CITY OF DRIGGS TRANSPORTATION PLAN

August 2007- UPDATED November 2019

Resolution No. 358-19

A RESOLUTION ADOPTING A TRANSPORTATION PLAN FOR THE CITY OF DRIGGS AND ITS PLANNING AREA.

RESOLVED, that this Transportation Plan is hereby approved and adopted by the Mayor and City Council of the City of Driggs on this 19th day of November, 2019.

Mayor Hyrum Johnson

Attest: City Clerk, Kreslyn Schuehler

Acknowledgments

Local Highway Technical Assistance Council (2007 Funding)

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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. This Transportation Plan will guide the development of the City's multi-modal transportation system.

This document has three chapters and four 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

Attached as appendices are:

A. Capital Improvements Plan
B. Traffic Counts & Projections
C. Main Street Corridor Plan
D. Driggs Public Works Standards
E. Driggs Snow Removal Policy
F. Hwy 33 Transportation Access Plan

The Plan includes a street classification system and map showing new and proposed streets. These streets are designated as local, collector, and arterial. This Plan also includes 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 to support trucks.

Chapter 2: EXISTING & PROJECTED 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

REVIEW OF CODE AND DESIGN STANDARDS

The City's Land Development Code and Appendix on Design Standards regulate issues that affect the operation and development of the City's transportation facilities. Additionally, the Driggs city code chapters 6 (Motor Vehicles and Traffic) and 7 (Public Ways and Property) regulate sidewalk maintenance, street trees, trails and pathways use, parking, speed limits, etc.

The Public Works Standards, dated June 2016, contain the detailed street cross-section designs based on the recommendations of this plan. These standards describe the detailed construction requirements in addition to the required width for lanes, sidewalks, bike lanes, and parking lanes that are shown in this plan.

The Land Development Code includes requirements for new development to extend the network of streets to ensure connectivity as well as various design standards, such as block length maximum and required sidewalks and bike lanes, to ensure convenient and safe vehicle, bicycle and pedestrian travel.

The Land Development Code requires off-street parking minimums based on land use. The Downtown Parking Exemption Overlay exempts the four blocks adjacent to Main Street and Little Avenue from required off-street parking. Within this area, parking is treated as a public utility. Impact fees, sales tax and tax increment financing are utilized to develop and expand central public parking facilities within the core of these blocks. This may need to be extended in the future to help the downtown grow.

TRAFFIC CONTROL/SIGNAGE

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. All city-controlled roads have a 25 MPH speed limit that is set by ordinance unless otherwise posted. State Highway 33 speeds vary from 55MPH to 25MPH through town.

Regulatory signage and signals typically indicate traffic laws (stop signs, speed limits) while non-regulatory signage provide guidance for users (street signs, parking). The City of Driggs installs and maintains both types of signage. An inventory of both regulatory and non-regulatory signs was performed with this update using the IWorq program.

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 are determined and specified in the form of a *Functional Classification Plan* (see Figure 3.2 for a map of City roads by classification).

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.). Each county also adopts a Functional Classification Map, which is approved by the Federal Highway Administration. The county map contains the official current classification of roadways that is referenced for federal grant funding programs. The City's road classification system (Figure 3.2) differs from the county map.

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. A 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.

ROAD CONDITIONS

A survey of road conditions was conducted in the City of Driggs as part of an overall pavement management plan for the City. This is included in the appendices of the Transportation Plan. Existing unpaved roads include: Front Street (north of Buxton), Johnson Avenue, South Fifth Street, Teton Avenue, Fremont Avenue (East of Third) and Le Grand Pierre Avenue (east of 5th).

The City maintains approximately 23 miles of asphalt road and 1.5 miles of gravel road. Maintenance is divided into summer and winter seasons for this update.

Summer Maintenance: Road maintenance of the asphalt roads in the summer season utilizes a variety of treatments to maintain, protect and extend the life of the roadway. These techniques include crack sealing, fog sealing, chip sealing, slurry/micro sealing, mill & overlays, and overlays. Typical new asphalt roads have a 20-year lifespan without maintenance; however, this lifespan can be extended significantly with the above-mentioned techniques. The city currently is on a program to treat each road on a 5-7-year rotation. Gravel road maintenance consists of grading the road and application of dust control/gravel stabilization product. Additionally, the city periodically sweeps the streets using a combination of a backhoe mounted broom and street sweeper.

Winter Maintenance: The City plows snow from city owned roadways using plow trucks (1992, 1996), backhoe (2016), and a motorgrader (2008). Additionally, each plow truck has a sander. A new smaller plow truck is scheduled for delivery in 2020. The City adopted a snow removal policy document (Appendix E) in January 2016 that guides snow removal on the transportation network.

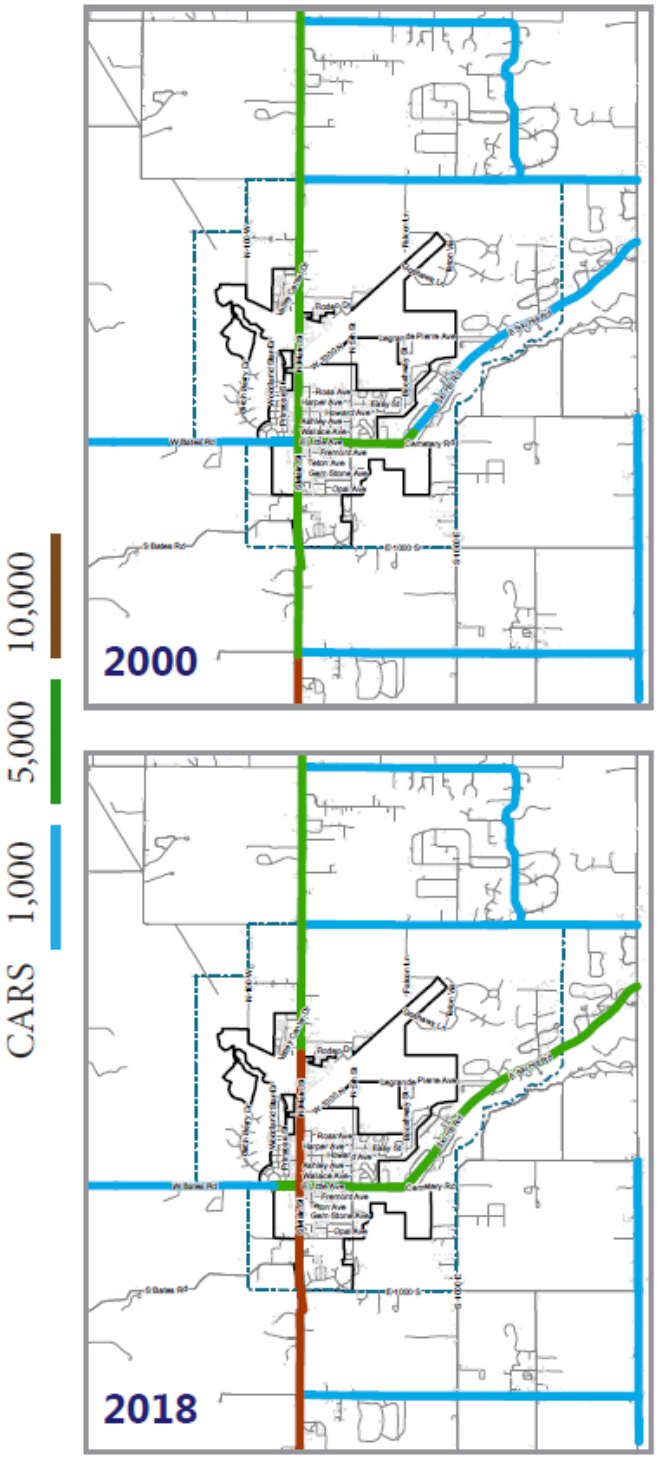
EXISTING TRAFFIC VOLUMES

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 2.1. 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 3,500 – 4,500 vpd. July (4,481 vpd in 2018) and August (4,092) 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.

Figure 2.1 Average Annual Daily Traffic

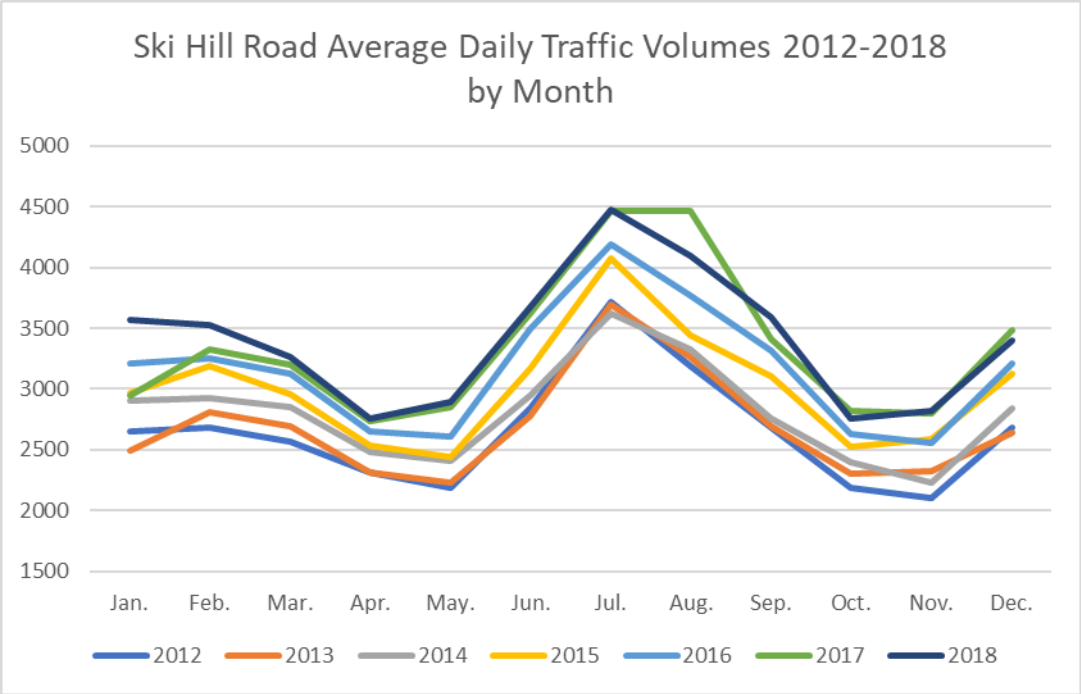


Daily Traffic Volume

The approximate average annual daily traffic levels for arterial routes in and adjacent to the city are shown in figure 2.1. Hwy 33 and Ski Hill Rd have seen significant increases in traffic since the year 2000. The City's annual traffic counts, in Appendix B, provides a comparison of 2005, 2020 and a projected 2030 traffic count based on a 4% growth rate. This appendix should be update when the 2020 traffic counts are completed.

Truck volumes on E Little Ave have decreased from 2005, when one-third of all vehicles were heavy trucks, to about 7% of traffic in 2013. As construction continues to rebound, the percentage of truck traffic on E Little will also increase. The presence of trucks on Little Avenue is primarily the result of the location of the county landfill and several active gravel pits near Cemetery Road.

Figure 2.2 Monthly Traffic Variation



TRAFFIC OPERATIONS

The adequacy of street/highway capacity and the smoothness of traffic flow (or lack thereof) are described by a measured 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.

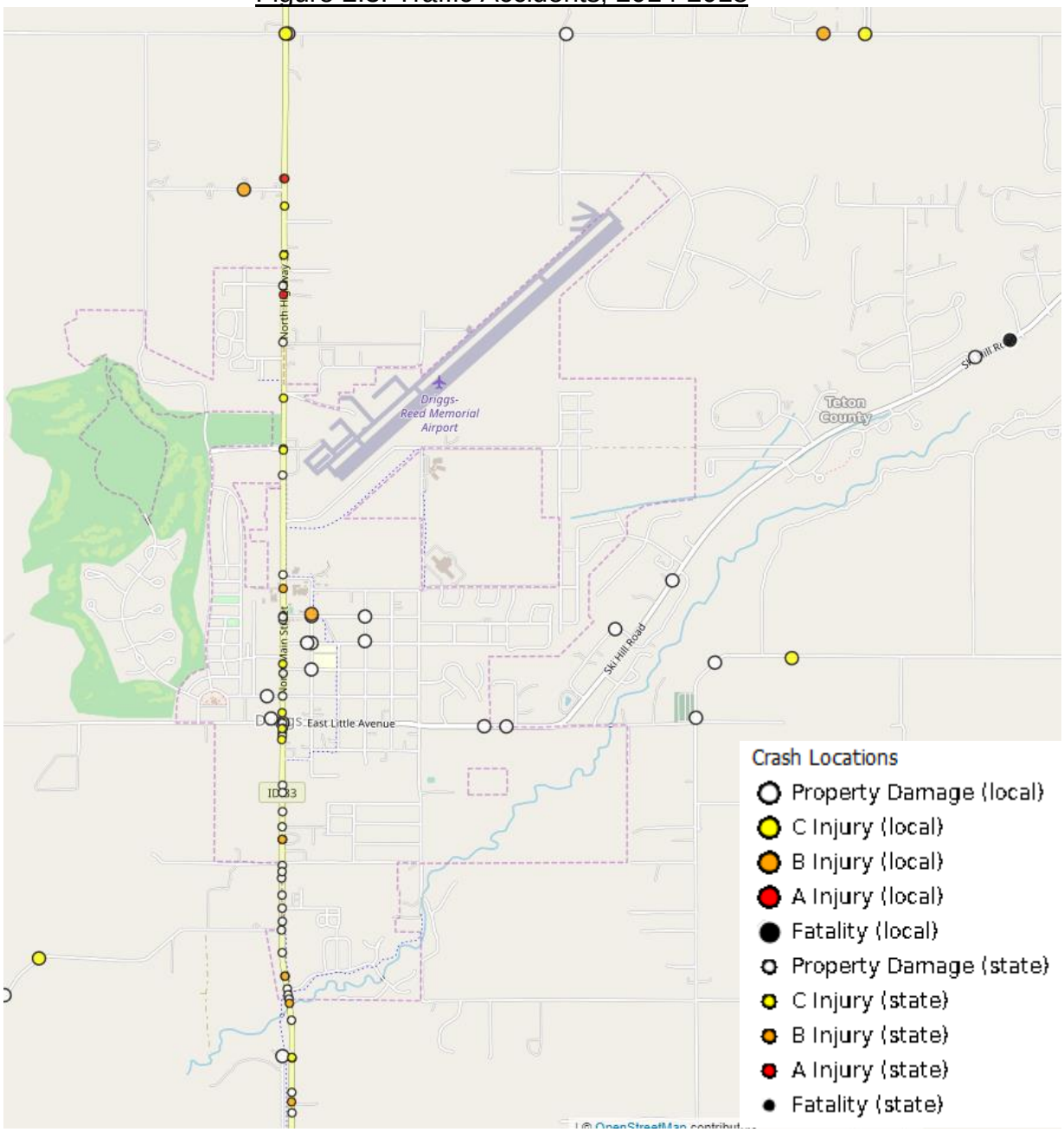
For the analyses guiding/supporting development of the City of Driggs Transportation Plan, a LOS measure based on roadway type and daily volumes was employed. For existing traffic volumes, all streets and highways in the study area currently operate at LOS A or B (LOS C or better conditions meet all operational standards and are considered desirable). No analysis of LOS was completed with the 2019 update.

Traffic Accidents / Safety

Traffic safety conditions in Driggs were evaluated by compiling and analyzing accident records for the five-year period 2014-2018. The accident records are plotted in Figure 2.3. Injury Type A requires immediate medical attention. Types B and C do not.

From 2012 to 2017, the number of traffic accidents has averaged 8 per year and the average number of injury accidents was 2 per year (1.27 per capita compared to a national average of 7.6 injury accidents per capita). In 2018, the number of accidents climbed to 17, with 5 injury accidents. Seventy percent of injury accidents occurred in winter months. The number of crashes per vehicle miles traveled is lower than the national average. The Idaho Transportation Department has, in 2015, increased the speed limit to 30mph on Main Street (Hwy 33) between Ross Ave and Wallace Ave following a speed study that showed drivers were traveling nearly 33mph on average. Future monitoring will assess whether this speed limit increase contributes to faster speeds and a return to a higher accident rate.

Figure 2.3: Traffic Accidents, 2014-2018



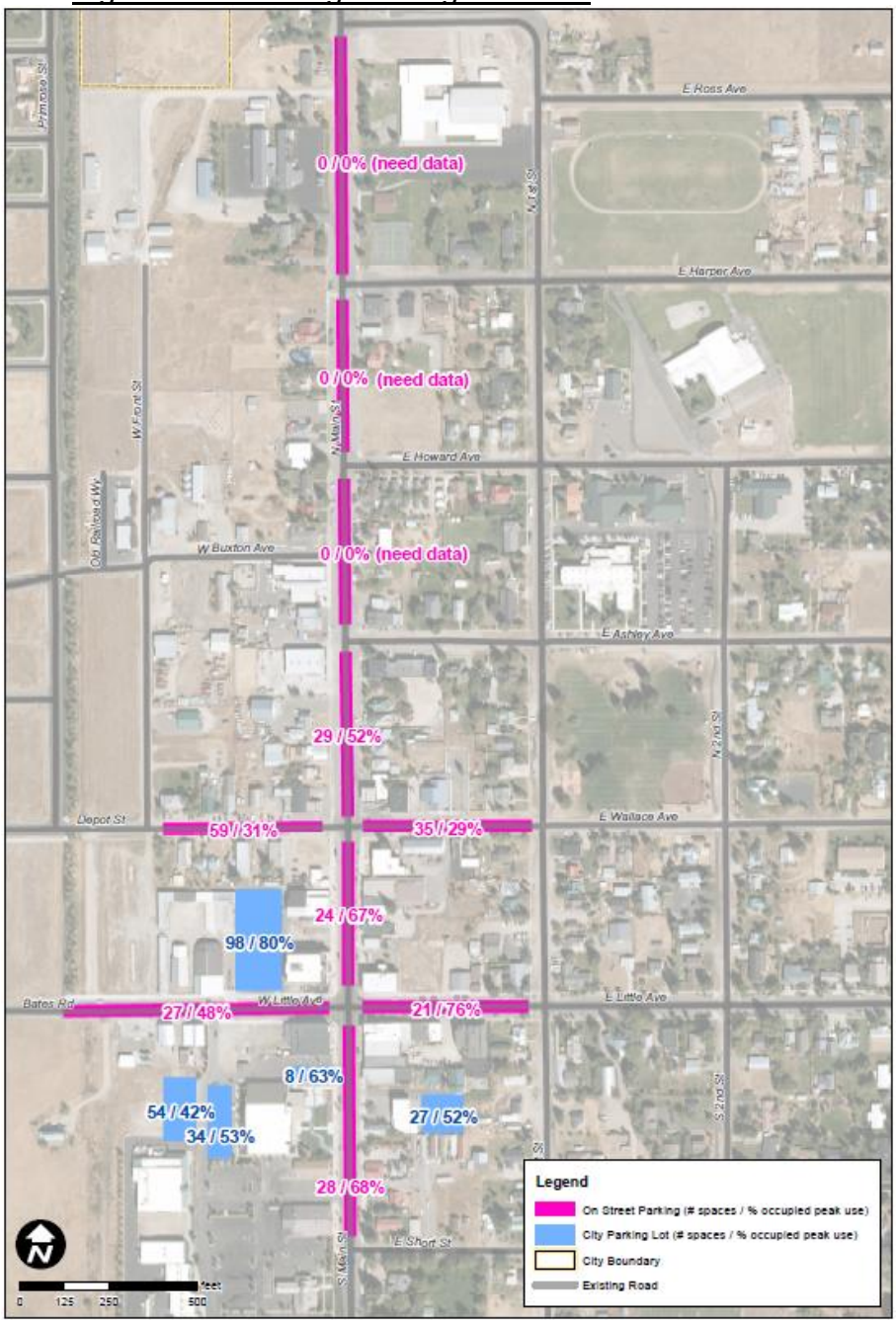
Source: Local Highway Technical Assistance Council (http://gis.lhtac.org/safety/)

PARKING FACILITIES

This section presents the results of an inventory of existing on- and off-street parking in the downtown. The inventory includes three off-street public parking lots. It does not include the Broulim's parking lot because that seems to be

separate from the Main Street area. Figure 2.4 shows the number of existing parking spaces in the downtown area along with the percent of spaces that were found to be occupied in August 2018 during the weekday noon hour (peak parking demand). Currently, the downtown overall does not have a parking shortage, however certain block faces fill up at peak demand (noon hour and early evening near food establishments).

Figure 2.4: Existing Parking Facilities



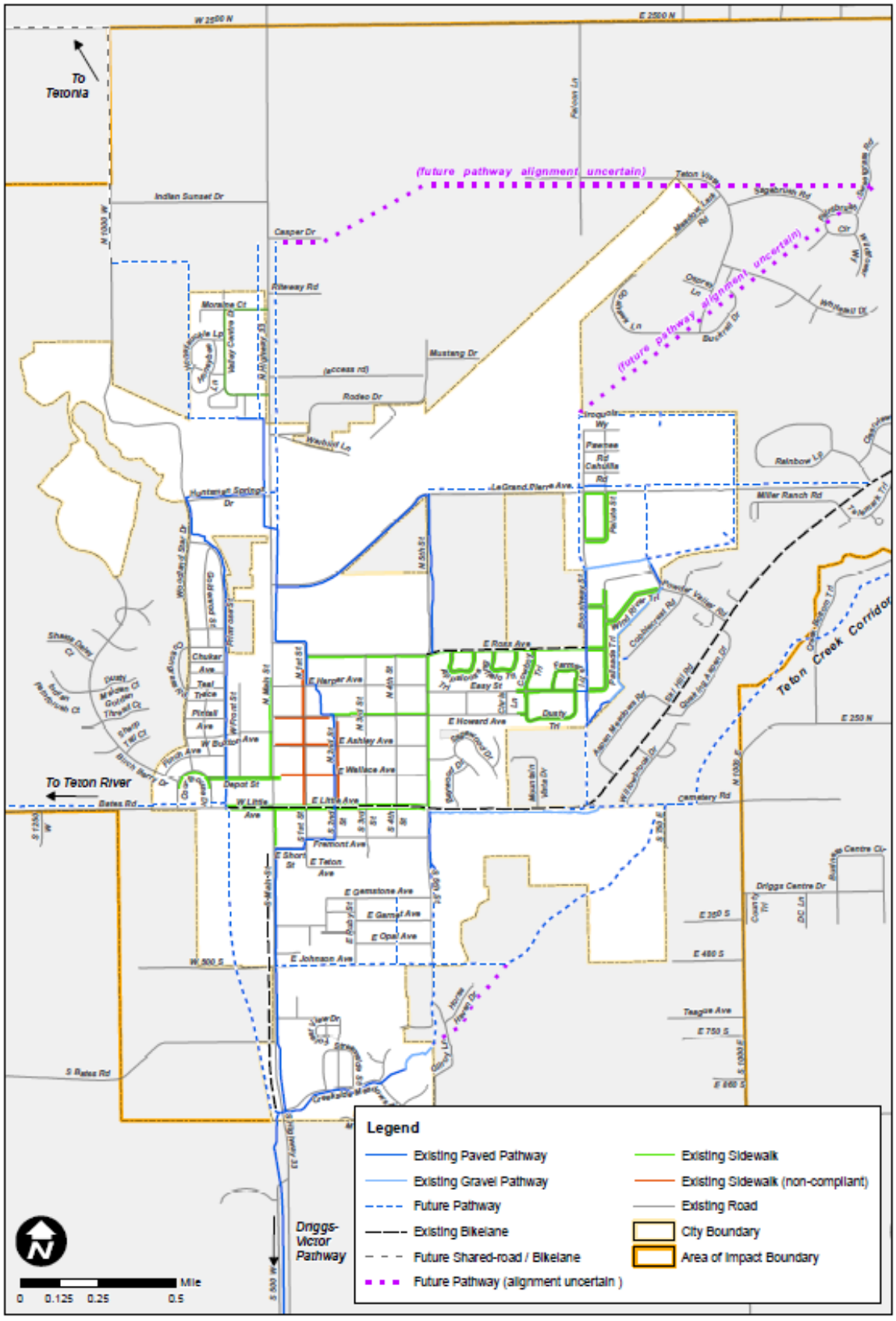
BIKE LANES, SIDEWALKS AND PATHWAYS

As Figure 2.6 shows, most streets in the downtown commercial core and in newer residential areas have sidewalks. First Street East to Fourth Street and Harper Ave South to Fremont have few sidewalks and those that do may be deteriorated, not connected or do not meet standards for width or accessibility.

Existing bike lanes are on SH33 between Short Street and Creekside Meadows Road, and along Little Avenue and Ski Hill Road as well as along recently built and reconstructed collector routes such as 5th and Ross Avenues. A separated pathway is often utilized in lieu of bike lanes and sidewalks such as along Booshway Ave.

Pathway locations are required to conform to the adopted Driggs Pathways Plan by aligning with or connecting to proposed or existing pathway routes. The purpose of these routes is to meet the goals and objectives of the city's Comprehensive Plan by providing alternative (non-motorized) mobility connections between neighborhoods, schools, parks, shopping and employment areas. Figure 2.6 also depicts the adopted City Pathways Plan and shows existing and proposed pathway routes.

Figure 2.5: Bicycle & Pedestrian Facilities and Pathways Plan


To Teton River
To Tetonia
(future pathway alignment uncertain)
Teton Creek Corridor
Driggs-Victor Pathway
Legend
Existing Paved Pathway
Existing Gravel Pathway
Future Pathway
Existing Bikelane
Future Shared-road / Bikelane
Future Pathway (alignment uncertain)
Existing Sidewalk
Existing Sidewalk (non-compliant)
Existing Road
City Boundary
Area of Impact Boundary
Mile
0 0.125 0.25 0.5

PUBLIC TRANSPORTATION

Prior to May 2019, there were three active public transportation services operating in Driggs and Teton Valley: Southern Teton Area Rapid Transit (START), Targhee Regional Public Transportation Authority (TRPTA) and the Grand Targhee Resort Shuttle. TRPTA, which provided door-to-door demand-response service in Teton Valley, ceased operation on April 30, 2019.

START, operated by Town of Jackson and Teton County, Wyoming, provides four commuter runs each weekday, departing from the Driggs Transit Center between 5:40am and 7:40am and returning to Driggs between 5pm and 8:45pm. Fares are $8 each way, or $95/month for regular commuters. Annual ridership on the Teton Valley - Jackson commuter service (including the Victor stop) is between 30,000-35,000 and growing at around 10% annually, with the two later morning buses being routinely at capacity. The service is used by both students commuting to public and private schools in Jackson and commuting employees. START is preparing a Route Plan to guide operations and expansion between 2020-2024.

The Grand Targhee Resort shuttle is a fixed route scheduled service between Driggs and Grand Targhee Resort operated in both winter and summer seasons. The service has been primarily an employee shuttle, but is open to the public and is expected to become more of a true public transit option, with full accessibility provided on vehicles. Service expansion to Victor is also expected in the 2019-2020 season. Fares are $2 each way. The service is contracted out by START and funded through a Federal Transit Administration grant with local match from Grand Targhee Resort. The shuttle has the following stops: Buffalo Valley in Valley Centre, Driggs Transit Center, 5th Street/Ski Hill, Powder Valley Townhomes, Teton Creek Resort, Grand Targhee Resort. Ridership for 2017 was just over 20,000, with about 75% of riders being employees. Grand Targhee's master plan states that the resort's winter goal is 70% of employees and 30% of public riding public transit. In summer, the goal is 40 employees/day and 20% of public visitors.

The City of Driggs continues to facilitate communication between transit operators to improve the effectiveness and efficiency of services, ensure good connections and to encourage informed expansion of services to meet changing transportation needs. The City of Driggs has also developed supporting capital facilities, such as the Driggs Transit Center, park & ride lots and bus storage facility.

TRANSPORTATION FUNDING

The city's road fund receives a portion of the state gas tax and registration fees based on the city's population relative to the population of other cities in the state. For fiscal year 2020, this state revenue was projected to be $85,000. Additionally, Teton County shares its temporary road levy with the City of Driggs.

For fiscal year 2020, $143,000 of county road levy funds were projected. These sources together represent less than 50% of the city's transportation expenses.

To address this funding gap, a local sales tax on lodging and retail sales was adopted in Driggs and is used for improvements to and maintenance of transportation infrastructure, including roadways, sidewalks and pathways, stormwater and lighting, as well as transit facilities. This local option non-property tax is projected to produce approximately $460,000 in FY20, with approximately two thirds of sales tax revenue allocated to transportation expenses. The "Resort Tax", as it is commonly referred to, was renewed in 2017 and will be up for renewal again in 2027.

The city has also adopted a streets impact fee, which is collected at the time of building permit for all new development. This fee is used to add capacity to the street system that is needed to serve the new development while maintaining the same level of service in the system. As of 2019, the impact fees are used exclusively to build or improve collector roads, higher volume roads typically spaced every half-mile through the community.

The City of Driggs also works to secure funding from several regular grant programs offered through the Idaho Transportation Department, Local Highway Technical Assistance Council and Federal Transit Administration. Often, these grants are combined with funding from the sales tax fund and/or with tax increment financing from the Urban Renewal Agency. In residential subdivisions, where grant funds and urban renewal revenue are typically not available, a local improvement district tool can be used (assessing a portion of the cost to property owners benefited by the project) in conjunction with impact fees (if a collector road) and/or sales tax, with the ability to finance the LID assessment over a period of typically 10-20 years.

In summary, the city is able to maintain and improve its transportation infrastructure at a slow, but steady pace. The city utilizes the iWorq pavement database for developing and prioritizing road maintenance treatments. Major transportation projects are listed in the Capital Improvements Plan attached as to this plan as Appendix A. The Capital Improvements Plan (CIP) should be reviewed, updated, and adopted by City Council every 3 years. The CIP is critical for identifying projects, which typically must be on the CIP to be eligible for grant funding.

AIRPORT

The Driggs-Reed Memorial Airport is a Class C2 airport, under which scheduled commercial airline traffic is not possible. General aviation including air charter, air taxi, corporate, business and recreational activity are permitted. In 2018, the airport had an estimated 15,000 flights. The airport runway and North taxiway are 7300 feet in length, with a runway width of 100 feet. The airport is owned and operated by the City of Driggs with guidance and direction by the Driggs Airport

Board and flight operations managed by a Fixed-Based Operator, currently Teton Aviation.

Currently, the Airport operates under a set of rules that include “preferred hours of operations” (6:00 a.m. to 11:00 p.m.) as well as voluntary requirements for aircraft to use “procedures that will minimize noise to surrounding areas” such as avoiding low altitude maneuvers, and authority for the Airport Board to prohibit operators who have repeatedly “created conditions that are detrimental to good community relations”.

The City’s Land Development Code also contains various airspace protections and land use restrictions to ensure compatibility of land use with airport operations.

The Airport Master Plan is being updated as of 2019. This Master Plan provides a comprehensive analysis of the airport facilities, projected trends, and documents facility requirements and activities affecting the airport and surrounding environment. Investments related to airport facilities and land acquisition are currently being pursued in line with the Airport Capital Improvement Plan that is also a part of the Master Plan.

PROJECTED CONDITIONS

Estimated Future Traffic Volumes

Traffic volumes on all city streets and Area of Impact roads will increase with increasing residential and commercial development. Appendix B contains the traffic count data (to be updated annually) and a projection for traffic at ten years in the future. The traffic projections are currently based on a growth rate of 4%, which mirrors population growth projections used in other city planning documents. Traffic counts should be updated regularly to verify the projected traffic counts are correct.

CONCERNS

Truck Traffic

One of 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 Little Avenue. Gravel debris in the bike lanes is also an issue.

Speeding Vehicles
Many residents expressed concerns about speeding vehicles in the 2006 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. Dips on 5th and Ross Avenue are more severe than on Little Avenue and may discourage through traffic (e.g., school traffic) from using these collector routes and result in increased through traffic on local roads in the townsite neighborhood.

SH33 Accesses and Downtown Circulation
Increased traffic on Main Street / SH33 coupled with many accesses (sometimes multiple per property) 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 flashing signs, crossing flags, bulb-outs and other means to increase pedestrian visibility and overall safety.

Crossing SH33 from the Driggs-Victor Pathway to Creekside is dangerous because of high speeds and low visibility. This was addressed with the improved pathway crossing and addition of a rectangular rapid flashing beacon.

Bicycle connection between downtown and neighborhoods to the north has been improved with the Valley Centre pathway, but additional connections – to the Teton Business & Education Center, Super 8 and airport, for example, remain to be made. Connection to the south has been improved with the completion of the North-South pathway, however through connection of the Greater Yellowstone Trail along the old railroad right of way should be pursued to reduce the need for crossing SH33.

Pedestrian safety within the Valley Centre Subdivision is inadequate and sidewalks should be required in any improvement project. As the city expands this will become a concern in other locations and the city should continue to require sidewalk improvements during improvement of existing road facilities.

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. While the 2013 Main Street Improvement project as well as Little Avenue and Depot Street improvements have addressed these points, there are additional locations such as North Main Street that could benefit from improvements to the streetscape and intersections. Stamped brick patterns between sidewalk and curb and bollard outline of bulbouts are simple solutions that could improve aesthetics and safety.

Street Conditions / Maintenance
Excessive dust, deteriorated streets, substandard (gravel) streets, potholes, and the lack of enforcement on sidewalk snow clearing requirements were expressed as concerns. The City subsequently began clearing snow from downtown commercial area sidewalks and Safe Routes to Schools to ensure these areas were open and accessible for the community and visitors.

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. Concerns from the 2007 study regarding a standardized addressing system throughout the county were resolved. However, minor discrepancies still remain in the city specifically related to consistency of street naming conventions and street signage matching street name (First St. vs 1st St.)

Chapter 3: TRANSPORTATION PLAN

This chapter will guide the development of the City's transportation system as the city grows. This chapter presents:

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

CODE AND 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. The street standards contained in the adopted Public Works Standards (Appendix D) 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 street is being improved/upgraded.

The current street design standards are for only collector and local streets and not for arterials. Main Street is the subject of a special design process, which produced the 2011 SH33 Corridor Plan (Appendix C), and Ski Hill and Little Avenue, the other two arterials, have been recently upgraded. On some roads, a separated pathway may be preferred over bike lanes, where the pathway provides the same connection and a safer environment for users. Street and pathway connectivity standards and requirements are established by and contained in the Driggs Land Development Code.

Appendix A contains the City's prioritized list of transportation improvement projects for the planning horizon of this plan. Appendix A should be continually updated and adopted by City Council. In addition to those projects, the Idaho Transportation Department has scheduled a Highway 33 turn lane project for 2024-2025, which is expected to include turn lanes at the Highway 33 / LeGrand Pierre and 2000 South (truck route) intersections. The City of Driggs continues to work with Idaho Transportation Department on the long-term Highway 33 corridor improvements envisioned by the SH33/Main Street Corridor Plan, adopted by the City in 2008.

This plan recommends that local and collector streets that have more than 50 percent of the street frontage of non-residential zoning as recommended by the Driggs Comprehensive Plan, would be subject to commercial street design standards.

All new pavement for collector streets should be designed according to the latest AASHTO guide with a twenty-year design life. The design should include forecasted traffic growth rates and equivalent single axle loads and design traffic for the future road.

Street design standards are established by and contained in the adopted Driggs Public Works Standards document (attached as Appendix D). These design standards should be reviewed and updated every 2-3 years.

Actions:

- Require roads with more than 50% non-residential zoning to be subject to commercial road design standards
- Require collector streets to be designed with a 20-year design life according to AASHTO standards. Include projected traffic loading as part of the design.
- Review and update street design standards every 2-3 years.
- 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 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 and provide easements or rights-of-way for potential roadway and pedestrian connections to neighboring properties

TRAFFIC CONTROL/SIGNAGE

The sign inventory completed as part of this updated plan should be used to implement a sign maintenance and replacement program. Regulatory sign maintenance should be prioritized over non-regulatory signs. This data should be updated regularly, but at a minimum of every three years.

All new signage should comply with the MUTCD retroreflective requirements and the City should implement a program to replace existing signage that does not meet MUTCD requirements. The city should continue to fund a sign replacement program for both types of signage.

Intersection Control

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. 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), and should be used to determine the need/location for traffic signals.

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. Stop signs should not be used as a traffic calming/speed control measure.

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.

Actions:

- Update sign inventory every 2-3 years.
- Review, analyze and adjust stop-controlled intersections on local streets.
- The City should implement a sign maintenance program, with priority given to regulatory signs.

ROADWAY SYSTEM PLAN

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

1. The roadway classification system and corresponding street design standards (Public Works Standards, Appendix D) and access management policies

2. Roadway connectivity, including new and improved streets to meet both existing and future needs

3. 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

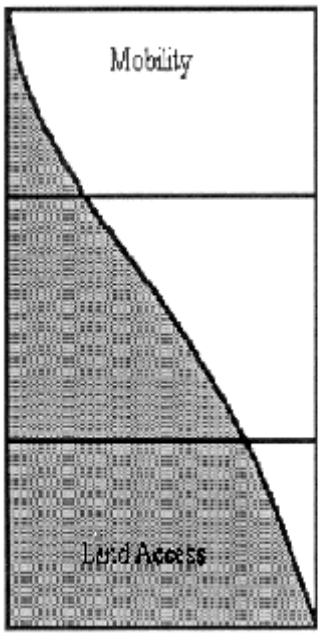
The classification system establishes the relative importance of a facility to the community and the types of anticipated transportation activities. The street standards applied to the City's roads identify right-of-way and multi-modal design requirements for the transportation network. Roadway connectivity 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.

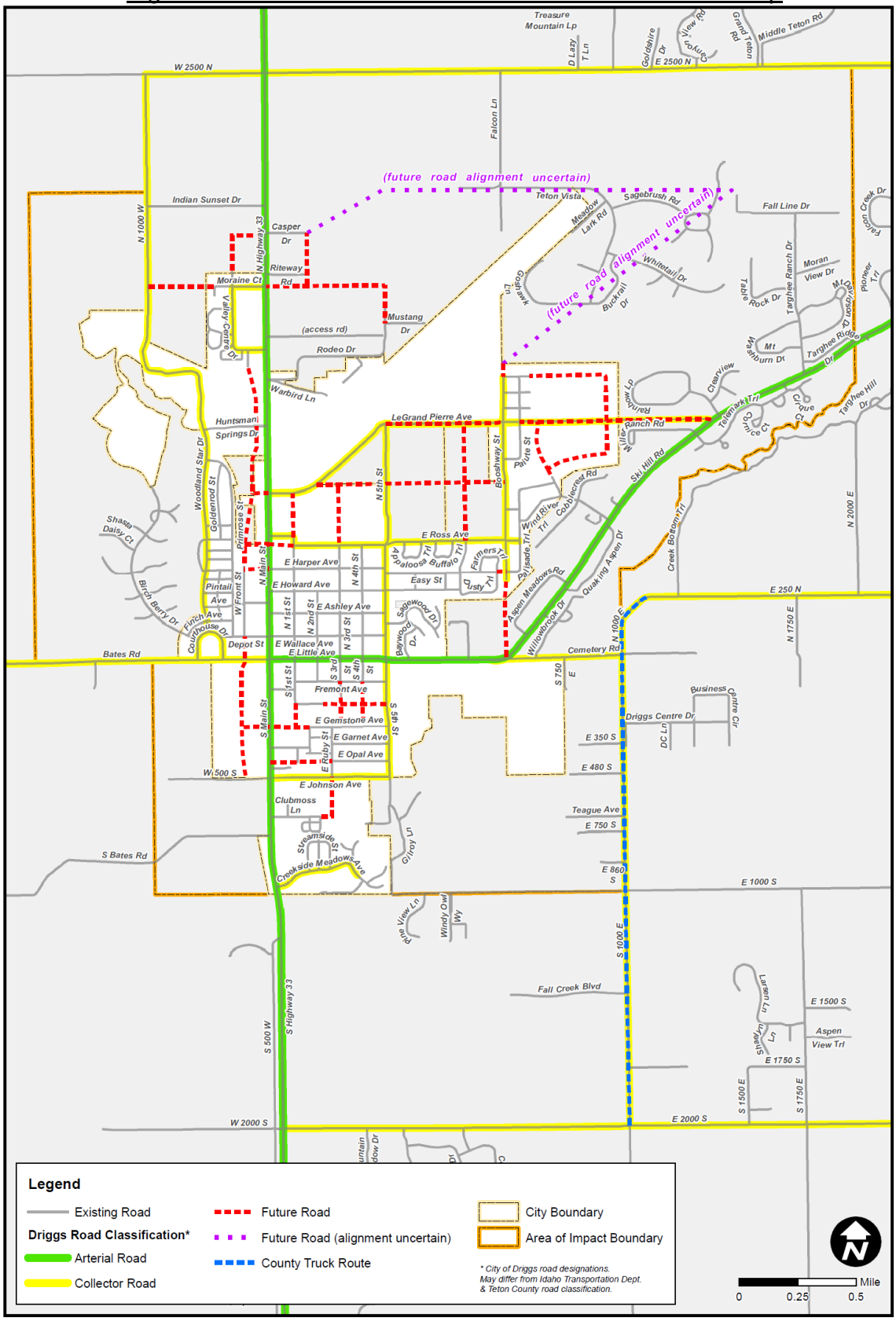
With growth and development in the broader areas east and west of town, the need for streets to provide the collector function will rapidly become acute. Initial locations for new collector streets were determined by ensuring that collectors were provided at one-half mile spacing to create a ‘grid’ street 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. The grid pattern established with the original townsite should be continued to allow future access and traffic flow.

Increases in traffic and congestion should be assumed for State Highway 33. When the level of service on State Highway 33 falls below the ITD threshold, ITD may street and access improvements to increase the level of service. The City should plan this eventuality and work to develop Front Street and First Street as alternative routes for local traffic and commercial/retail development. 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 & Future Connections Map



Actions:

- Review and update street classification map as needed.
- Coordinate classifications and routes with ITD and Teton County.
- Annually, identify roads that meet ITD's collector status and apply for ITD collector classification on said road (Example: LeGrand Pierre).
- The City should maintain its Street Classification Plan and Street Design Standards Matrix in accordance with the guidelines contained in this plan.

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, including options for developer reimbursement and community infrastructure districts.
- LID funded
- Impact fee funded. The City currently collects a street impact fee at the time of building permit for new construction that will generate additional traffic. These impact fees may only be used to construct or expand new collector routes.
- Local sales tax ("resort tax")
- State and Federal grants administered by the Local Highway Technical Advisory Council.

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.

Actions:

- 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 that meet city standards. 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 and provide easements or rights-of-way for these connections.
- Require construction of clearly marked accessible pedestrian routes from the sidewalk to buildings in commercial developments.
- Require new developments (subdivisions, commercial, industrial, etc.) to construct transportation improvements, meeting city standards, to provide safe efficient access route to the development.

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. The City's official access standards are provided in the Driggs Land Development Code.

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). 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 should conform to the adopted Transportation Access Plan Agreement between ITD and the City of Driggs (Appendix F).

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

Actions:

- Review and update land development code to ensure it complies with the transportation access management guidelines.
- The City should follow the Access Management Strategies set out in this Plan and enforce associated adopted standards when reviewing proposed development.
- Work with Idaho Transportation Department to develop an intersection traffic control plan for SH33 that includes assessing the need for traffic control at all intersections and the affect this will have on traffic flow.
- Require developments to analyze traffic impacts and provide mitigation to maintain LOS at level C or better at full buildout.

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 all 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. Traffic calming measures should be carefully selected based on the desired effect and road use. Below are some, but not all of the available traffic calming techniques.

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. Tree planting locations should be reviewed to ensure they do not affect street maintenance operations (snow removal, sightlines, etc.)
- 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. Radii should be designed to accommodate the anticipated design vehicles.
- 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, serpentines, 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 narrowing, 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 lane widths. 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.

Actions:

- Implement traffic calming features at gateways to the city and other locations where excessive speeding is documented.
- Implement and enforce a covered load ordinance for commercial vehicles.
- Posting lower truck speeds on non-truck route streets to encourage trucks to use designated truck routes.

- Prohibiting trucks on certain roads all the time or at certain hours of the day (only when there are other routes available for them).

Road Maintenance
Roads with a Remaining Service Life (RSL) under 3 years should be scheduled for replacement as they are at the end of their useful life. Many roads with deteriorating asphalt do not have adequate structure (base) to support the anticipated traffic loads and therefore may require full reconstruction.

Summer Maintenance
The city should maintain and formalize the current asphalt road maintenance plan and fund appropriately. Additionally, the city should formalize a street sweeping program to minimize dust and alleviate some of the issues generated by truck traffic. Weekly or bi-weekly sweeping of the main traffic routes would be appropriate.

Winter Maintenance
The adopted snow removal policy should be reviewed and updated every 2-3 years.

The city should identify snow storage locations throughout the city where the city and private snow removal contractors can deposit/store snow.

A capital equipment replacement plan should be implemented for snow removal equipment to allow proper planning and budgeting. The city should consider loading/hauling snow from the downtown core as storage of snow in parking spots reduce the availability of parking.

Actions:

- Review and update the snow removal policy every 2-3 years
- Prepare a 5-10-year snow removal plan with snow removal locations for the city and private contractors to haul/store snow.
- Prepare a capital equipment procurement/replacement plan to include expansion of snow removal (parking lots, street parking, etc.)
- Create and adopt street sweeping plan or policy.
- Plan and budget for the replacement of streets with an RSL of 3 or less.
- The City should formalize and fund an asphalt maintenance plan that will treat and maintain all asphalt roadways on a 5-7-year cycle.
- The City should install a gateway treatment on at all entrances to the city.
- The City should identify and prioritize pavement markings and a pavement marking maintenance plan.

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

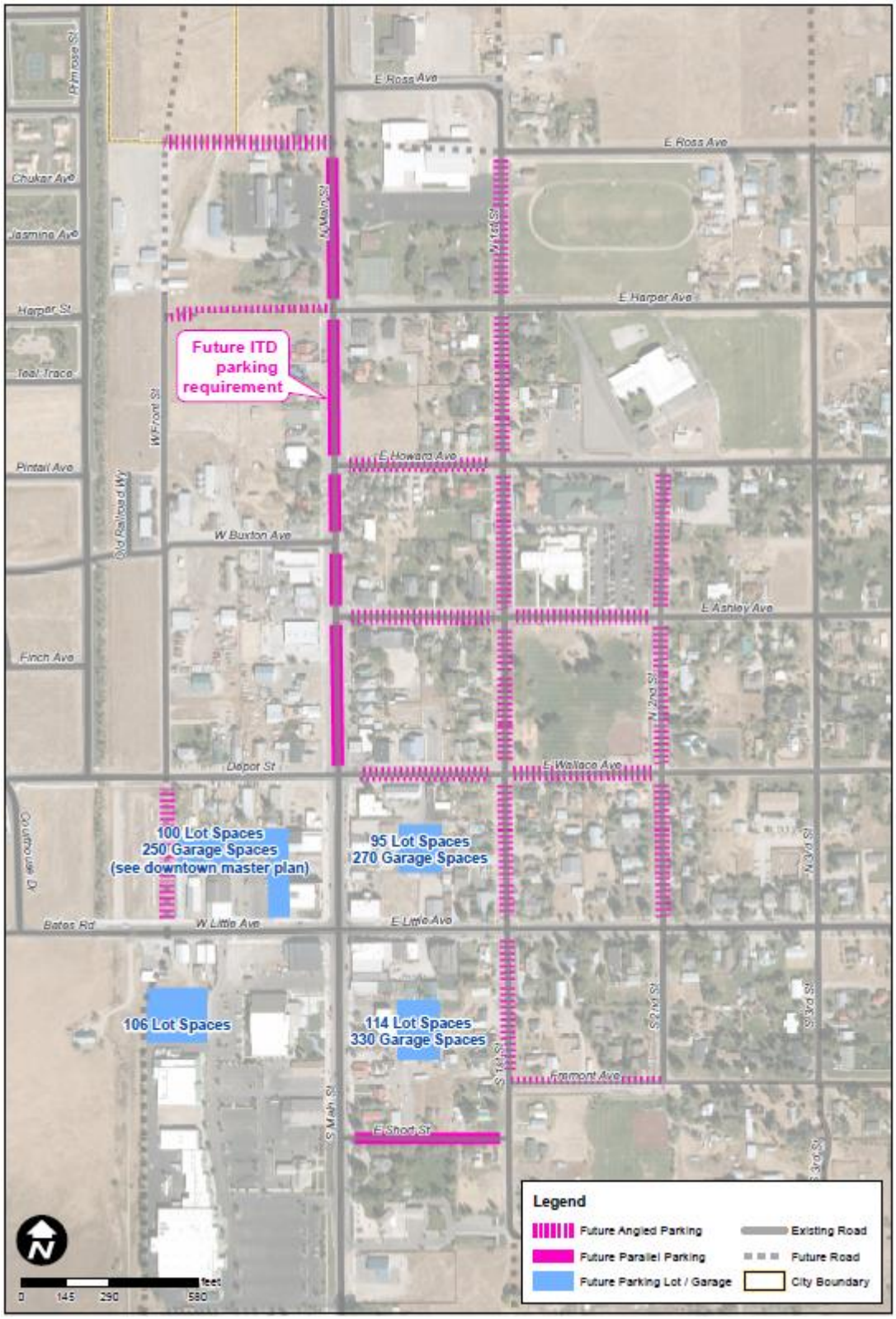
parking discourages shoppers, diners, and other visitors from coming to the downtown. On-street parking is an important component of the downtown; it slows traffic and helps create a good pedestrian environment by buffering walkers from the moving traffic. Parking is considered at capacity when it is 85-90 percent occupied.

While parking immediately adjacent to a destination may not be possible at peak demand times, there is generally sufficient on-street and off-street parking available nearby to satisfy demand. However, as the downtown grows to support both tourism and increased population, the need for parking will increase. Figure 2.4 should be updated every two years and used to plan for expansion of parking facilities. There is also a need for wayfinding signage to direct drivers to public parking facilities in the downtown core.

To create a vital pedestrian oriented area and to encourage development in the downtown core, the City does not require additional off-street parking for new commercial development in the downtown core (downtown parking zoning overlay). The City plans to meet the need for increased parking by increasing the amount of off-street municipal parking in the middle of the large downtown blocks and developing angled parking along commercial streets. These improvements (shown in Figure 3.9 Downtown Parking Facilities) will be financed through a variety of means, including the use of Urban Renewal funds, local sales tax, grants and local improvement districts.

Future public parking improvements include both expanding off-street parking lots and improving on-street parking. Figure 3.3 shows the locations of proposed parking improvements. Idaho Transportation Department is expected to require a conversion to parallel parking on the remainder of Main Street in the future in order to maintain traffic flow with higher traffic levels.

Figure 3.3: Downtown Parking Facilities Plan



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 downtown 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 possibly a future Parking District can help pay for associated costs. The City should review minimum parking ratios for most commercial uses and maintain maximum parking ratios.

The City should continue meeting the parking needs of the downtown area by maximizing on-street parking and providing municipal off-street parking throughout the downtown as appropriate.

Actions:

- Update Figure 2.4 (Existing Downtown Parking) every two years
- Implement Figure 3.3 (Future Downtown Parking Plan) when constructing streets.
- Begin planning for parking expansion when capacity reaches 75%
- Install wayfinding signage for public parking areas
- Update code to require a CUP for downtown commercial parking lots
- Create a Parking or Business Improvement District to fund the construction and maintenance of public parking

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. There are various parking regulation signs with different rules throughout

the downtown, from 2hr to 4hr limits. In general, the 4hr limit is preferred and existing signs should be replaced to conform to this guideline. Additionally, the City should work proactively with businesses to encourage owners and employees to park in off-street parking areas and generally in less prime customer and visitor parking locations. Should parking availability become an issue, the city should consider a parking enforcement program.

Section 6.2 of the City Code regulates parking. This section should be reviewed and updated to conform with the Land Development Code and Public Works Standards.

On street parking in residential areas should be discouraged as it interferes with snow removal activities and is prohibited in the winter months.

Actions:

- Review and update Section 6.2 of the City Code (parking)
- Prohibit on-street parking in new residential areas.
- Plan for parking enforcement as peak use occupancy rates approach 85%.

SIDEWALKS, BIKE LANES, AND PATHWAYS

Pedestrian Facilities: 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 year-round 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 accessible walkways that connect them to the sidewalk in the most direct way possible. Ideally, these walkways 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 should require sidewalks of different widths depending on their use. Sidewalks in areas of high pedestrian activity or forecasted high pedestrian activity should also have good lighting at a pedestrian friendly height. 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, streetlights, 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, but should be discouraged unless shown to be desirable route. These crossing would be good locations to use contrasting materials to define crossings.

The goal of a year-round walkable community requires summer and winter maintenance of all the sidewalks in the city. The current city code requires property owners to remove snow from adjacent sidewalks within 24hours of falling, however this ordnance has not been consistently enforced and therefore compromises the community walkability in winter months. The city should implement a sidewalk clearing program with enforcement. A successful program that may be used as a model is the City of Minneapolis, MN.

Actions:

- Review Land Development Code to ensure block lengths meet pedestrian needs.
- Review and update lighting requirements to ensure pedestrian needs are being met.
- Provide lighting in commercial/retail/high pedestrian areas.
- Implement a pavement marking/maintenance plan.
- Implement and enforce a sidewalk snow removal program
- Implement a sidewalk sweeping program, recommend all sidewalks be swept once per year.
- Assess sidewalks for ADA compliance and implement a repair/replacement program to ensure sidewalk ADA compliance.

Pathways & Bike Lanes: 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. Pathway connections should be coordinated with the Teton County to ensure a connected network. This Transportation Plan calls for the inclusion of bike lanes or pathway along 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
- Pedestrian connectivity
- Commercial/retail development.

Actions:
- Implement a sidewalk/pathway improvement program as outlined in this plan
- Coordinate pathway and bike lane connections with Teton County
- Provide bicycle parking facilities at municipal parking lots
- Implement a pathway/bike lane sweeping program
- Implement a pathway asphalt maintenance program, that ensures all pathways are sealed every 5-7 years.
- The City should require sidewalks and bike lanes or pathways along, all collector streets and bike lanes on all collectors.
- The City should require new businesses to provide secure bike racks in which to park bicycles.

PUBLIC TRANSPORTATION

The City should continue to play a coordinating role in expanding transit service throughout Teton Valley to connect communities and meet residents' and visitors' mobility needs. Specifically, the City should encourage regular service between Driggs and Victor, which may serve as a feeder route to an expanded START commuter service. The City should support the START-led initiative to establish a regional transportation planning organization. The City should also cooperate with others in the evaluation and pursuit of a possible inter-city route between

Driggs and Rexburg-Idaho Falls to meet medical, education, commuter and visitor travel needs.

While the City may provide some funding towards expanded transit service, the capital improvements projects list should address needs in the City for the physical infrastructure of park & ride lots and passenger shelters.

Actions:

- Coordinate with provider services to unsure transit meets the needs of the residents and visitors

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:

Actions:

- 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 to implement the Main Street Conceptual Design Plan
- START and Grand Targhee Resort to expand transit services
- School District to coordinate roadway improvements
- Teton Valley Trail and Pathways to implement the trails & pathways plan
- Chamber of Commerce and other business groups to develop parking programs that meet the needs of downtown
- Coordinate with Teton County to implement a truck route outside of the city limits.

Funding Strategies

The City should maintain its street impact fee to fund the development of new collector routes to serve new development and growth.

The City should continue to utilize its pavement maintenance program for planning pavement treatments and expand the sources of dedicated ongoing funding for pavement maintenance. The City should continue to prioritize funding for the development of pedestrian and bicycle improvements. The funding sources should include a dedicated property tax levy, sales (“resort”) tax, Local Improvement Districts, Community Infrastructure Districts and grants such as those administered by the Local Highway Technical Advisory Council.

Appendices A-F are attached as separate documents.