developments are occupied.

Figure 2.1: Monthly Traffic Variation

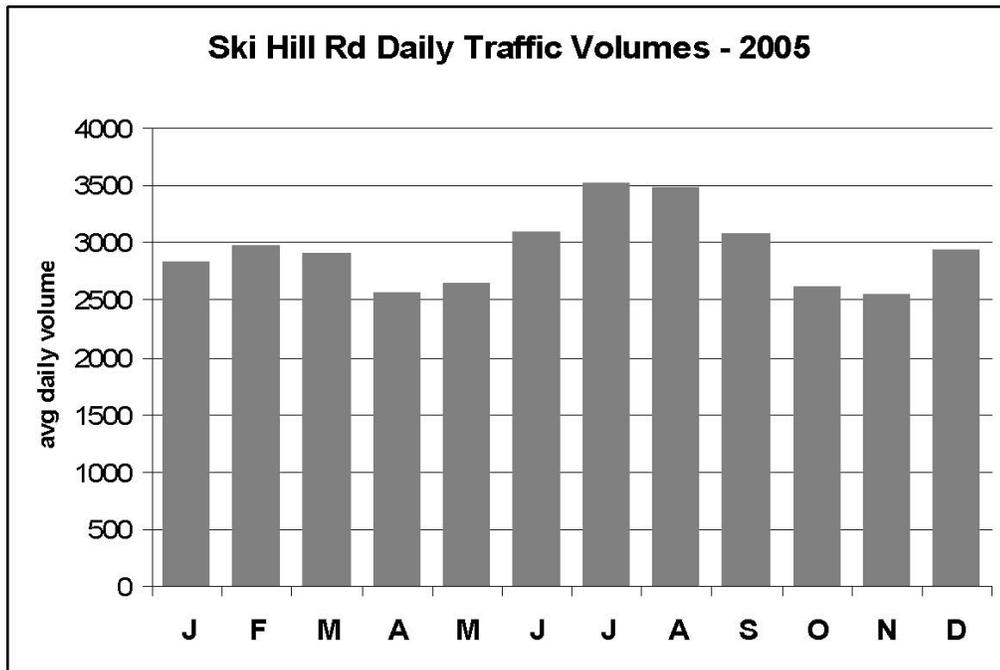
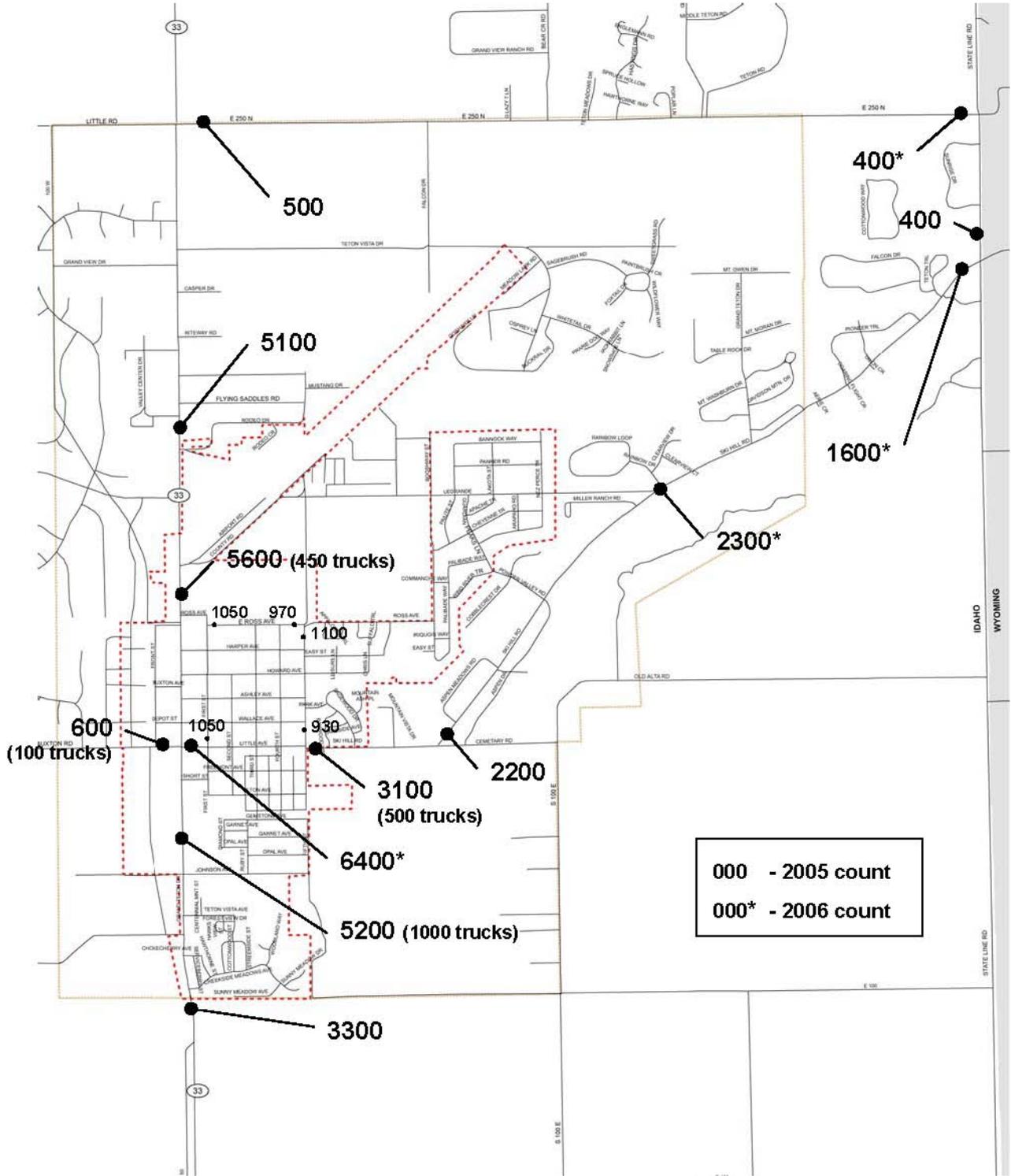


Figure 2.2 Daily Traffic Volumes



Traffic Operations

The adequacy of street/highway capacity and the smoothness of traffic flow (or lack thereof) are described by a measure called “Level of Service” (LOS). LOS is determined for each roadway element (freeway mainline and ramps, highway sections, signalized and stop-controlled intersections, etc.). The Highway Capacity Manual, published by the Transportation Research Board and used nationwide, defines LOS as follows:

“Level of Service” (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with A representing the best operating conditions and F the worst. Each level of service represents a range of operating conditions and the driver’s perception of those conditions. Safety is not included in the measures that establish LOS.

For all LOS measures, LOS E represents capacity, with LOS F representing congested, over-capacity conditions, and LOS D indicating that a facility is nearing capacity.

For the analyses guiding/supporting development of the City of Driggs Transportation Plan, an LOS measure based on roadway type and daily volumes was employed. For existing traffic volumes, all streets and highways in the study area currently operate at LOS A or B (LOS C or better conditions meet all operational standards and are considered desirable).

Traffic Accidents / Safety

Traffic safety conditions in Driggs were evaluated by compiling and analyzing accident records for SH-33 for the three-year period from 2002 through 2004. The accident records are summarized and compiled in Figure 2.3.

The types of accidents prevalent in urban settings (intersection-related accidents, rear-end accidents, and pedestrian accidents) occur most frequently on the segment of SH-33 inside Driggs city limits. Similarly, the types of accidents prevalent on rural highways (single-vehicle accidents, animal strikes) usually occur outside the city limits. As urbanization of the Driggs area continues, the traffic safety conditions on SH-33 north and south of town will become similar to the conditions that exist through town today.

Figure 2.3: SH-33 Traffic Accidents, 2002-2004 (400 N – 600 S)

	North of Town	Thru Town	South of Town
length of highway	3.5 mi	1.5 mi	5.5 mi
total accidents	27	28	69
accidents per mile	8	19*	13

*The accident rate on this segment (approximately three accidents per million vehicle miles of travel) is typical for similar types of facilities throughout the state and the nation. It should be noted, however, that even if the accident rate remains the same, the number of accidents will increase with increasing traffic volumes

Parking

This section presents the results of an inventory of existing on- and off-street parking in the downtown. The inventory includes two off-street public parking lots as well as larger off-street private parking areas. It does not include the Broulim’s parking lot because that seems to be separate from the Main Street area. As the downtown develops, buildings will be placed on some of the off-street private parking areas and the amount of parking will decrease. Figure 2.4 shows the number of existing parking spaces in the downtown area.

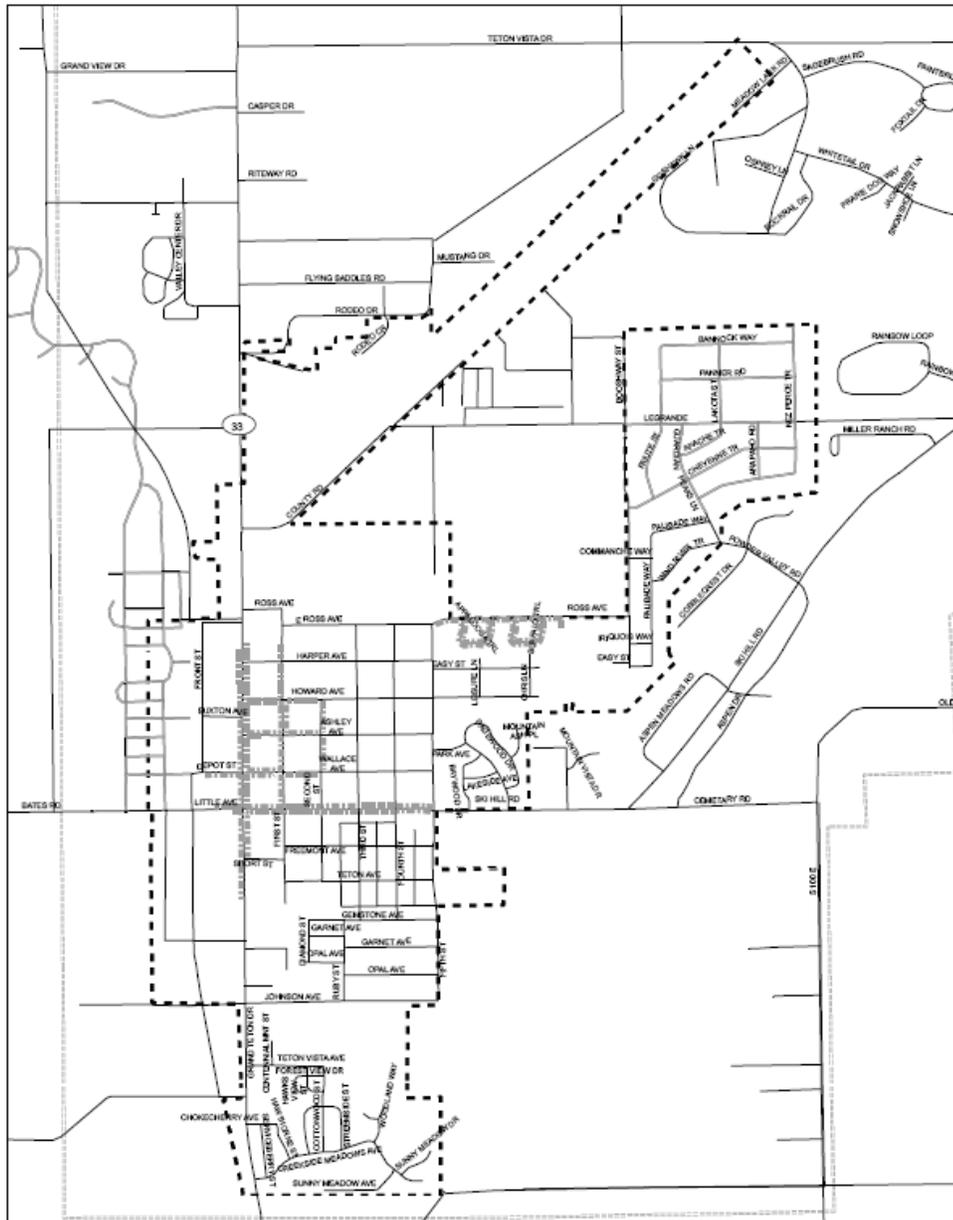
Figure 2.4: Downtown Parking Inventory

Type of Parking	Number of Spaces
On Street Parking	174
Off street Public Parking	127
Off Street private Parking	120
Handicapped Parking	16
Total	437

Bike Lanes, Sidewalks and Pathways

As Figure 2.5 shows, most streets in downtown Driggs have sidewalks (red lines), although only Main Street and Little Avenue east of Main as well as a few other blocks in the downtown have sidewalks on both sides. The sidewalks on Main Street are eight feet wide, while all the other sidewalks are five feet wide.

Figure 2.5: Existing Sidewalk Locations



Driggs Idaho - Central Area

Legend

- Streets — Concept roads
- City limits
- Area of interest based on zoning data provided
- ▬▬▬ Sidewalks



Maps composed using data provided by the City of Driggs or created based on this data for the purposes of this project. No expressed or implied warranties are made regarding the accuracy, character or fitness of this data for any purposes.

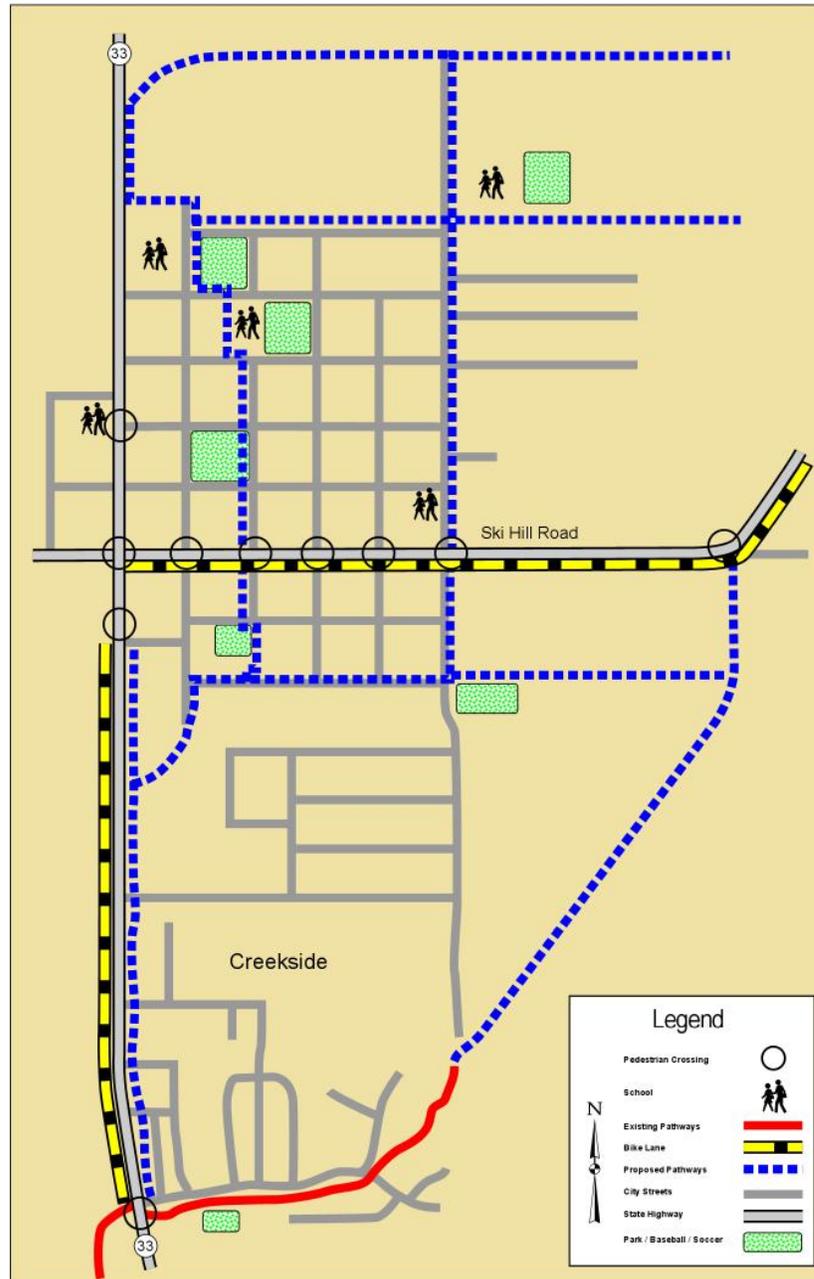
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Existing bike lanes are on SH33 between Short Street and the Victor-Driggs Pathway / Creekside Meadows Road, and along Little Avenue and Ski Hill Road. Future bike lanes will be created along all new collector roads (as required by the Driggs Subdivision Ordinance) and any redeveloped collector streets, including Ross Avenue and Fifth Street.

Existing pathways in Driggs include the terminus of the Victor-Driggs Pathway, the path in Creekside Meadows Subdivision (a portion of which was destroyed by Teton Creek in 2006) and a pathway along Boosway Avenue (a collector class road) in Shoshoni Plains constructed in 2006. Construction of pathways along collector routes is allowed by the Driggs Subdivision Ordinance, in lieu of sidewalks. Pathway locations are required to conform to the adopted Driggs Pathways Plan by aligning with or connecting to proposed or existing pathway routes. Figure 2.6 depicts the adopted City Pathways Plan.

Figure 2.6: Driggs Pathways Plan

City of Driggs
Pathways Plan



Public Transportation

Targhee Regional Public Transit Authority (TRPTA) and Community And Rural Transportation (CART) recently merged. TRPTA/CART provides intra- and intercity transit services in Driggs and connects Driggs and Rexburg. The bus picks riders up at their doors and drops them off at their destination. This service provides about 40-42 one-way trips a week. Most of the riders are attending a program for the developmentally disabled in Rexburg. The schedule provides a connection to Rexburg, but it is expensive and timed for shopping or doctors' appointments, not for commuters.

TRPTA/CART also has two vehicles that provide door-to-door service in the valley that is open to the general public. Most of the six to eight trips a day for Driggs residents are within Driggs, although sometimes a rider will go to Victor to the dentist.

Alltrans, a private transit operator, currently provides a shuttle connecting Grand Targhee ski resort with Jackson during the ski season. It offers one trip from Jackson in the morning and a return trip from the ski resort in the afternoon.

Transportation Funding

A ½ % sales tax is collected in Driggs and used exclusively for improvements to the road network. This local option nonproperty tax currently produces approximately \$145,000 per year. The "Resort Tax," as it is commonly referred to, will be on the 2007 ballot for renewal by Driggs voters.

FUTURE CONDITIONS

Projects and Plans

Idaho State Transportation Improvement Program

This federally required, state produced document lists all transportation projects within the state that will be funded by state and federal dollars by year for the next six years. Two projects within Driggs are included. They are:

- E6030 North-South Pathway, Driggs - \$55,000 for Preliminary Engineering and \$20,000 for Right-of-Way acquisition in 2008, and \$323,000 for Construction in 2009.

In January, TVTAP and the City of Driggs submitted a proposal for a Driggs North-South Pathway, which would run from Creekside Meadows along Hwy. 33, cut over to Lion's Park, then continue along 2nd Avenue, passing Driggs Park, the LDS church, Teton Valley Hospital, Teton Valley Elementary, and then go back to Hwy. 33. This pathway would give pedestrians and slower moving bicyclists (children on bikes) a safe route through town to go to school, the park, etc. The pathway would connect with

the Victor-Driggs Pathway and allow safer access for people coming from south of town to get into town along the highway.

- 09559 Driggs Main Street Improvements - \$60,000 for Preliminary Engineering in 2007 and \$4,392,000 for Construction in 2011.

This project will improve Main Street to make it more pedestrian and bicycle friendly and more attractive to visitors coming through town. It would narrow the road, create wider sidewalks, put in new street lamps, and provide landscaping and parking. These improvements would slow down traffic in town and make downtown a more attractive place to walk, dine, and shop.

Fifth and Ross Street Improvement Project

The City of Driggs created a Local Improvement District along Ross Avenue, N Fifth Street, and along all streets in the Wallace Way Subdivision to fund the majority of costs associated with improving these roads. The project involved stripping away existing pavement and substandard base, repaving all roads, and adding a concrete edge. Although sidewalks were part of the improvement plans, they were removed from the project because of the high cost of concrete. A Safe Routes to Schools grant was secured in June 2007 to pay for a 6ft sidewalk along Ross Avenue.

Transit

The transit service in Jackson, Wyoming (START) began a service connecting Driggs and Victor with Jackson in the summer of 2007. The service is timed with the daily commute, with two departures from Driggs in the morning, and two returns in the evening. From a county-wide survey conducted in 2006, START estimates that initial ridership will be 50 to 70 persons per day.

A temporary transit stop at the new Driggs Community Center has been created, but a larger permanent facility location remains to be identified. Grand Targhee Resort has proposed the development of a transit center and park and ride facility to meet the needs of an expanded resort; however, no location has been proposed. An optimal location would be within walking distance of downtown and adjacent to Hwy 33, Little Avenue, or Bates Road.

The Teton Area Advisory Forum conducted a workshop in December 2005 to discuss the potential for a wider transit system for the entire Yellowstone-Teton region. The participants acknowledged that currently the market does not exist for regional transit. However, as the region grows, both tourists and workers could benefit from an interconnected regional network.

Estimated Future Traffic Volumes

Traffic volumes on all city streets and Area of Impact roads will increase with increasing residential and commercial development. As shown in Figure 2.7, there are eight significant residential developments, comprising over 1,350 single-family homes and over 400 condominium or apartment units that are currently in various stages of the development permit application process. These pending developments will generate nearly 6,300 daily vehicle trips that will use the Driggs street system.

The trips generated by pending development plus increased *background* traffic (i.e., traffic traveling through town or to/from existing Driggs homes and businesses) will significantly increase traffic volumes on Driggs streets. Estimated daily traffic volumes in 2010—including background traffic increases and the traffic generated by pending development—are compiled in Figure 2.8. As shown in the Figure, the traffic generated by pending development will cause volumes on Main Street to double, volumes on 5th Street and Ross Avenue to triple, and volumes on Little Avenue and Ski Hill Road to increase by over 50%.

Continued development in the city and the Area of Impact will increase traffic volumes further. “Buildout” of the Area of Impact would result in the construction of an additional 2,600 single-family homes, generating another 34,500 daily vehicle trips (see Figure 2.9). Estimated daily traffic volumes in 2025, including background traffic increases and the traffic generated by a buildout level of development, are compiled in Figure 2.10. As shown in the Figure, the traffic generated by buildout development will cause volumes on Main Street to double between 2010 and 2025. In addition, volumes on Little Avenue would increase by 50%-90%.

Figure 2.7: Pending Development Traffic Generation

Pending Development	Residential Growth/Development			Daily Vehicle-Trips Generated
	single-family units	condo units	apartment units	
<i>Sagewood</i>	74	30		890
<i>Gemstone</i>	140			1,340
<i>Creekside</i>	222			2,130
<i>Middle School (500 students)</i>				810
<i>Shoshone Plains</i>	333			3,200
<i>Calico Sky IV</i>	63			605
<i>Ski Hill Rd</i>	60			580
<i>Valley Centre</i>			92	620
<i>Huntsman</i>	475	290		6,270

Figure 2.8: Estimated 2010 Daily Traffic Volumes with Pending Development

000 – 2005 Count
 (000) – 2010 + Pending Development

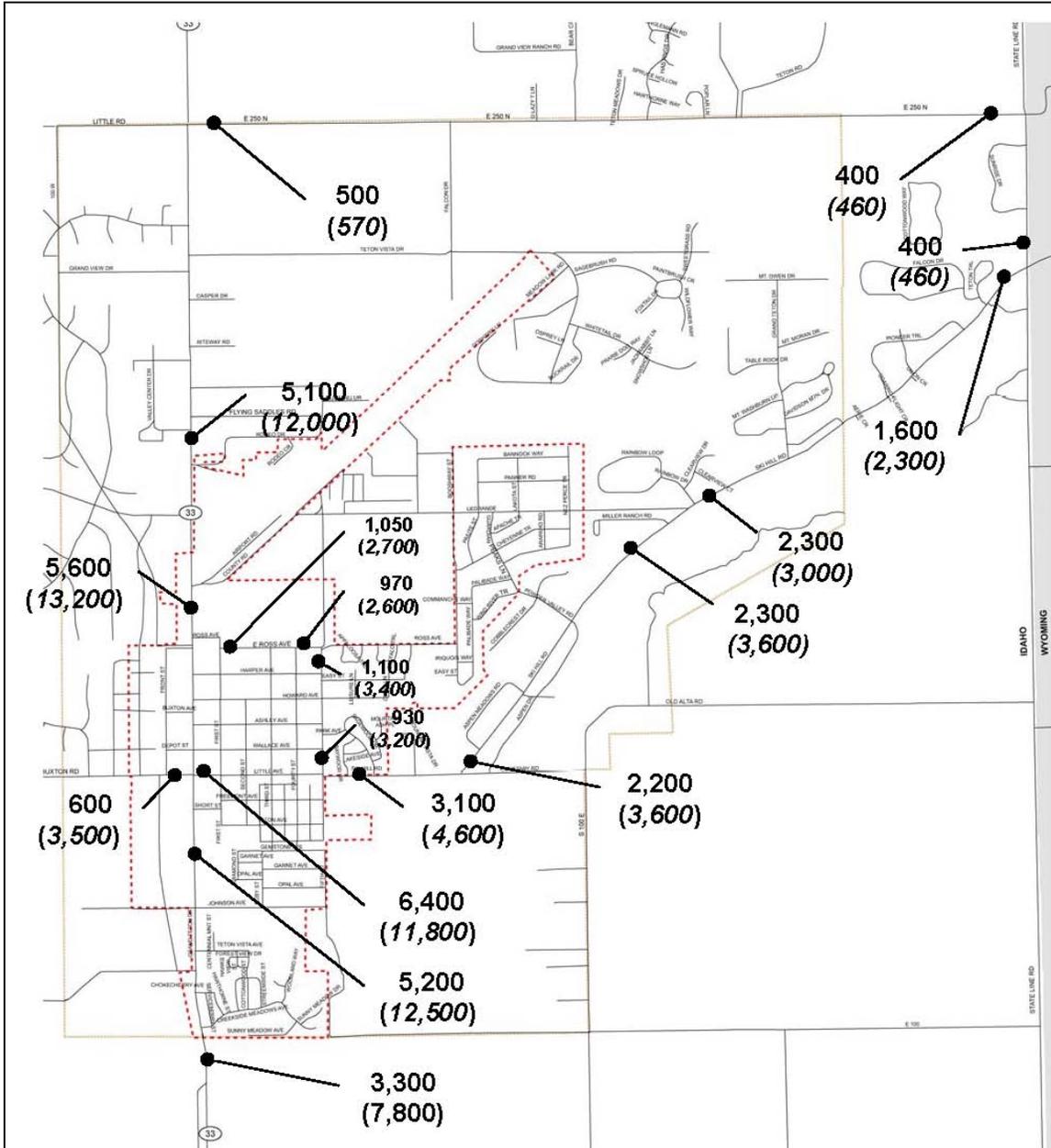
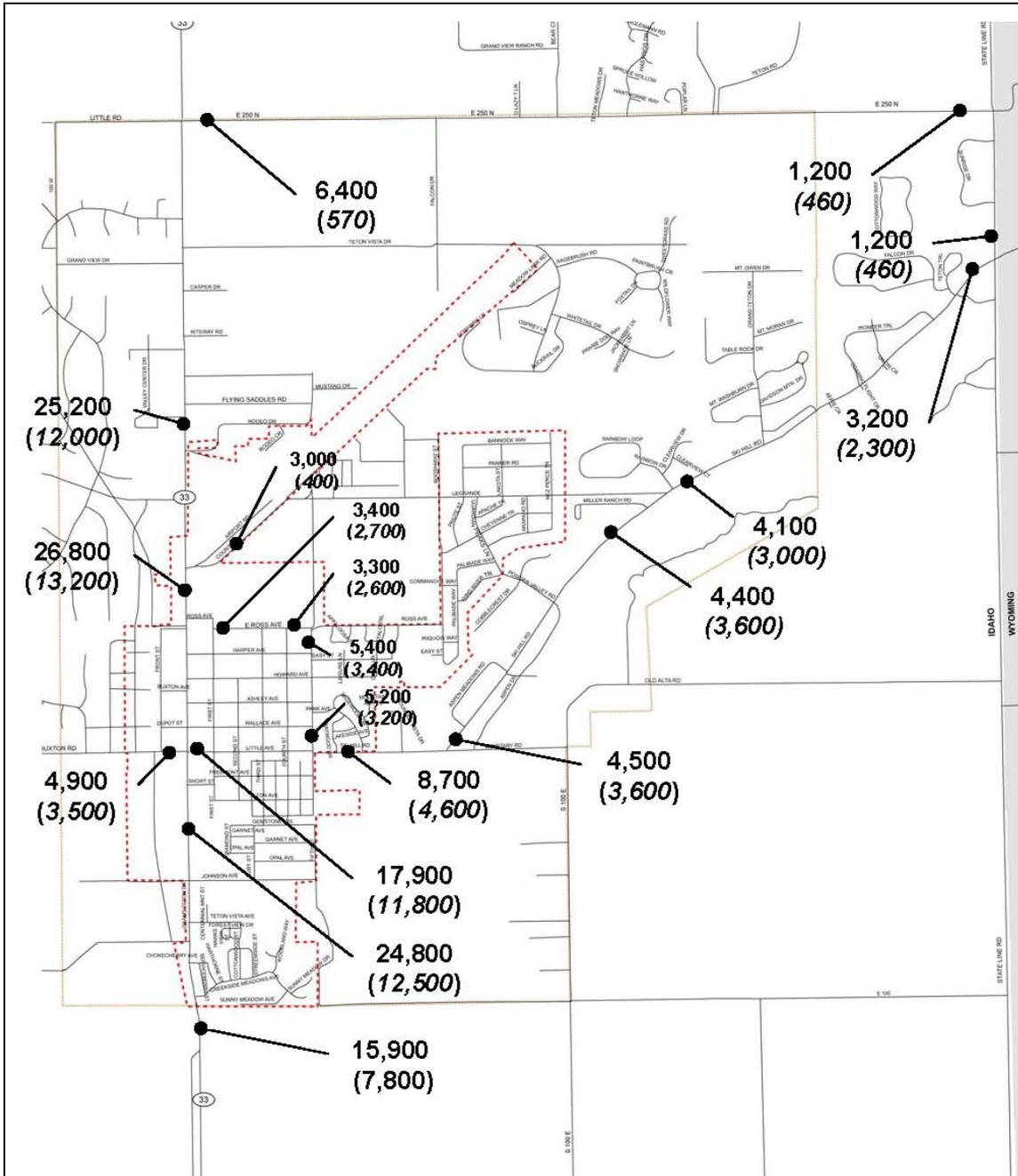


Figure 2.9: Buildout Additional Traffic Generation

Development Area	Residential Growth/Development	
	single-family units	Daily Vehicle-Trips Generated
<i>south of airport, east of Main</i>	415	3,990
<i>north of Ski Hill</i>	165	1,570
<i>south of 250 N (Hastings)</i>	485	4,640
<i>north of airport, east of SH-33</i>	600	5,760
<i>north of 100 N, west of SH-33</i>	335	3,240
<i>west of Main, south of Buxton</i>	185	1,780
<i>5th to 100 E, south of Little-Cemetery</i>	475	4,560

Figure 2.10: Estimated 2025 Daily Traffic Volumes with Area of Impact Buildout

000 – 2025 + Area of Impact Buildout
(000) – 2010 + Pending Development



Future Street System

To provide safe, convenient access and circulation throughout the city while accommodating the expected future traffic volumes generated by area growth and development, the city street network will need to be upgraded and expanded. To guide the street network improvements, a Functional Classification Plan was developed. The Functional Classification Plan designates all city streets as either *Arterials*, *Collectors*, or *Local Streets*, as defined below:

Arterials provide primary traffic access routes into, out of, and through the City; Arterials connect the city street system with the state/regional highway system.

Collectors collect and distribute traffic to/from neighborhoods, and provide connections between local streets and the arterial system and between neighborhoods.

Local Streets provide access to adjacent properties.

The role of collectors is to serve the primary travel needs of the community – for trips to schools, stores, and parks and to the arterial routes that provide connection to other communities. Historically, the lack of collector streets has not been a problem for the City, because residential areas are geographically small and have not been interconnected. However, with growth and development in the broader areas east and west of town, the need for streets to provide the collector function will rapidly become acute. Initial locations for new collector streets were determined by ensuring that collectors were provided at one-half mile spacing to create a ‘grid’ street pattern capable of providing adequate capacity and access for area growth. In some cases, because of physical constraints or existing development patterns (e.g., the airport runway), this pattern is not possible.

CONCERNS

Truck Traffic

Driggs residents’ primary transportation related concern is excessive truck traffic coming through town, especially down Little Avenue, and that the impacts of dust and noise, in particular, significantly detract from the attractiveness of downtown as a pedestrian shopping district. Others commented that heavy truck traffic is taking an unfair toll on the newly reconstructed Little Avenue. Residents along 100E do not want to see truck traffic diverted down 100E for the same reason.

Speeding Vehicles

Many residents expressed concerns about speeding vehicles in the Comprehensive Plan survey and the Transportation Plan public meetings. Specific problem areas included Little Avenue / Ski Hill Road, Main Street (particularly at Johnson), and Fifth Street. Speed dips on Little Avenue seem to control speed for the most part, but motorists often ignore stop signs on Ross Avenue and Fifth Street between Ross and Little Avenues, and repeated vehicle accelerations create noise impacts.

SH33 Accesses and Downtown Circulation

Increased traffic on Main Street / SH33 coupled with individual (and sometimes multiple) accesses for many properties has reduced safety and efficiency for both vehicle and pedestrian movements. Some residents expressed a general dissatisfaction with downtown vehicle congestion and circulation patterns; others identified the Broulim's and Post Office accesses as specific locations of concern.

Pathways, Sidewalks and Bike lanes

Concerns over the safety and adequacy of pedestrian and bicycle routes were raised in the Comprehensive Plan and Transportation Plan meetings, including:

- Mid-block crossings are dangerous because of faded markings and speeds; the City should consider crossing flags and bulb-outs.
- Crossing SH33 from the Driggs-Victor Pathway to Creekside is dangerous because of high speeds and low visibility.
- Bicycle connection between downtown and neighborhoods to the north (e.g., Valley Centre) is non-existent, and connection to the south (e.g., SH33 bike lane to Creekside Meadows) is dangerous and inappropriate for children.
- Pedestrian safety within the Valley Centre Subdivision is inadequate, particularly for school children who must walk to SH33 to catch the school bus; sidewalks should be required.

Street Beautification and Pedestrian Amenities

The community expressed desire for street beautification and the addition of pedestrian amenities (wide sidewalks, bulb-outs, street trees, benches, historic light poles, etc.) on the main thoroughfares.

Street Conditions / Maintenance

Excessive dust, deteriorated streets, substandard (gravel) streets, potholes, and the lack of enforcement on sidewalk snow clearing requirements (particularly in the commercial areas) were expressed as concerns.

Connectivity

Many residents expressed a desire to maintain the historic grid pattern of streets, which has a high connectivity, rather than the curvilinear or cul-de-sac design patterns, which have lower connectivity. High connectivity distributes traffic more evenly through the network and usually allows for more efficient response from emergency services. Connectivity between new developments (particularly to the east of the original town site) and the new High School and Ski Hill Road was a concern to those living on Fifth Street, Ross Avenue, and Powder Valley Road.

Addressing and Emergency Vehicle Access

Historically, there have been many conflicts between the City's address system and the address associated with properties by the owner, utility company, and County Assessor. In order for emergency services to respond efficiently to a call, each property should have only one agreed-upon address and it should be clearly posted on the property in accordance with local and county regulations. The City, County, and utility companies should work together to resolve address conflicts and build a unified address system. Street signs must also be required for every development (new and existing).

COMPREHENSIVE PLAN GOALS, OBJECTIVES, AND ACTION ITEMS

GOAL: CREATE AN EFFICIENT, SAFE, AND ATTRACTIVE MULTI-MODAL TRANSPORTATION NETWORK.

OBJECTIVE: Ensure Driggs develops as a "walkable community" with a safe, efficient, and attractive network of sidewalks, pathways, and trails.

ACTIONS:

- ❑ Adopt and maintain an official pathways plan that connects neighborhoods, schools, parks, and shopping districts.
- ❑ Adopt standards for trails, pathways, sidewalks, and crosswalks.
- ❑ Require all new developments to provide bicycle and pedestrian routes and connections that conform to the adopted pathways plan and standards.
- ❑ Require new commercial developments to provide safe and efficient pedestrian access to building entrances.
- ❑ Require new residential developments to provide sidewalks on both sides of the street.
- ❑ Improve the downtown pedestrian environment by:
 - Widening sidewalks
 - Adding bulbouts at crosswalks on Main Street

- Beautifying Main Street with street trees, furnishings, and pedestrian scale lighting;
- Reducing the noise and dust impacts from heavy truck traffic; and
- Improving conformance with snow removal requirements.

OBJECTIVE: Protect the capacity of the city's arterial routes (SH 33 and Little Avenue / Ski Hill Road) for safely and efficiently moving traffic through Driggs, while also protecting the scenic, historic, and pedestrian character of Main Street and Little Avenue.

ACTIONS:

- Adopt a Transportation Access Plan Agreement with the Idaho Transportation Department to require new highway accesses to conform to a regular spacing standard and to be consolidated with other accesses wherever possible.
- Petition Idaho Transportation Department to review speed limit zones on SH 33 through the city and to lower speeds in pedestrian and congested areas.
- Provide for more enforcement of speed limit laws.
- Produce a detailed SH 33 corridor master plan that depicts desired connections and development patterns adjacent to SH33.
- Consider roundabouts and other efficient and attractive alternatives to traffic signals at controlled intersections.
- Develop collector routes parallel to SH33 to reduce local destination traffic on the highway.
- Identify preferred permanent transit facility and park & ride locations and facilitate the construction of these facilities with other public and private partners.
- Provide a temporary transit stop at the Driggs Community Center for the START bus operation.
- Participate in regional transit partnerships to develop transit solutions and promote transit ridership.
- Adopt land use policies and regulations that allow and encourage mixed-use centers and discourage auto-dependent sprawl along arterial routes.

OBJECTIVE: Ensure the provision of adequate vehicle parking, while minimizing the impacts associated with on- and off-street parking;

ACTIONS:

- ❑ Support the Driggs Urban Renewal District's efforts to establish additional public parking lots within the interior of downtown blocks.
- ❑ Remove the City's storage sheds between Short and Little Avenues and pave additional parking spaces in their place.
- ❑ Adopt and implement the Driggs Transportation Plan recommendations on parking.
- ❑ Revise parking requirements for downtown developments to reflect the principle of parking as a public utility in this area.

OBJECTIVE: Disperse traffic and improve overall connectivity within the Driggs street network, while minimizing overall traffic impacts on residential streets as growth occurs.

ACTIONS:

- ❑ Require new developments to continue the grid pattern of streets, connect into adjacent collectors and make desired connections
- ❑ Integrate traffic calming techniques into new street designs.
- ❑ Reduce the maximum allowed block length to below 600 feet in neighborhoods serving densities greater than 1 unit per acre.
- ❑ Encourage new residential subdivisions to incorporate alleys with rear garage accesses.
- ❑ Utilize neighborhood committees for input on future road improvement projects in existing neighborhoods.

OBJECTIVE: Maintain and improve the existing transportation infrastructure with maximum efficiency.

ACTIONS:

- ❑ Adopt the Driggs Transportation Plan and implement its recommendations.
- ❑ Apply for state, federal, and other grants to fund transportation network improvements.
- ❑ Require developers of large residential developments or commercial developments to provide a traffic impact study and to mitigate impacts on the transportation network by constructing connections, turn lanes, or other improvements necessitated by the development.

Chapter 3: TRANSPORTATION PLAN

Once it is adopted, this chapter will act as the City of Driggs Transportation Plan and will guide the development of the City's transportation system as the city grows. This Plan presents:

- A Roadway Network Plan containing a street classification system, recommended new streets, design standards, connectivity standards, access management policy, and traffic calming strategies
- Traffic projections
- Recommended intersection strategies and improvements
- Sections on pedestrian, bicycle, and transit mobility
- A list of proposed projects
- Recommended actions

Roadway System Plan

The City's roadway system plan addresses three key issues:

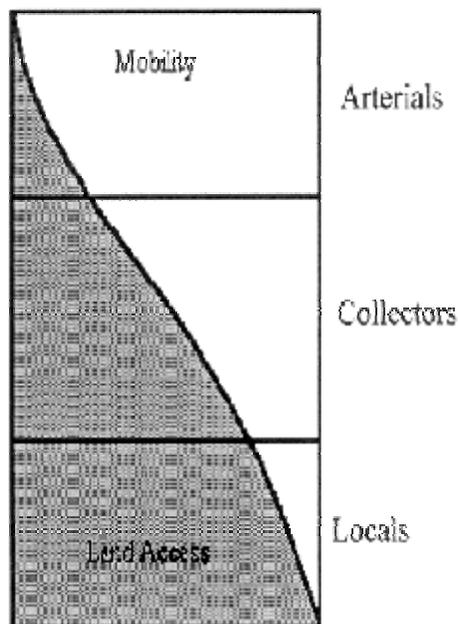
- The roadway classification system and corresponding street design standards and access management policies
- Roadway connectivity, including new and improved streets to meet both existing and future needs
- Traffic calming techniques that ensure multi modal use of streets and improved safety, including techniques to limit the noise and dust caused by trucks on non-truck route streets

The classification system establishes the relative importance of a facility to the community and the types of anticipated transportation activities. The street standards applied to the City's roads identify right-of-way and multi-modal design requirements for the transportation network. Roadway connectivity requirements address the intent to create stronger circulation patterns, reduce average auto trip lengths and out-of-direction travel, and improve multimodal accessibility. In addition, site development review is also addressed in this section to identify planning requirements and design standards.

City of Driggs Roadway Functional Classification System

Functional Classification is the grouping of roads, streets, and highways in a hierarchy based on the type of roadway service they provide. Streets and highways do not operate independently. They are part of an interconnected network, and each one performs a service in moving traffic throughout the system. Generally, streets and highways perform two types of service. They provide either traffic mobility or land access, and can be ranked in terms of the proportion of service they perform, as shown in Figure 3.1.

Figure 3.1: Mobility and Accessibility



At the top are Arterials. They include those classes of highways emphasizing a high level of mobility for the through movement of traffic. Land access is subordinate to this primary function. Generally, travel speeds and distances are greater on these facilities compared to the other classes. The highest classes of arterials, interstates and freeways, are limited access to allow the free flow of traffic.

Between these extremes are the Collectors whose name describes their function. They collect traffic from the lower facilities and distribute it to the higher. Collectors provide both mobility and land access. Generally, trip lengths, speeds, and volumes are moderate.

At the bottom are Local streets and roads. Their primary function is to provide land access. Travel speeds, distances, and volumes are generally low, and through traffic is usually discouraged.

This Plan recommends a simple system for the City of Driggs consisting of arterial, collector, and local streets in addition to a *truck route* category that overlays collector streets.

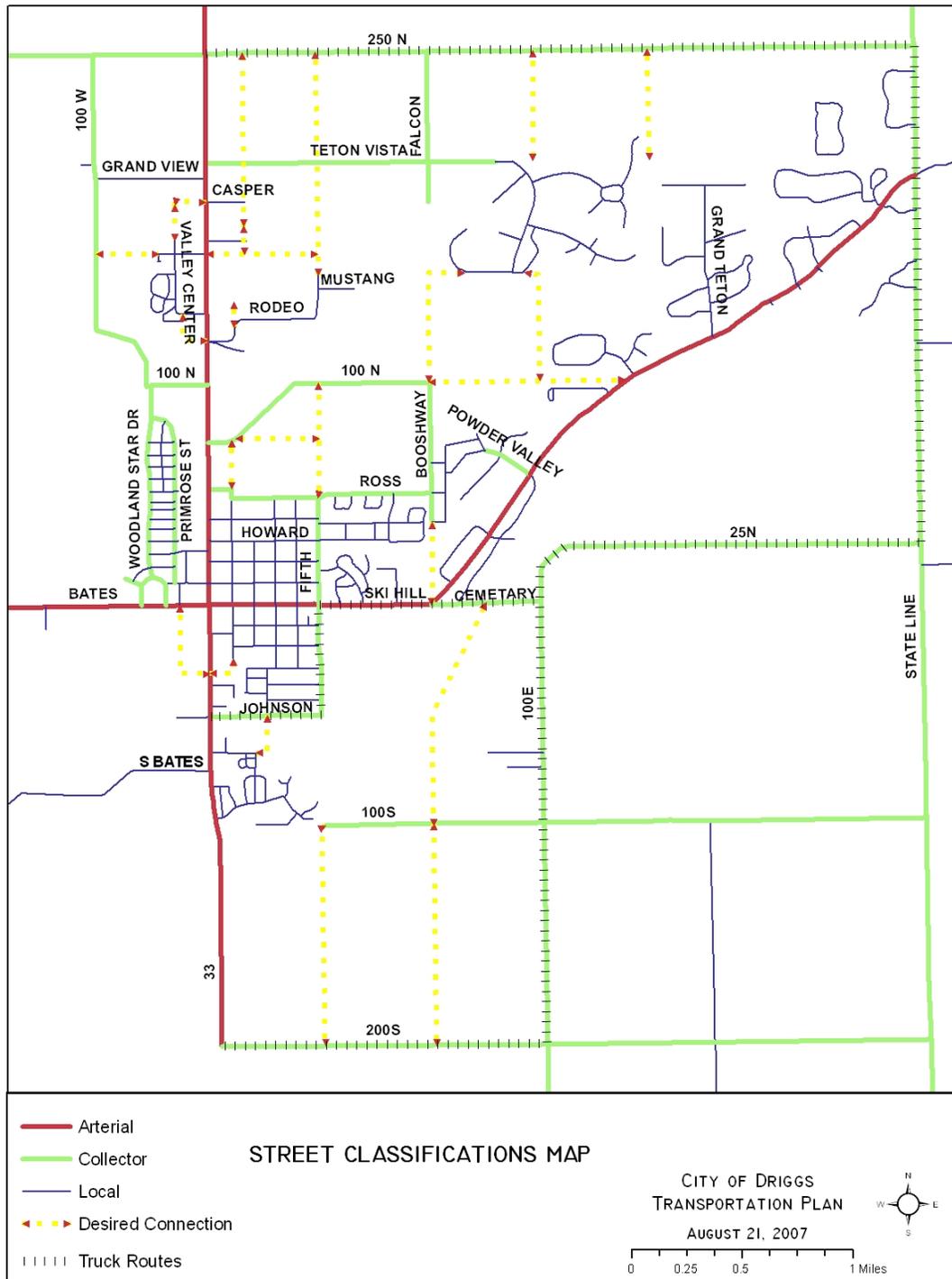
Figure 3.2 presents a street map with functional street classification for existing streets and future collectors (“desired connections”) The route of these future collectors is conceptual, and merely represent the “desired connections”.

Equivalency to Teton County Functional Classifications

Driggs Arterial = Teton County State Hwy and Major Collector

Driggs Collector = Teton County Minor Collector

FIGURE 3.2: STREET CLASSIFICATION MAP



Connectivity

A well-connected street system encourages walking and biking and decreases unwanted traffic on local streets and unnecessary congestion on collectors and arterials. Fortunately, the City of Driggs, unlike many other small communities

facing significant growth, is planning before the fact to ensure a good level of roadway connectivity.

This Plan proposes the addition of needed collector streets (see Figure 3.2 above) to provide for appropriate connections throughout the city and its area of impact. Funding options for those streets include:

- Developer funded
- LID funded
- Impact fee funded. If the City chooses to go this way, the level of service the fee could be based on the number of miles of collector road per household or per trip generated by development. The traditional roadway level of service would not generate sufficient revenues because of the low level of congestion that will be generated on collector streets in Driggs.

A well-connected street plan of collector and arterial streets is only one component of a good overall connectivity plan. Other strategies involve requiring new development to provide well-connected local streets that support biking and walking. This entails amending the City code to:

- Disallow cul-de-sacs unless they are required by topography or existing development.
- Require all new subdivisions to connect to at least two collector streets. Ideally, this should be two different collectors. If this is not possible, the new development should have at least two connections to the same collector street. These should be spaced as far apart from each other as possible.
- Limit Street Length: Local street block lengths shall not exceed 400 feet as measured along the street centerline from centerline intersection to centerline intersection, unless topography or existing development prevents this.
- In low density residential areas, streets may be up to 1,200 feet but there must be a pedestrian walkway connection between blocks no more than 400 feet apart.
- Require subdivision street plans to show potential roadway and pedestrian connections to neighboring subdivisions.
- Require construction of clearly marked pathways from the sidewalk to buildings in commercial developments.

Design Standards

Roadway design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, adjacent land use, composition of traffic, and safety. The standards are also established to provide appropriate separation between travel lanes and pedestrian and bicycle facilities. They are necessary to ensure that the street system will be capable of serving the traveling public as it develops, while also accommodating the accessibility and orderly development of adjacent lands.

It is important to note that the street design standards are meant for new streets or streets undergoing significant upgrades. These proposed standards do not require that the City or a property owner upgrade a street to these design standards unless a new street is being constructed or a major project is under development that would significantly increase the number of vehicles trips from a property.

This plan proposes design standards for only collector and local streets. It does not include standards for arterials. Main Street is the subject of a special design process, and Ski Hill and Little Avenue, the other two arterials, have been recently upgraded.

This plan recommends that local and collector streets that have more than 50 percent of the street frontage in a commercial zone or future commercial zone, as recommended by the Driggs Comprehensive Plan, would be subject to the commercial street design standards.

Truck routes would be subject to a wider lane width (12 feet) than other streets and turning radii that would support trucks. All new collector streets should be built to handle the weight of commercial vehicles. Streets in low-density areas (less than two units an acre) could replace ribbon curbs with thickened asphalt edges.

Figures 3.3 through 3.7 show cross-sections for each of the street types.

Figure 3.3: Collector Street

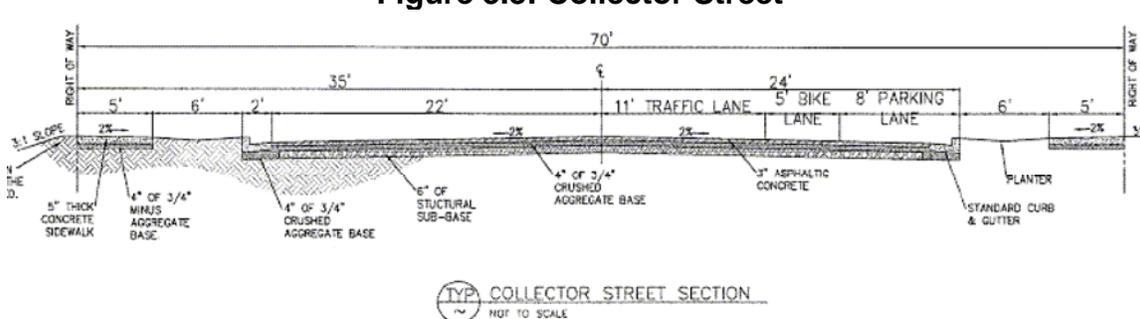


Figure 3.4: Local Rural

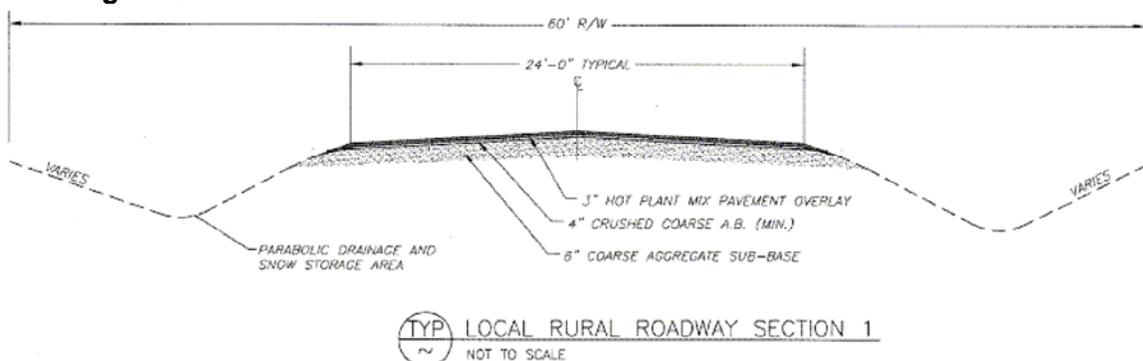


Figure 3.5: Local Residential

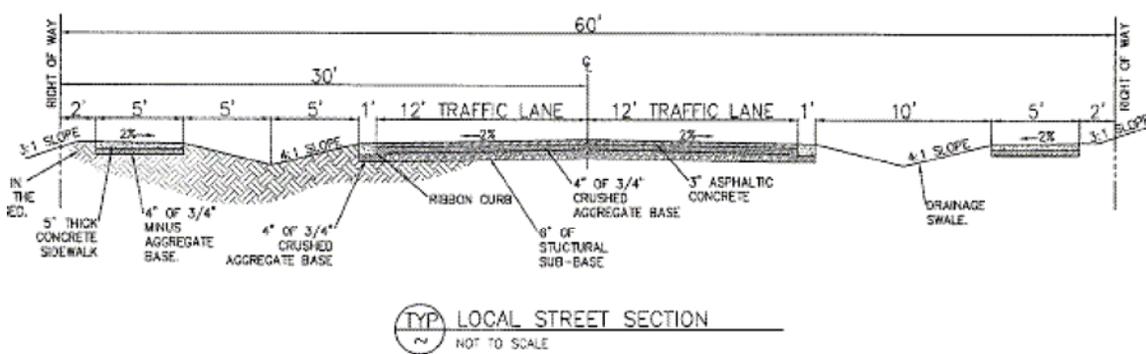
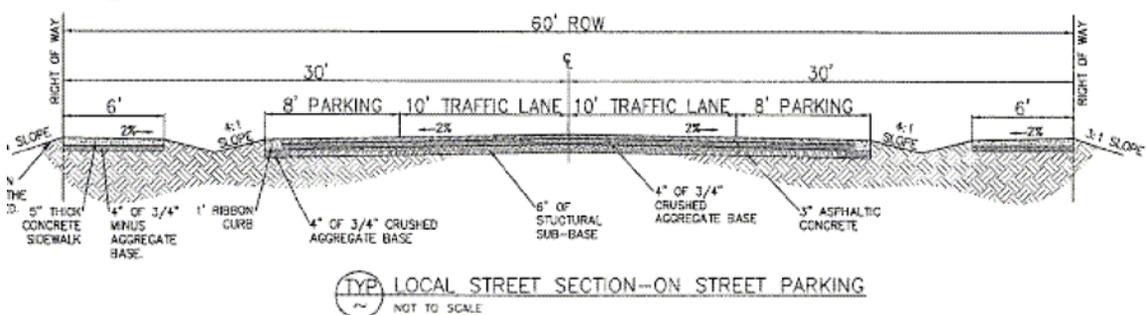
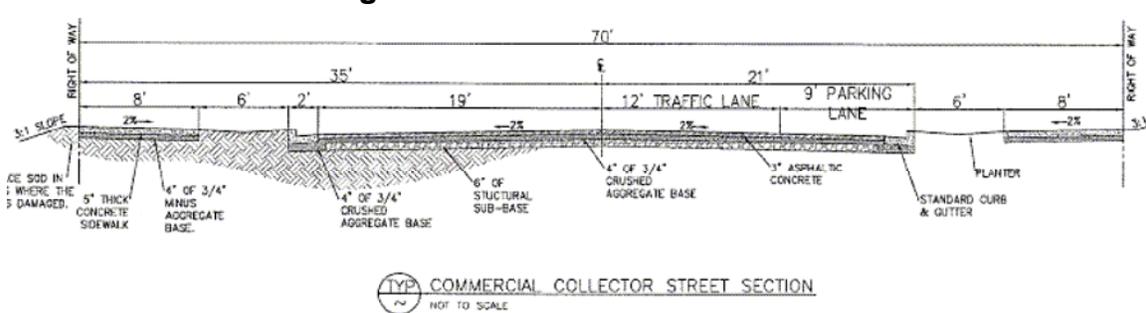


Figure 3.6: Local Commercial*



* Should be modified to meet specific design needs in each location: Where right of ways are 82.5ft, angle parking and 11ft lanes should be used, with high back curbs. Area between sidewalk and parking should be a combination of trees, sod and hardscape suited to the adjacent land use.

Figure 3.7: Collector Commercial



Access Management Policy

The primary purpose of access management policy and guidelines is to facilitate safe and convenient access and circulation for vehicular traffic, pedestrians, and bicycles within the city. This is accomplished by providing for the best property access possible while minimizing vehicular conflicts and locating conflict points (i.e., driveways) in such a way as to reduce hazards and maximize safety. The following access management guidelines are related directly to street type.

Main Street/SH-33

Main Street in the City of Driggs is a State Highway (SR-33), and access is controlled by the Idaho Transportation Department (ITD). Recently, ITD, in cooperation with the City, has developed a specific access management plan for Main St/SH-33.

- New or modified accesses to Main Street / SH-33 shall conform to the adopted Transportation Access Plan Agreement between ITD and the City of Driggs (figure 3.8).

Arterials

The primary function of arterials is to carry traffic (vehicular, pedestrian, and bicycle) into, out of, and through the city. The Access Management Guidelines are designed to support this function by minimizing property access and minimizing the number of access points:

- Access to arterials shall be provided at intersections with public streets only.
- Where direct private property access to an arterial is unavoidable and necessary, there shall be a maximum of one access point for each property. Private property accesses shall be combined and consolidated to the extent possible. Full-frontage access is prohibited.

Collectors

The primary function of collectors is to carry traffic (vehicular, pedestrian, and bicycle) into, out of, and through individual neighborhoods. The Access Management Guidelines are designed to support this function and to enhance the residential environment by minimizing property access, the number of access points, and the number of residences with front yards and driveways on traffic-carrying streets:

- Access to collectors shall be provided at intersections with public streets only.
- Where direct private property access to a collector is necessary, there shall be a maximum of one access point for each property. Private property accesses shall be combined and consolidated to the extent possible. Full-frontage access is prohibited.
- New or modified accesses to Commercial Collectors shall be approved through the Design Review process.

Local Streets

The primary function of local streets is to provide access to adjacent properties. The Access Management Guidelines are designed to support this function and to enhance the residential environment by minimizing property access and the number of access points:

- There shall be a maximum of one access point for each property. Private property accesses shall be combined and consolidated to the extent possible. Full-frontage access is prohibited.
- New or modified accesses to Local Commercial streets shall be approved through the Design Review process.

Figure 3.8: Transportation Access Plan, State Highway 33, City of Driggs

Section Limits		side of road	Access Standard
Begin (Mile Post)	End (Mile Post)		
250 N (138.78)	Rodeo Dr (140.08)	Both sides	No new access. Consolidate accesses and use existing and future city/county roads. Fairgrounds Road proposed to be extended east.
Rodeo Dr (140.08)	100 N (140.54)	West side	Proposed extension west across SH 33 and intersection improvements at Rodeo Drive. No other new access.
Rodeo Dr	100 N	East side	One new access with connectivity between adjacent lots.
100 N (140.54)	Ross Ave (140.75)	West side	Residential access will be granted on a case-by-case basis. Proposed extension of 75 N to the west should be used when feasible. If a change in zoning occurs, this section will defer to a commercial standard of 400 ft.
100 N (140.54)	Ross Ave (140.75)	East side	No new access. Access from Ross and 75 N. Proposed extension of 1st Street to the north (alignment may differ from present)
Short St (141.41)	Johnson Trailer Park Access (141.65)	East side	Proposed road to the east.
Short St	Johnson Trailer Park Access (141.65)	West side	Access should be placed across from proposed road and extend to the west.
50 S (141.79)	75 S (142.03)	West side	One new access, which must line up with Teton Vista (proposed Teton Vista extension west across SH 33)
75 S (142.03)	Creekside Meadows Ave (142.25)	West side	No new access.
Chokecherry Ave	Creekside Meadows Ave (142.25)	East side	No new access.

Traffic Calming

According to the Federal Highway Administration, traffic calming is the *combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users*. In essence, traffic calming slows traffic to improve safety for walkers, bicyclists, and other users of the street. Traffic calming is most effective when it is part of the original street design, but it can be retrofitted on to an existing street. Appropriate traffic calming techniques vary depending on the

traffic goal and type of street. The two major functions of traffic calming are controlling speed and diverting traffic.

Speed Control Measures

One of the most effective ways to slow traffic on any type of street is to either narrow the street or make it appear narrow. Such techniques include:

- Narrowing lanes.
- Planting trees along the street to frame it.
- Placing curb extensions at intersections on streets that have on-street parking. This is also a pedestrian improvement that shortens crossing distances for pedestrians.
- Narrowing turning radii so that drivers have to slow down when they turn. The actual degree of the intersection will depend the number of trucks it serves and where it is located. Keeping turning radii narrow is most important in the downtown. Historically, downtown turning radii were at right angles in the commercial sections of cities.
- Painting bike lanes in addition to striping them to create the illusion of a narrower street.
- Providing on-street parking.
- Installing traffic circles and raised islands at intersections, around which traffic circulates. Sometimes called *intersection islands*, raised islands are usually circular in shape and landscaped in their center islands, though not always. They are typically controlled by YIELD signs on all approaches. Large vehicles may not be able to turn around small-radius curves. One solution is to make circles partially or wholly mountable by adding outer rings (called truck aprons), building conical-shaped center islands (with “lips”), or paving over the tops of islands with concrete or asphalt. Alternatively, center islands can be designed with cutouts for buses and trucks with wide turning radii.
- Installing chicanes — curb extensions that alternate from one side of the street to the other— forming S-shaped curves. Chicanes are also referred to as *deviations*, *serpentine*s, *reversing curves*, or *twists*. They are less common than circles, partly because of the high costs of curb realignment and landscaping. Also, unless well-designed, chicanes may still permit speeding by drivers cutting straight paths across the center line or testing their skills on the curves. A chicane-like effect can be achieved, at a fraction of the cost, by alternating on-street parking from one side of the street to the other. Parallel parking, angled parking, or a combination may be used. This treatment can be as simple as restriping to delineate parking bays. Or, it can include landscaped curb extensions to beautify the street, screen unsightly parking, and create protected parking bays.
- Placing speed bumps or humps across the road. The Institute of Transportation Engineers (ITE) has a recommended practice for the design and application of speed humps. Its guidelines specify a speed hump that is 12 feet long (in the direction of travel), 3 to 4 inches high, and

- parabolic in shape, and that has a design speed of 15 to 20 mph. It is usually constructed with a taper on each side to allow unimpeded drainage between the hump and curb. This space is typically kept narrow to discourage motorists from crossing a hump with one wheel on the hump and the other in the gutter. The 12-foot length guarantees that a passenger vehicle cannot straddle a hump, thereby reducing the likelihood of bottoming out. While humps as short as 6 to 8 feet have been tested, they tend to function more like speed bumps. Bumps produce their greatest driver discomfort at relatively low speeds. At higher speeds, the suspension quickly absorbs all impact before the vehicle body has time to react. Also at higher speeds, damage to the suspension or loss of control can result. Speed humps are not appropriate on high volume streets.
- Installing gateway treatments or center island narrowings, which are raised islands located along the centerline of a street that narrow the travel lanes at that location. They are also called *midblock medians*, *median slow points*, or *median chokers*. They often are nicely landscaped to provide visual amenity and neighborhood identity, and are placed at the entrance to a neighborhood and often combined with textured pavement and monument signs.

Truck Traffic Control Measures

This plan recommends the development of designated truck routes, which are collector streets designed to sustain and support trucks with appropriate curb turning radii and 12 foot lanes. There are several strategies to limit truck traffic or truck traffic disturbance:

- Prohibit trucks on certain roads all the time or at certain hours of the day (only when there are other routes available for them).
- Require by city ordinance that commercial vehicles keep their loads securely covered.
- Post lower truck speeds on other streets to encourage trucks to use designated truck routes.

Intersection Traffic Control Guidelines

There are three basic types of intersection traffic controls that provide *active* control: traffic signals, stop signs, and roundabouts. (Yield signs and traffic right-of-way rules provide *passive* control in the absence of active controls.) In addition to providing capacity – and being the primary determinant of the street system’s overall capacity – intersection traffic controls also set priorities among the various traffic flows approaching intersections, they can be used to calm traffic calming and control speeds, and they can be urban design features. Below is a summary of intersection traffic control features and characteristics, and guidelines for their use in the City of Driggs.

Traffic Signals

Traffic signals provide the greatest capacity and highest level of control at intersections. Signal phasing and timing maximizes capacity by giving priority (i.e., more green time) to higher-volume movements over lower-volume movements. Installation and maintenance costs are significant. Traffic signals are appropriate for intersections where traffic volumes dictate the need for a greater level of capacity and/or control.

A set of warrants for the installation of traffic signals is defined in the *Manual on Uniform Traffic Control Devices* (MUTCD), which is published by the Federal Highway Administration (FHWA), and is established by law as a national standard. There are eight warrants:

- (1) Eight-Hour Vehicular Volume,
- (2) Four-Hour Vehicular Volume,
- (3) Peak Hour [vehicular volume],
- (4) Pedestrian [crossing] Volume,
- (5) School Crossing,
- (6) Coordinated Signal System,
- (7) Crash Experience, and
- (8) Roadway Network.

Satisfaction of one or more of these Warrants justifies the installation of a traffic signal, but does not require a signal to be installed.

Guidelines for Use of Signal Control

- Installation of traffic signals may be considered at all arterial/arterial and arterial/collector intersections.
- Installation of traffic signals at Main Street intersections should be considered as a means of calming regional through traffic by alerting motorists to the urban conditions that prevail in the City of Driggs.
- Signals may be appropriate at some collector/collector intersections.
- Signals cannot be installed until warrants are met.

Stop Signs

The primary purpose of stop sign control is to establish a hierarchy of active controls where intersection volumes are too great to operate safely with only passive controls. There are two types of stop sign control: (1) Two-Way Stop Control (TWSC) allows traffic on major approaches to flow freely and stops traffic on minor approaches, and (2) All-Way Stop Control (AWSC) stops traffic on all approaches. TWSC gives priority to the major approaches, while AWSC gives equal priority to all approaches. Stop control does not provide as much capacity as signal control, and is appropriate for intersections with limited traffic volumes.

Guidelines for Use of Stop Control

- All-Way Stop Control (AWSC) may be considered at arterial/collector and collector/collector intersections.
- AWSC should not be used at local street intersections.
- At minimum, Two-Way Stop Control (TWSC) shall be applied to collectors at arterial/collector intersections, and to local streets at collector/local and arterial/local intersections.

Roundabouts

Roundabouts control intersection traffic by merging approaching traffic onto a freely-flowing circle. Depending on size and design, roundabouts can provide a wide range of capacities, making them appropriate for use on arterials, collectors, and local streets. Roundabouts can have a traffic calming effect by slowing the approaching traffic flows, and like AWSC, roundabouts inherently give equal priority to traffic on all intersection approaches.

Due to the size of their footprint, roundabouts require more right-of-way than a typical intersection. In addition, because pedestrians (and bicycles) must go around the periphery of the roundabout, crossing the approach legs at least a car length from the roundabout itself, roundabouts make for longer walking distances.

Unlike the other intersection control types, however, roundabouts can be significant urban design and/or landscaping amenities/features (e.g., a roundabout can be used to help define a “gateway” to a particular area).

Guidelines for Use of Roundabouts

- Installation of roundabouts may be considered at any intersection in the city.
- In addition to traffic capacity and operations issues, the property/right-of-way requirements of the roundabout should be a primary consideration from the outset.

Downtown Parking

Downtown parking is an important component of the city infrastructure. It is essential to provide the right amount. Too much parking takes valuable land away from commercial and other uses that make the downtown vital; too little parking discourages shoppers, diners, and other visitors from coming to the downtown. On-street parking is an important component of the downtown; it slows traffic and helps create a good pedestrian environment by buffering walkers from the moving traffic.

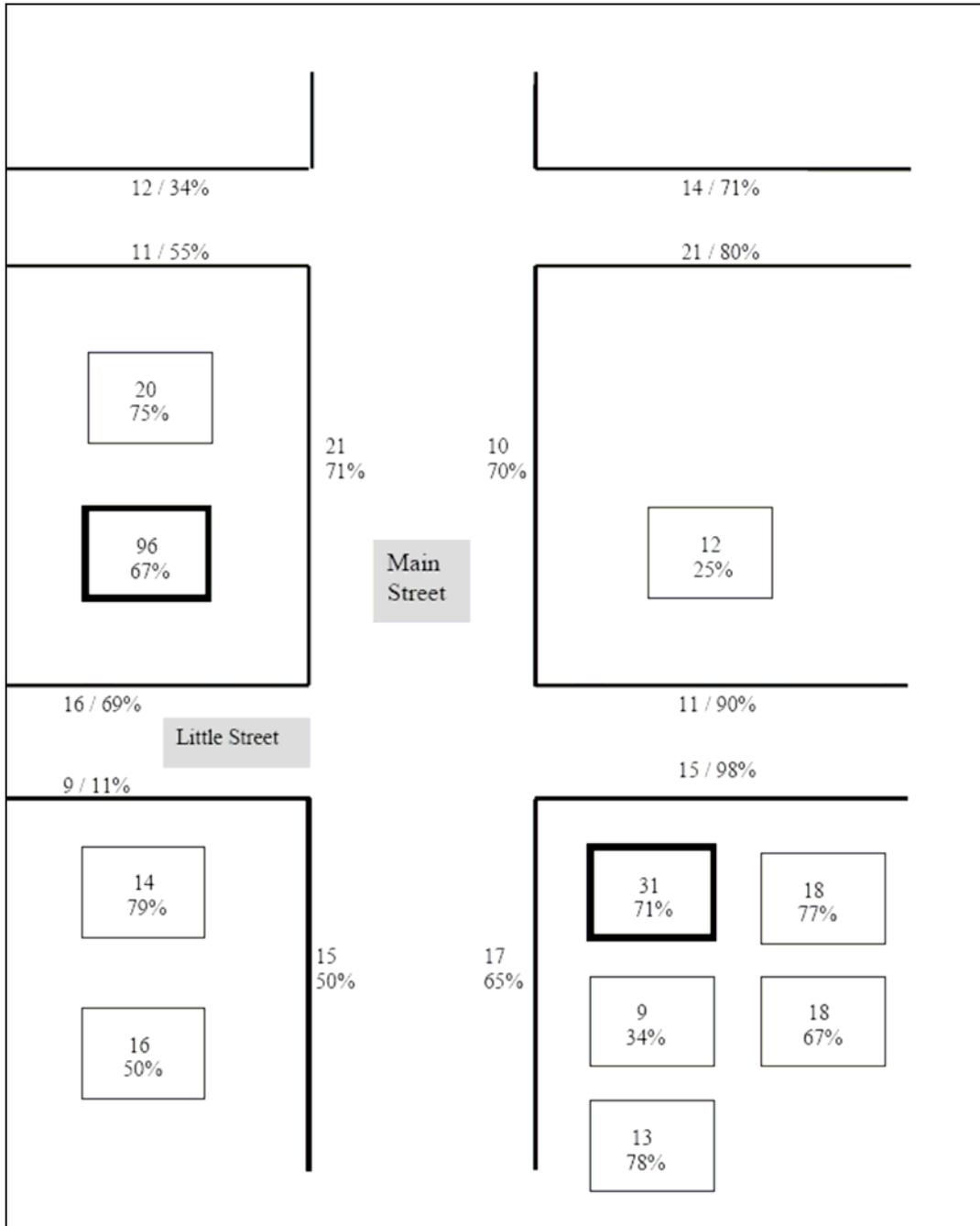
Currently, the downtown does not have a parking shortage; in fact, it has some excess supply. We conducted an inventory of parking use on April 20 and 21 and June 22 and 23, 2006, from 12 noon to 1PM. For this survey, the downtown area included both sides of Main Street from Broulim’s to Depot Street, both sides of

Little Avenue from Front Street to First Street, and both sides of Depot Street from Front Street to First Street. Figure 2-10 shows the number of on- and off-street parking in the downtown area and the average occupancy rate for the study days. Parking is considered at capacity at around 85 to 90 percent, when it becomes difficult to find a parking space and drivers must circle or decide to drive away. The only two areas that are at capacity are north and south Little Avenue east of Main Street. Wallace Ave, east of Main is nearing capacity. However, the public parking lot in that block is only at 71 percent occupancy and the public parking lot west of Main Street is at 67 percent occupancy. It is true that the parking count was not taken at peak parking periods of the year when parking occupancy might be higher. However, there is still plenty of parking within a block or two of all uses.

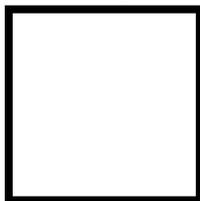
However, as the downtown grows to support both tourism and increased population, the need for parking will increase. It will not increase at a rate even with the amount of additional development. This is because people who come downtown usually make several stops. They may go for lunch, to the post office, and the drug store in one trip.

To create a vital pedestrian oriented area and to encourage development in the area zoned CBD, the City does not require parking there. The City plans to meet the need for increased parking by increasing the amount of off-street municipal parking in two places. The City will expand the number of parking spaces in the public lot east of Main Street and south of Little Avenue and develop a new parking lot north of Little Avenue and east of Main Street. These improvements will be financed through the use of Urban Renewal funds.

Figure 3.9: Downtown Parking Inventory and Occupancy Rate



Key



XX number of parking spaces/
 XX % percent occupied

Public parking

To encourage development of a vital downtown pedestrian environment, this Plan recommends that commercial off-street parking be a conditional use (with the main condition being a requirement for shared parking) and that the City meet the majority of parking needs of this area by maximizing on-street parking and providing municipal off-street parking throughout the zone as appropriate. Providing centrally located municipal parking lots instead of individual off-street parking decreases the number of curb cuts, creating a better pedestrian environment and allowing developers more land on which to develop revenue-generating activities. The Urban Renewal District and a future Parking District can help pay for associated costs. The City should also reduce minimum parking ratios for most commercial uses and adopt maximum parking ratios.

RV Parking and Loading Zones

The City needs to provide parking spaces for RV vehicles as well as for trucks loading and unloading for the businesses in the area. It is preferred that these activities not occur on the street because they use up the limited supply of these spaces. The municipal parking lots must provide space for RVs. To make this work both for RVs and for visitors, the City should sign the municipal parking lots at several locations, including entry points to the city, so that visitors will know where to look. These entry signs should clearly mark the location of RV parking.

Currently, many of the downtown businesses have alleys or parking behind buildings that delivery trucks can use. As the City develops more commercial uses and adds municipal off-street parking lots, it will be important to retain these spaces as possible and/or to add truck loading zones in the off-street parking. It may be necessary to augment parking lot areas for loading and unloading of trucks with on-street loading zones. However, this should be kept to a minimum so as not to lose unnecessary amounts of on-street parking.

Currently, the City regulates but does not enforce the time allowed in on-street parking. This creates a situation in which visitors to the city will worry about parking in these zones, while those familiar with the lack of enforcement will know they can park there all day. The City should either remove those signs or enforce them. It is now the responsibility of the County, but with limited resources, parking is not a priority for them. Therefore, if the City wants to retain the on-street parking zones, it must enforce the regulations itself. While most short time parkers stay in a space for slightly less than two hours, they are most comfortable with spaces that allow them three hours.

Sidewalks, Bike Lanes, and Pathways

A Walkable City...

To ensure a vibrant, active downtown and safe neighborhoods, the City of Driggs has adopted the goal: *To be a walkable community*. This is achieved by having a

well-connected street system; safe, well-marked crosswalks; and intersections, sidewalks, and pathways that are comfortable, safe, and attractive.

Streets must be well connected and not so long that walkers have to travel out of direction to get to their destination. This Plan recommends block lengths of no more than 400 feet except in low density residential areas where block lengths may be as long as 1,200 feet if there are pathways connecting streets every 400 feet. These pathways must be well lit and feel safe, or they will not attract walkers.

Sidewalks should also be well connected to the buildings adjacent to them. This means that commercial buildings should have pathways that connect them to the sidewalk in the most direct way possible. Ideally, these sidewalks should be raised or separated from parking lots.

Good sidewalks are a key component of a good walking environment. Sidewalks must be wide enough to easily accommodate walkers. The street design standards presented in this chapter require sidewalks of different widths depending on their use. Sidewalks should also have good lighting at a pedestrian friendly height of around 12 to 14 feet, depending on the type of fixture. On non-local streets, sidewalks should be buffered from traffic by a planting strip or by street trees planted along the sidewalk. Finally, on busy streets, on-street parking helps create a *safety zone* for pedestrians.

A third, equally important component of a walkable community is safe street crossings. Neglecting street crossings in the development of a community can negatively impact the success of a pedestrian environment. Good crosswalks should be well marked, either with paint, street pavers, or in-ground lights. If there is on-street parking, streets should have bulb-outs that decrease the distance across the street.

Midblock crossing can be a safe part of the pedestrian network if they are well marked and signed. These crossing would be good locations to use pavers to define crossings.

..and a Bikeable City

Driggs' residents have strongly voiced the desire for a well connected system of bike lanes for both recreation and transportation. The City has adopted a pathways plan (Figure 2.6) and works closely with Teton Valley Trails and Pathways, a non-profit group dedicated to developing multi-use, well-connected pathways within Driggs and all of Teton County. This Transportation Plan calls for the inclusion of bike lanes on new collector streets. Bike lanes are not required on residential local streets because vehicular traffic is traveling slowly enough that they can share the travel lane with bicycles.

In addition to bike lanes, amenities to support bikes are important. The City should require that new businesses provide secure bicycle parking on the street. Municipal parking lots should also include bicycle parking.

The Program

While new roadways as well as those undergoing major improvements should have both sidewalks and bike lanes, there are still existing streets in the City that do not have either. Working with its residents, the City should develop a ranked list of sidewalks and bike lane improvement projects. Ranking should be based on:

- Neighborhood interest
- Street classification: arterials and collectors should take precedence over a local street
- Proximity to a school or park and/or on a pathway to one from a neighborhood
- Roadway vehicular traffic volumes/accident reports
- Projected use based on population centers

The Plan project list already includes one project: sidewalks for the newly constructed Ross Avenue and Fifth Street. These new collector streets need sidewalks because they connect directly to the new schools.

Projects on this list would then be built as funding becomes available. There are several potential funding sources:

- Safe Routes to School: This federal transportation program will fund 100 percent of the cost of the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools. The State of Idaho will receive no less than one million

- dollars a year for these improvements. This plan recommends that Driggs seek funding for the Ross/Fifth improvements from this program.
- Increase the amount of the Resort Tax-sales tax when it comes up for renewal by the voters in 2007. As the City grows, the amount of this fund is increasing. So the amount of increase or any increase at all is dependant on the size of investment the City wants to make in improving its sidewalks and streets.
 - Use an LID process to fund sidewalk and bicycle improvements in neighborhoods **IF** the neighborhood supports this action.

Transit

Currently, Targhee Regional Public Transit Authority (TRPTA) serves Driggs with a dial-a-ride service for the elderly and disabled and with one round trip to Rexburg that is not well used by the general public and is not timed for commuter use. Southern Teton Area Rapid Transit (START) runs commuter buses between Jackson, Wyoming and Driggs. There are also buses that bring both skiers and employees to Grand Targhee.

Recent discussions with local employers suggest there is not a current need for a commuter service from Rexburg to Driggs. However, this may change as the City grows and the need for employees increases.

The City is interested in designating a transit center where all buses will stop in the downtown area. This transit station should have space for two small buses or one big bus and a shelter. There should also be park and ride facilities. The ideal location would be close to the intersection of Main Street and Little Avenue. The City can work with TRPTA to seek funding from the Federal Transit Administration (FTA) to construct such a facility. FTA provides funding for capital projects like this with its 5311-small city and rural program; its 5311f-intercity program and its 5307 program for capital improvements. Funding in this last category is usually a congressional earmark. These funds must provide a 20 percent local match.

Coordination

Coordination with other organizations and entities is one of the best ways that the City of Driggs can leverage its limited resources and implement its transportation plan. Strategies for coordination include working with:

- Teton County to implement the Driggs roadway design/connectivity standards in the Area of Impact
- Teton County to construct designated roads to commercial vehicle bearing standards
- Idaho Transportation Department to define improvements to enhance SH-33 as a Scenic Byway and coordinate efforts with the Main Street Conceptual Design Plan

- TRPTA and START to implement transit services and develop a transit center
- School District to coordinate roadway improvements
- Teton Valley Trail and Pathways to implement trails plan
- Chamber of Commerce and other business groups to develop parking programs that meet the needs of downtown and to develop connections between the downtown and Grand Targhee Resort

Actions

Roadway System Plan

The City should adopt the Street Classification Plan and Street Design Standards Matrix into its comprehensive plan and planning/subdivision code. This will include repealing the ordinance that allows developers to build pathways instead of sidewalks and bike lanes on collector streets.

The City should amend its code to:

- Disallow cul-de-sacs unless they are required by topography or existing development.
- Require all new subdivisions to connect to at least two collector streets. If this is not possible, the new development should have at least two connections to the same collector street. These should be spaced as far apart from each other as possible.
- Require local street block lengths not to exceed 400 feet as measured along the street centerline from centerline intersection to centerline intersection unless topography or existing development prevents this.
- Allow streets up to 1200 feet in low density residential areas, as long as there is a pedestrian walkway connection between blocks no more than 400 feet apart.
- Require subdivision street plans to show potential roadway and pedestrian connections to neighboring subdivisions.

The City should install a gateway treatment on Little Avenue, SH 33 N and SH 33 S at the entrances to the downtown area.

TRUCK TRAFFIC

The City should limit truck traffic or truck traffic disturbance by:

- Prohibiting trucks on certain roads all the time or at certain hours of the day (only when there are other routes available for them).
- Requiring by city ordinance that commercial vehicles keep their loads securely covered.
- Posting lower truck speeds on non-truck route streets to encourage trucks to use designated truck routes.

Access Management & Intersection Traffic Control

The City should adopt the Access Management Strategies set out in this Plan and use them when reviewing proposed development.

As part of the Main Street Conceptual Design Project, determine an intersection traffic control plan for SH33 that includes assessing the need for signals at all intersections and the affect this will have on traffic flow.

Downtown Parking

The City should pass an ordinance that makes parking a conditional use for the commercial properties in the downtown commercial zone and meet the parking needs of this area by maximizing on-street parking and providing municipal off-street parking throughout the zone as appropriate. This Plan proposes that the City create a Parking District to fund the construction and maintenance of public parking.

Sidewalks and Bike Lanes

The City should require new businesses to provide secure bike racks in which to park bicycles.

The City should amend its code to require sidewalks on all collector streets and bike lanes on all non-commercial collectors. The Ordinance allowing pathways in place of sidewalks should be repealed.

Funding Strategies

The City should explore passing a collector street impact fee based on the number of miles of collector currently in the city.

The City should develop an ongoing pavement maintenance program and sidewalk and pathway improvement project, each with a dedicated ongoing funding source. The funding sources for both could be the Resort Tax in addition to LIDs and grants such as the Safe Routes to School Program.

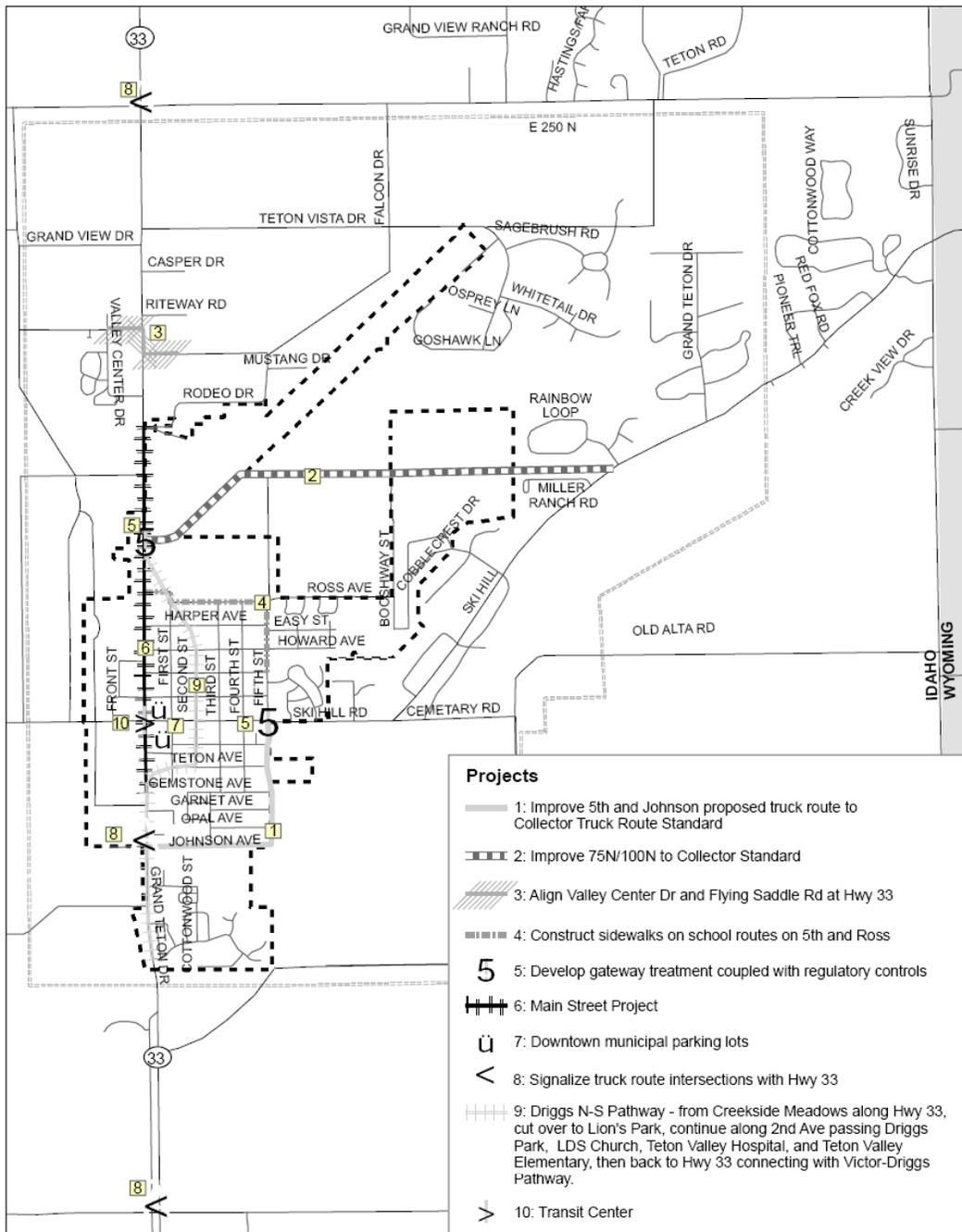
The City should seek funding for sidewalks on Ross Avenue and Fifth Street from the federal Safe Routes to School Program.

Proposed Improvement Project List

This list presents transportation system improvement projects the City should undertake. These projects are not listed in priority order. The City should rank them based on high, medium, and low priority. However, actual implementation of these projects will be based on funding availability. Figure 3.11 on the next page sites each of these proposed projects.

1. Improve 5th Street and Johnson proposed truck route to Collector Truck Route Standard.
2. Improve 75 N/ 100 N to Collector Standard.
3. Align Valley Center Drive and Flying Saddle Road between Fall River Rural Electric and Idaho Transportation Department maintenance facility at an intersection on Highway 33.
4. Construct sidewalks on school routes on 5th Street and Ross Avenue.
5. Develop gateway treatment on Little Avenue to slow trucks and other traffic; couple this with regulatory controls.
6. Main Street Project.
7. Downtown municipal parking lots.
8. Signalize truck route intersections with Highway 33.
9. Driggs North-South Pathway,
10. Transit Center.

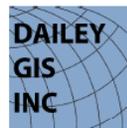
Figure 3.10: Map of Proposed Improvement Projects



Driggs Idaho Study Area

Legend

- City limits
- Area of interest based on zoning data provided



Maps composed using data provided by the City of Driggs or created based on this data for the purposes of this project. No expressed or implied warranties are made regarding the accuracy, character or fitness of this data for any purposes.

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