CITY OF KETCHUM, IDAHO
KETCHUM TRAFFIC AUTHORITY
Thursday, March 13, 2025, 9:00 AM
191 5th Street West, Ketchum, Idaho 83340

AGENDA

PUBLIC PARTICIPATION INFORMATION
Public information on this meeting is posted outside City Hall.

We welcome you to watch Meetings via live stream.
You will find this option on our website at www.ketchumidaho.org/meetings.

If you would like to comment on a public hearing agenda item, please select the best option for your participation:

1. Join us via Zoom *(please mute your device until called upon)*.
   Join the Webinar: https://ketchumidaho-org.zoom.us/j/82995272578
   Webinar ID: 829 9527 2578

2. Join us at City Hall.

3. Submit your comments in writing at Particiapte@ketchumidaho.com *(by noon the day before the meeting)*

This agenda is subject to revisions. All revisions will be underlined.

CALL TO ORDER:
NEW BUSINESS:
1. Recommendation to approve minutes for February 20, 2025 - City Clerk Trent Donat
2. Discussion on Bike to Work day crosswalk art project - Community Recreation Supervisor Larissa Dehaas
3. Debrief and discussion on the West Ketchum Traffic Calming Project - City Administrator Jade Riley
4. Review of Downtown Stop Sign Assessment Project- City Administrator Jade Riley

ADJOURNMENT:

CALL TO ORDER*: (00:55 in video)*
Ketchum Traffic Authority Chairperson Jade Riley called the meeting to order at 9:00 a.m.

PRESENT:
Jade Riley, City Administrator
Courtney Hamilton, City Council member
Jamie Shaw, Ketchum Chief of Police (remote)
Morgan Landers, Director of Planning and Building
Ramsy Hoehn, Street Superintendent
Sara Weaver, Community Service Officer
Seth Martin, Assistant Chief - Fire Marshall
Trent Donat, City Clerk & Business Manager
Wes Whitesell, Community Service Officer

COMMUNICATIONS:
1. Public comments submitted via email

NEW BUSINESS

2. Adoption of Minutes
Motion to approve minutes of November 21, 2024 *(00:02:35 in video)*
MOVER: Ramsy Hoehn
SECONDER: Seth Martin
RESULT: Adopted

3. Request to add 15mph speed limit sign in front of Pioneer Montessori School
Presented by: Ketchum resident Joni Cashman *(00:03:10 in video)*
Motion to approve two temporary A-Frame portable 15mph speed signs while working with Pioneer Montessori School for additional school zone notifications *(00:15:58 in video)*
MOVER: Courtney Hamilton
SECONDER: Seth Martin
RESULT: Approved

4. Request to add two handicap signs in front of 291 1st Avenue
Presented by: Ketchum resident Nadia Fajardo, for Dr. Molly Brown *(00:17:00 in video)*
Motion to approve of a temporary handicap spot *(00:32:57 in video)*
MOVER: Seth Martin
SECONDER: Courtney Hamilton
RESULT: Approved

5. Request to add flashing cross walk signs at Warm Springs Road and Bald Mountain Road
Presented by: Ketchum resident Hayden Seder (remote- *00:33:35 in video)*
Motion to install pedestrian flashing sign at Warm Springs Road and Bald Mountain Road *(00:39:37 in video)*
MOVER: Courtney Hamilton
SECONDER: Seth Martin
RESULT: Approved

6. Discussion on potential 10th Street Changes
Presented by: City Clerk Trent Donat *(00:40:01 in video)*

Public Comment:

- Jeremy Lange, Engle & Associates – 10th street parking changes *(remote - 00:49:45 in video)*
- Bill Glenn, Ketchum resident – 10th Street parking changes (*00:51:01 in video)*
- Liz Roquet, Lizzy's Fresh Coffee – 10th Street parking changes *(00:56:29 in video)*
- Kat Caminiti, Fit Me SV Pilates Studio – 10th Street parking changes (*00:59:24 in video)*
- Scott Curtis, Ketchum resident – 10th Street parking changes (*1:08:32 in video)*
- Ryan Deen, Ketchum Automotive – 10th Street parking changes *(1:14:00 in video)*

Comments, questions, and discussion among the Traffic Authority. *(1:30:08 in video)*
Motion to approve existing 10th street proposal with the exception of the loading/unloading zone becoming a temporary 30 minute parking zone *(1:42:59 in video)*
MOVER: Morgan Landers
SECONDER: Ramsy Hoehn
RESULT: Approved

ADJOURNMENT

Motion to adjourn. *(1:45:15 in video)*
MOVER: Courtney Hamilton
SECONDER: Morgan Landers
RESULT: Adjourned

Jade Riley
City of Ketchum Traffic Authority Chairperson
City Administrator

Trent Donat
Ketchum City Clerk and Business Manager

Draft Memo

Date:	Friday, March 07, 2025
Project:	West Ketchum Traffic Calming
To:	Jade Riley Ketchum Traffic Authority
From:	Brett Kohring, PE
Subject:	Draft West Ketchum Traffic Calming Summary Memo

Introduction and Background

In response to resident comments and concerns about safety and speed, the City of Ketchum instituted a traffic calming program to identify potential mitigation strategies along Bird Drive. In 2023 the City installed temporary pinch points and a traffic circle on Bird Drive, which reduced vehicle speeds but was not well received by residents. The City and HDR identified new traffic calming plans that were implemented in 2024 based on feedback from the summer 2023 test case. The purpose of this memo is to summarize the summer 2024 traffic calming pilot program results and make a recommendation on continuing the program and or permanent changes. The study area is shown in **Figure 1**.

Figure 1. Project Area

Traffic Calming Improvements

HDR designed temporary traffic calming measures to be placed along Brid Drive and Williams Streets with a goal to reduce vehicular speeds. A conceptual plan of the improvements is in **Appendix A**. Traffic calming measures installed in the summer of 2024 included:

- Speed Humps
- Speed Feedback Signs
- Temporary Traffic Circle at 6th Street and 4th Avenue (Bird Drive)
- Narrowing the Bird Drive and Wood River Drive intersection and tightening the corner radii
- Relocating stop signs for consistency and driver expectations

Speed Data

The City of Ketchum provided HDR with historic speed data collected along Bird Drive. Between 2014 and 2019 the 85th percentile speeds ranged from 21.36 mph to a high of 23.15 mph. In September of 2019, 48.5% of vehicles exceeded the 20 mph posted speed limit. Historical speed data is in **Appendix B**. In preparation for the 2024 the City collected speed data at several points along Bird Drive and Williams Street, and then the City collected data again once traffic calming improvements are in place. Speed Data is shown in **Table 1** and **Appendix B**.

Table 1. Traffic Calming Speed Statistics

Date	Location	Average Daily Traffic	85%-tile Speed (MPH)	95%-tile Speed (MPH)	% Above or Below Speed Limit	Mean Exceeding (MPH)
5/24/24 - 5/31/24	Bird Drive - Access Trail to Bike Path	272	21.47	23.71	Below: 70.9% Above: 29.1%	22.05
8/6/24- 8/14/24	Bird Drive - Access Trail to Bike Path	421	17.45	19.35	Below: 97.2% Above: 2.8%	22.83
7/12/22 - 7/19/22	Bird Drive - Between WR and Rember	388	22.59	24.83	Below: 60.1% Above: 39.9%	22.47
4/8/24 - 4/15/24	Bird Drive - South End	273	23.04	25.5	Below: 56.8% Above: 43.2%	22.7
7/30/24- 8/6/24	Bird Drive - South of Rember	400	20.24	22.15	Below: 83.5% Above: 16.5%	21.88
7/22/24 - 7/19/22	Williams Street - Between Wood River and Sabala	211	19.24	21.36	Below: 89.8% Above: 10.2%	21.58
4/8/24 - 4/15/24	Williams Street - South of Rember	139	21.36	24.38	Below: 77.2% Above: 22.8%	22.83
7/30/24 - 8/6/24	Williams Street - South of Rember	254	16.92	18.9	Below: 97.7% Above: 2.3%	21.61

Changes in Speed are shown in **Table 2**. On Bird Drive, the traffic calming measures succeeded in reducing the 85th percentile speeds by 18.7% on Bird Drive and 20.8% on

Williams Street, respectively. This applies only to relative speeds where data was collected in the same locations before and after. On Bird drive the number of vehicles below the speed limit increased to 97.2% during the traffic calming period.

Table 2. Before and After Speed Changes

Road	Before: 85%-tile Speed (MPH)	After 85%-tile Speed (MPH)	% Change
Bird Drive	21.47	17.45	-18.7%
Williams Street	21.36	16.92	-20.8%

The results show that implemented traffic calming measures were successful in reducing vehicle speeds on the corridor, however the effectiveness may be isolated to near the traffic circle and speed humps. For example, between Wood River Drive and Rember Street, the 85th percentile speeds were found to be 22.59 mph and 39.9% of drivers were found to be traveling above the posted speed limit. This stretch of roadway only contained a speed feedback sign and no speed hump. The absence of a speed hump or traffic circle in this area may be contributing to higher speeds not seen elsewhere in the pilot program.

Public Involvement

A public survey was distributed to residents and stakeholders by the City in the fall of 2024. Residents were asked the five questions to respond on a scale between 0-10 with 10 being the most positive or safe and 0 being the least positive or safe. Residents were also allowed to provide open ended responses to a sixth question. The results the survey, provided by the City, are located in **Appendix C.** The results are also summarized below.

1. *Did you feel safer at the intersection over the summer? (fewer tubular markers installed)*
    a. 36 Responders, average 4/10
2. *Did Bird Drive feels safter over eth summer? (slower speeds due to speed humps and mobile speed reader).*
    a. 34 responders, average 5/10
3. *Did Williams Street feel safer over the summer? (slower speeds due to new speed hump installations)*
    a. 34 responses, average 5/10
4. *Did you feel safter at the 6th & Bird intersection (the roundabout) over the summer? (No changes year over year)*
    a. 34 responses, average 5/10
5. *Ultimately, do you feel the 2nd year of the program was a success?*
    a. 34 responses, 50% Yes, 50% No.

The results show an even split between the respondents on the effectiveness of the traffic calming measures in relation to the perceived safety of the corridor. Additional thoughts left by respondents ranged from liking the traffic circle, to calling for its removal, liking the speed bumps to finding them ineffective or loud. Several individuals commented about how the

existing 20 mph speed limit was too fast. Respondents generally disliked the narrowing of the 6th and Wood River intersection.

Crash Data

The Idaho Transportation Department office of Highway Safety publishes a web application showing the previous five-year crash data for the state. Between 2019 and 2023 there were no reported crashes on Bird Drive or Williams Street.

Discussion and Recommendations

The speed humps provided an effective measure to reduce vehicle speeds within the study area. Where the speed radar sign was placed alone on the south end of the Bird Drive corridor, no significant speed reduction was achieved.

In comparing the pinch points of the previous year (2023), the speed humps were less divisive and seen as less intrusive. The traffic circle coupled with the speed humps near the bike path access point was successful in reducing vehicle speeds, but respondents were concerned about the lack of pedestrian space within the intersection. The speed bumps on Williams Street were effective in reducing the vehicle speeds on the corridor.

Short Term Recommendations

In the short term, HDR recommends the following for summer 2025:

- Reinstalling the speed humps and speed feedback signs
- Add two speed humps on Bird Drive between Rember Street and Wood River Drive
- Reinstalling the traffic circle
- Modifying the Bird Drive and Wood River Drive intersection to tighten the corner radii
- Eliminate the narrowing of Wood River Drive

Based on the previous year speed data, these initiatives met the City's goal of reducing speeds and should be considered for installation again. Since the respondents were split on the effectiveness, another year of installation may yield more public support.

Long Term Recommendations

HDR recommends the following improvements for long term safety along the corridor:

- Re-align the Buss Elle Road and Bird Drive intersection.
    - This high skew angle intersection makes it difficult for drivers to detect approaching traffic on Brid Drive, is conducive to high speeds and contributes to non-compliance with currently installed traffic control devices. Turning movements are also difficult to navigate with this configuration. Re-alignment to reduce the existing skew that is closer to a 90-degree intersection will improve sight lines and be more effective at controlling speed.
- Reduce the corner radii at the Wood River Drive and Bird Drive Intersection

    - The large corner radii allow drivers to take the corners at a high speed, increasing the probability of a crash. Tightening of the corner radii will control and slow vehicle speeds.
- Install sidewalk along Bird Drive and Williams Street
    - Providing a dedicated space for pedestrians reduces the risk of crashes.
    - Narrowing the roadway to install sidewalk may also slow vehicle speeds, further increasing safety.
- Design a traffic circle for the 4th Avenue (Bird Drive) and Wood River Drive for a permanent installation.
    - The design should include more pedestrian accommodations such as crosswalks
    - The designs should incorporate planed sidewalk connections along 6th Street and any sidewalk improvements along Bird Drive.
- Trim Trees and ensure setback requirements to increase sight lines at corners and access to the Wood River Trail.

These improvements may be able to occur in conjunction with maintenance projects or added as bid alternates to other work planned in the City.

Next Steps

HDR recommends the City of Ketchum staff and Ketchum Traffic Authority review this draft memo and provide comments. HDR will summarize and integrate the comments into a final memo for submittal to the City. The City may then use these results to program projects along the corridor to reduce vehicle speed.

A

2024 Traffic Calming Plans

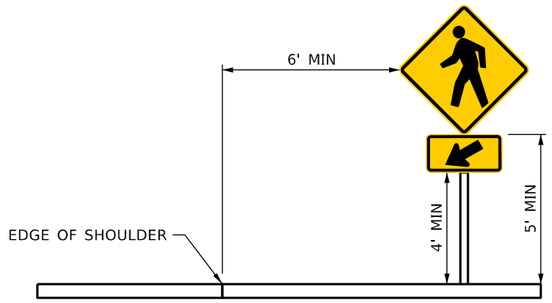
hdrinc.com 412 East Parkcenter Blvd, Suite 100, Boise, ID 83706-6659
(208) 387-7000

GENERAL NOTES:

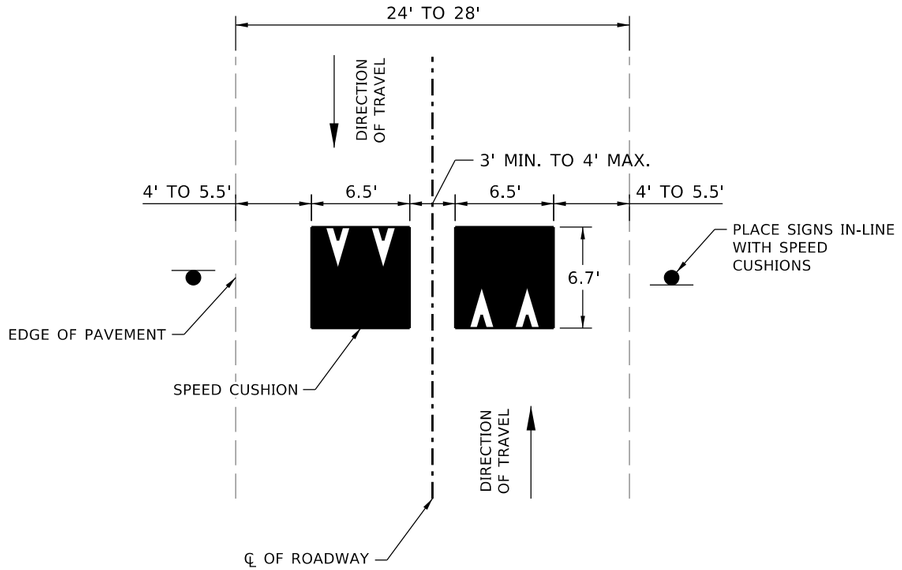
1. DESIGN IS CONSIDERED TEMPORARY INSTALLATION TO TEST BENEFITS OF A TRAFFIC CALMING STRATEGY. CITY TO CONFIRM MATERIALS FOR CONSTRUCTION AND APPROPRIATE DURATION OF TRAFFIC CALMING TEST.
2. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS ADOPTED BY THE STATE.
3. INSTALL SIGNS ON TEMPORARY STANDS. TEMPORARY STANDS MUST BE BREAKAWAY. SPACE SIGNS A MINIMUM OF 100' APART UNLESS OTHERWISE NOTED.
4. MONITOR INSTALLATION A MINIMUM OF ONCE DAILY TO ENSURE TEMPORARY DEVICES ARE OPERATING EFFECTIVELY AND ALL DEVICES USED ARE CLEARLY VISIBLE AND IN GOOD REPAIR.
5. DESIGN BASED ON AERIAL IMAGERY AND ADJUSTMENTS MAY BE NEEDED IN THE FIELD. MAINTAIN MINIMUM OR MAXIMUM VALUES AS IDENTIFIED.
6. SURVEY AND PROPERTY BOUNDARY LINE DATA NOT DETERMINED DURING DESIGN. VERIFY RIGHT-OF-WAY LIMITS PRIOR TO INSTALLATION.
7. COMPLETELY COVER ALL EXISTING WARNING AND REGULATORY SIGNS IN CONFLICT WITH PROPOSED DESIGN.
8. OBLITERATE CONFLICTING PAVEMENT MARKINGS. REINSTALL EXISTING PAVEMENT MARKINGS AT CONCLUSION OF TEST.
9. STOP BARS, CROSSWALKS AND YIELD LINE PAVEMENT MARKINGS SHALL BE WATERBORNE PAINT. OBLITERATE AT CONCLUSION OF TEST.
10. PARKING BLOCK AND TUBULAR MARKER QUANTITIES INCLUDE A 10% CONTINGENCY. VERIFY QUANTITY PRIOR TO ORDERING.

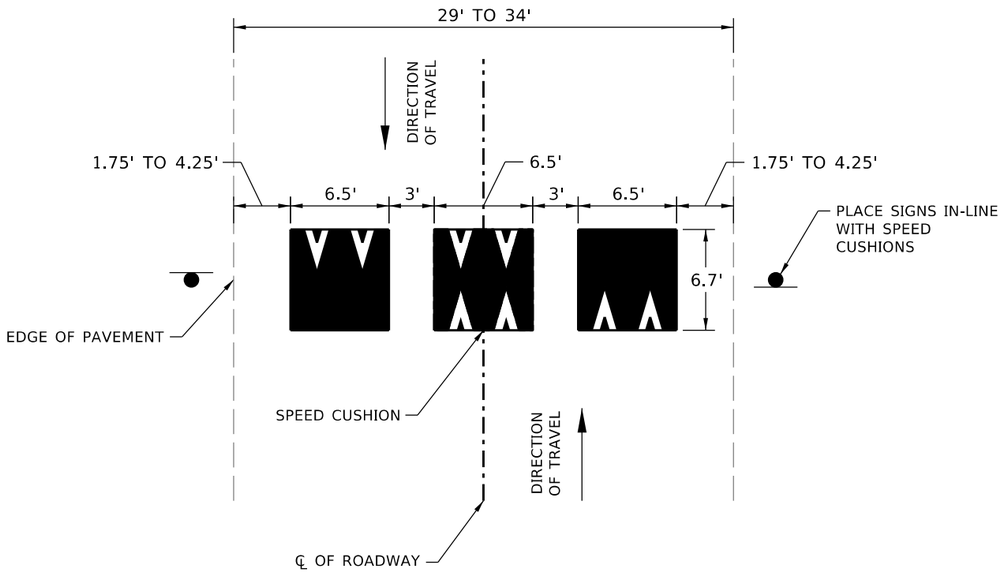
MATERIAL QUANTITIES

DESCRIPTION	QUANTITY	UNITS
SIGN PANELS	184	SF
6.5'x6.7' SPEED CUSHIONS	11	EA
6' COMPOSITE PARKING BLOCKS	13	EA
18" TUBULAR MARKERS (WHITE)	111	EA
36" TUBULAR MARKERS (YELLOW)	13	EA
PAINTED MARKINGS	236	SF
RADAR SPEED FEEDBACK SIGN	2	EA



TYPICAL SIGN INSTALLATION
N.T.S.





TYPICAL SPEED CUSHION INSTALLATION
N.T.S.

PROFESSIONAL ENGINEER LICENSED Brett A. Kohring 18297 4/29/24 STATE OF IDAHO BRETT A. KOHRING

HDR	BIRD DRIVE TRAFFIC CALMING TEST	GENERAL NOTES	

NOTES:

1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.

LEGEND:

- PROPOSED SIGN
- EXISTING SIGN
- 18" WHITE TUBULAR MARKER
- SPEED CUSHION

HDR	BIRD DRIVE TRAFFIC CALMING TEST	PLAN VIEW NORTH BIRD DR	60 0 60 120 SCALE: 1" = 120'

PROFESSIONAL ENGINEER
LICENSED
Brett A. Kohberg
18297
4/29/24
STATE OF IDAHO
BRETT A. KOHBERG

LEGEND:

- PROPOSED SIGN
- EXISTING SIGN
- 18" WHITE TUBULAR MARKER
- SPEED CUSHION

HDR	BIRD DRIVE TRAFFIC CALMING TEST	PLAN VIEW SOUTH BIRD DR	60 0 60 120 SCALE: 1" = 120'

PROFESSIONAL ENGINEER LICENSED Brett A. Kohring 18297 4/29/24 STATE OF IDAHO BRETT A. KOHRING

NOTES:

1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.

LEGEND:

- PROPOSED SIGN
- EXISTING SIGN
- 18" WHITE TUBULAR MARKER
- SPEED CUSHION

BIRD DRIVE TRAFFIC CALMING TEST	PLAN VIEW WILLIAMS ST	60 0 60 120 SCALE: 1" = 120'

PROFESSIONAL ENGINEER LICENSED Brett A. Kohberg 18297 4/29/24 STATE OF IDAHO BRETT A. KOHBERG

NOTES:

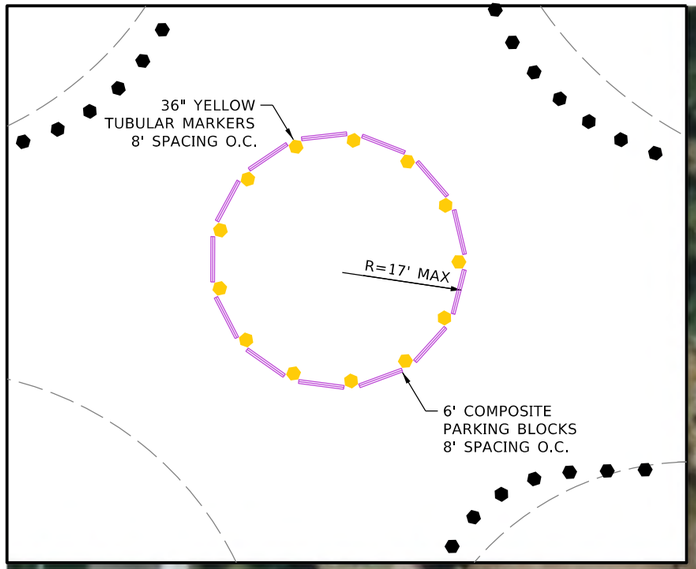
1. DO NOT PLACE TUBULAR MARKERS ACROSS PRIVATE APPROACHES, AND PEDESTRIAN CROSSINGS.

LEGEND:

- PROPOSED SIGN
- EXISTING SIGN
- 18" WHITE TUBULAR MARKER
- SPEED CUSHION

HDR	BIRD DRIVE TRAFFIC CALMING TEST	BIRD/WOOD RIVER DETAIL	20 0 20 40 SCALE: 1" = 40'

PROFESSIONAL ENGINEER
LICENSED
Brett A. Kohberg
18297
4/29/24
STATE OF IDAHO
BRETT A. KOHBERG



NOTES:

1. CONSTRUCT MINI ROUNDABOUT ISLAND USING TUBULAR MARKERS AND PARKING BLOCKS. PLACE DEVICES WITHIN INNER RADIUS. DIMENSIONS PROVIDED SHOW APPROXIMATE LOCATION. VERIFY LOCATION AND RADIUS MEETS PASSENGER CAR TURNING RADIUS NEEDS DURING CONSTRUCTION. MAINTAIN 18 FOOT MINIMUM CLEAR WIDTH BETWEEN FACE OF TUBULAR MARKERS AND CENTER ISLAND TEMPORARY CURBING.
2. DO NOT PLACE TUBULAR MARKERS ACROSS PRIVATE APPROACHES AND PEDESTRIAN CROSSINGS. COORDINATE WITH ADJACENT LANDOWNERS ON PLACEMENT NEAR PRIVATE APPROACHES.

W2-6
30"x30"

R6-5P
30"x30"

R1-2
36"x36"x36"

6th ST

R=30'
MAX

R=35'
MAX

19.0'

18.0'

18.3'

20.0'

R=20'
MAX

18" WHITE
TUBULAR MARKERS
5' SPACING O.C.
(TYP)

100' MINIMUM (TYP)

4th AVE

BIRD DRIVE

2'x18' WHITE STOP BAR

RELOCATE EXISTING
STOP SIGN

BUSS ELLE RD

STOP

EVERGREEN LN

WILLIAMS ST

LEGEND:

- PROPOSED SIGN
- EXISTING SIGN
- 18" WHITE TUBULAR MARKER
- 36" YELLOW TUBULAR MARKER
- SPEED CUSHION

HDR / ALTERNUM	BIRD DRIVE TRAFFIC CALMING TEST	MINI ROUNDABOUT DETAIL	20 0 20 40 SCALE: 1" = 40'

PROFESSIONAL ENGINEER
LICENSED
Brett A. Kohlhaas
18297
4/29/24
STATE OF IDAHO
BRETT A. KOHLHAAS

B

Speed Data

		Bird Drive Speed Statistics		
Date:	**Total Traffic Volume Per Week:**	**85% Speed:**	**Average Daily Traffic:**	**Speed Limit Fields:**
6.26.2014 to 7.3.2014 N Bound **	2554	21.59 mph	409	Below speed limit: 1792 (70.2%) Above: 762 (29.8%)
6.26.2014 to 7.3.2014 S Bound **	2554	21.59 mph	409	Below speed limit: 1792 (70.2%) Above: 762 (29.8%)
7.12.2016 to 7.19.2016 N Bound **	2374	23.15 mph	358	Below speed limit: 1352 (57%) Above: 1022 (43.0%)
7.12.2016 to 7.19.2016 S Bound **	2374	23.15 mph	358	Below speed limit: 1352 (57%) Above: 1022 (43.0%)
8.9.2019 to 8.16.2019 N Bound	2622	23.71 mph	376	Below speed limit: 1491 (56.9%) Above: 1131 (43.1%)
8.9.2019 to 8.16.2019 S Bound	3261	22.69 mph	477	Below speed limit: 2088 (64.0%) Above: 1173 (36.0%)
9.16.2019 to 9.23.2019 N Bound	2207	23.54 mph	313	Below speed limit: 1136 (51.5%) Above: 1071 (48.5%)
9.16.2019 to 9.23.2019 S Bound	2394	21.36 mph	344	Below speed limit: 1768 (73.9%) Above: 626 (26.1%)
***Only one counter out in 2014 & 2016*				

Count by Speed Range Report

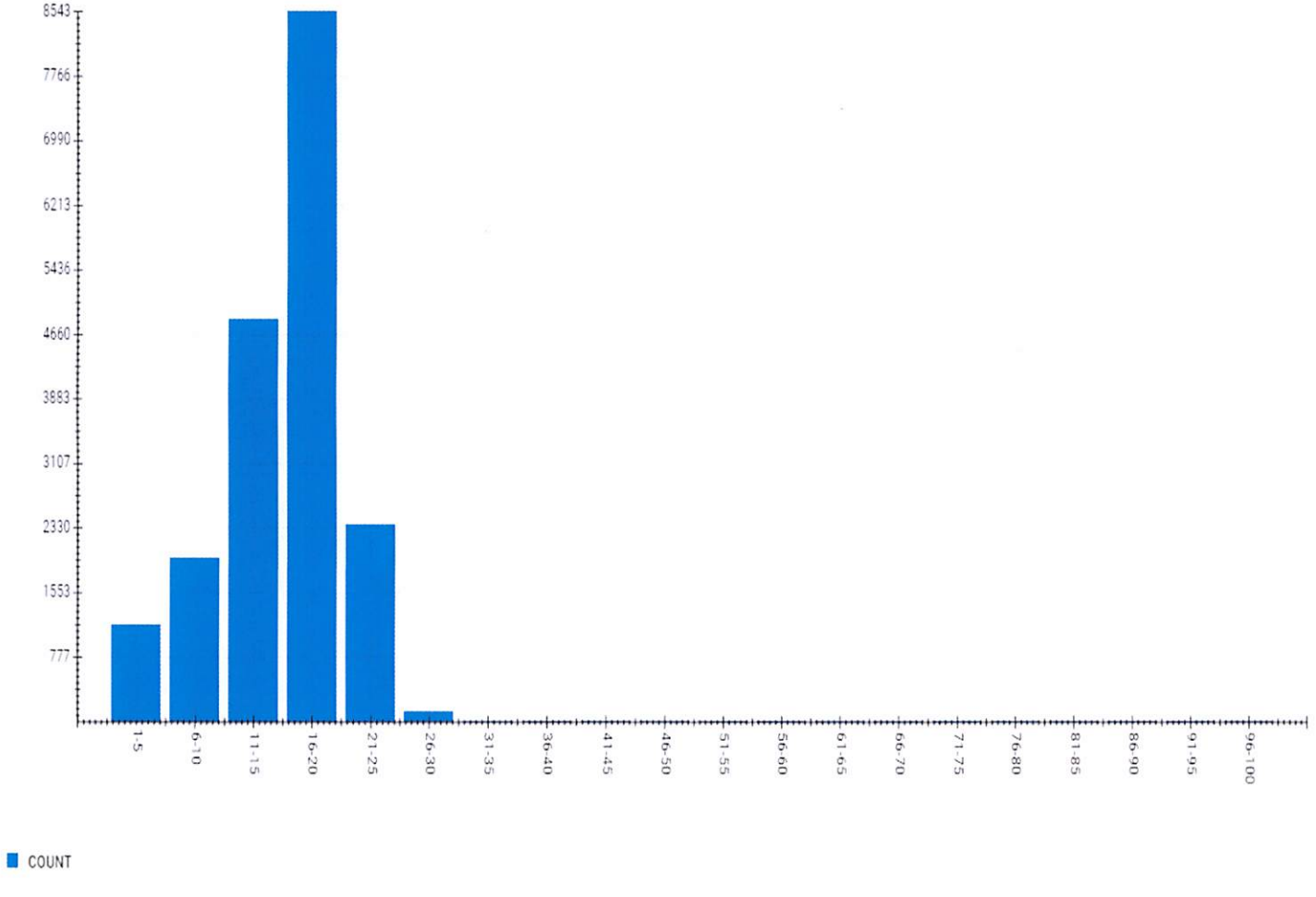
Location: Bird Drive South End

Address: Bird Drive

Report period: 2024-06-12 to 2024-09-13

Count By Speed Range

Speed (mph)	Count
1-5	1160
6-10	1972
11-15	4846
16-20	8543
21-25	2369
26-30	119
31-35	2
36-40	0
41-45	0
46-50	0
51-55	0
56-60	0
61-65	0
66-70	0
71-75	0
76-80	0
81-85	0
86-90	0
91-95	0
96-100	0
Total	19011



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Count by Speed Range Report

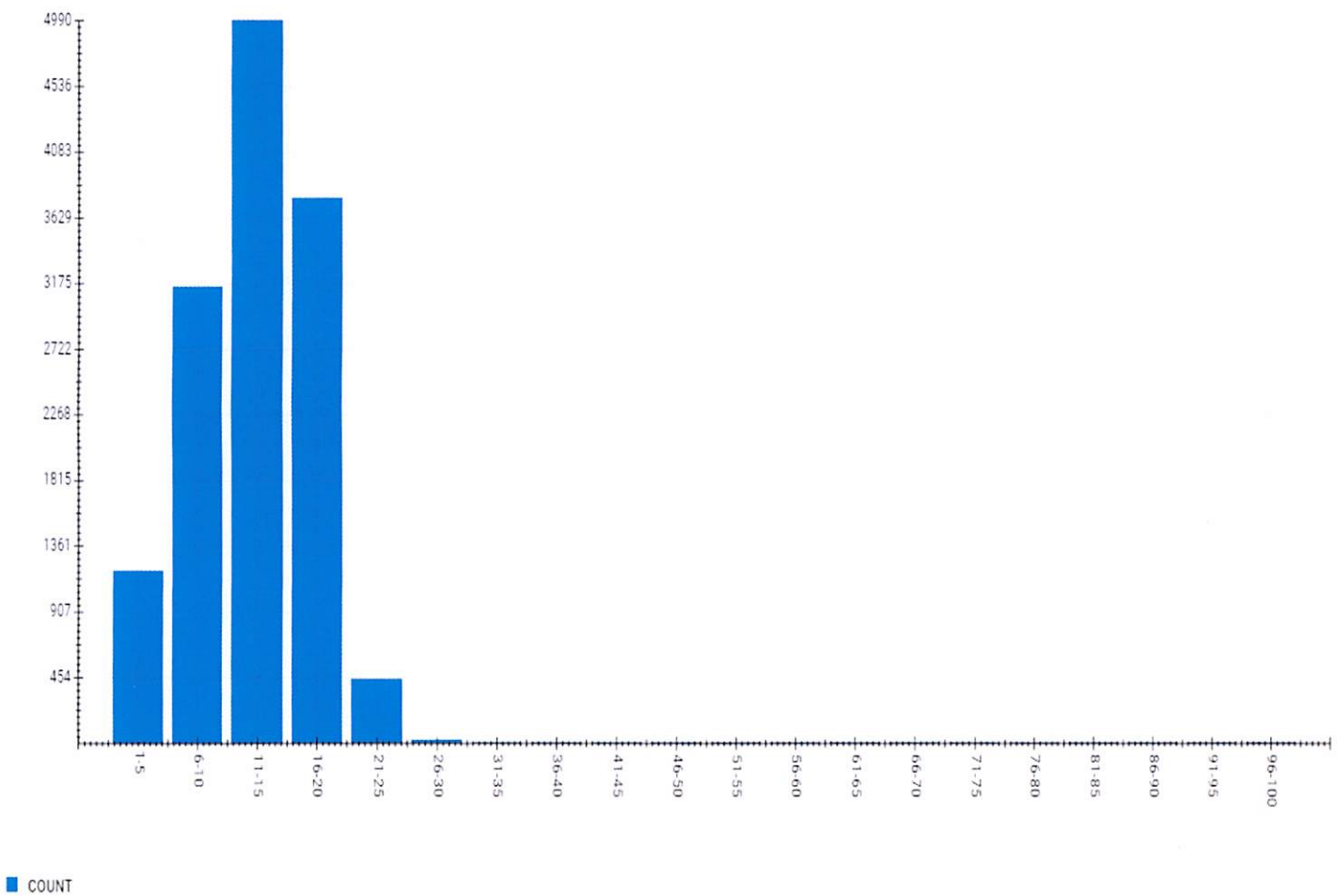
Location: 4th Avenue North

Address: 4th Avenue North

Report period: 2024-06-12 to 2024-09-13

Count By Speed Range

Speed (mph)	Count
1-5	1188
6-10	3155
11-15	4990
16-20	3763
21-25	442
26-30	24
31-35	0
36-40	0
41-45	0
46-50	0
51-55	0
56-60	0
61-65	0
66-70	0
71-75	0
76-80	0
81-85	0
86-90	0
91-95	0
96-100	0
Total	13562



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MetroCount Traffic Executive
Speed Statistics

SpeedStat-31 -- English (ENU)

Datasets:

Site:	**[Bird] Bird DR-access trail to bike path**
Attribute:	20
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	12:45 Friday, May 24, 2024 => 9:10 Friday, May 31, 2024,
Zone:	
File:	Bird 0 2024-05-31 0910.EC0 (Plus)
Identifier:	M012T69B MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:46 Friday, May 24, 2024 => 9:10 Friday, May 31, 2024 (6.85003)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1905 / 1910 (99.74%)

Speed Statistics

SpeedStat-31
Site: Bird.0.1NS
Description: **Bird DR-access trail to bike path**
Filter time: **12:46 Friday, May 24, 2024 => 9:10 Friday, May 31, 2024**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 1905
Posted speed limit = 20 mph, Exceeding = 555 (29.13%), Mean Exceeding = 22.05 mph
Maximum = 28.9 mph, **Minimum** = 6.3 mph, **Mean** = 17.8 mph
85% Speed = 21.47 mph, **95% Speed** = 23.71 mph, **Median** = 18.12 mph
12 mph Pace = 12 - 24, **Number in Pace** = 1669 (87.61%)
Variance = 14.61, **Standard Deviation** = 3.82 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - **6**	0 0.000%	0 0.000%	1905 100.0%	0.00	0.00	0.00
6 - **12**	180 9.449%	180 9.449%	1725 90.55%	0.00	0.00	0.00
12 - **19**	898 47.14%	1078 56.59%	827 43.41%	0.00	0.00	0.00
19 - **25**	781 41.00%	1859 97.59%	46 2.415%	0.00	0.00	0.00
25 - **31**	46 2.415%	1905 100.0%	0 0.000%	0.00	0.00	0.00
31 - **37**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
37 - **43**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
43 - **50**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
50 - **56**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
56 - **62**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
62 - **68**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
68 - **75**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
75 - **81**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
81 - **87**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
87 - **93**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
93 - **99**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
99 - **106**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
106 - **112**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
112 - **118**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00
118 - **124**	0 0.000%	1905 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below	Above
0	20 (PSL)	1350 70.9%	555 29.1%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-30 -- English (ENU)

Datasets:

Site:	**[Bird] south end of Bird**
Attribute:	20
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	7:34 Monday, April 8, 2024 => 7:53 Monday, April 15, 2024,
Zone:	
File:	Bird 0 2024-04-15 0754.EC0 (Plus)
Identifier:	M012T69B MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**7:35 Monday, April 8, 2024 => 7:53 Monday, April 15, 2024 (7.01284)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1914 / 1946 (98.36%)

Speed Statistics

SpeedStat-30
Site: Bird.0.1NS
Description: **south end of Bird**
Filter time: **7:35 Monday, April 8, 2024 => 7:53 Monday, April 15, 2024**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 1914
Posted speed limit = 20 mph, Exceeding = 827 (43.21%), Mean Exceeding = 22.70 mph
Maximum = 33.1 mph, **Minimum** = 6.2 mph, **Mean** = 19.0 mph
85% Speed = 23.04 mph, **95% Speed** = 25.50 mph, **Median** = 19.46 mph
12 mph Pace = 13 - 25, **Number in Pace** = 1603 (83.75%)
Variance = 17.92, **Standard Deviation** = 4.23 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - **6**	0 0.000%	0 0.000%	1914 100.0%	0.00	0.00	0.00
6 - **12**	155 8.098%	155 8.098%	1759 91.90%	0.00	0.00	0.00
12 - **19**	654 34.17%	809 42.27%	1105 57.73%	0.00	0.00	0.00
19 - **25**	971 50.73%	1780 93.00%	134 7.001%	0.00	0.00	0.00
25 - **31**	131 6.844%	1911 99.84%	3 0.157%	0.00	0.00	0.00
31 - **37**	3 0.157%	1914 100.0%	0 0.000%	0.00	0.00	0.00
37 - **43**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
43 - **50**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
50 - **56**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
56 - **62**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
62 - **68**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
68 - **75**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
75 - **81**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
81 - **87**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
87 - **93**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
93 - **99**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
99 - **106**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
106 - **112**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
112 - **118**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00
118 - **124**	0 0.000%	1914 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below	Above
0	20 (PSL)	1087 56.8%	827 43.2%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-29 -- English (ENU)

Datasets:

Site:	**[Williams] South end of Williams**
Attribute:	20mph
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	7:37 Monday, April 8, 2024 => 7:49 Monday, April 15, 2024,
Zone:	
File:	Williams 0 2024-04-15 0750.EC0 (Plus)
Identifier:	GT33RHZS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**7:38 Monday, April 8, 2024 => 7:49 Monday, April 15, 2024 (7.00792)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 972 / 974 (99.79%)

Speed Statistics

SpeedStat-29
Site: Williams.0.1NS
Description: **South end of Williams**
Filter time: **7:38 Monday, April 8, 2024 => 7:49 Monday, April 15, 2024**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 972
Posted speed limit = 20 mph, Exceeding = 222 (22.84%), Mean Exceeding = 22.83 mph
Maximum = 30.6 mph, **Minimum** = 6.4 mph, **Mean** = 17.0 mph
85% Speed = 21.36 mph, **95% Speed** = 24.38 mph, **Median** = 17.11 mph
12 mph Pace = 10 - 22, **Number in Pace** = 813 (83.64%)
Variance = 18.23, **Standard Deviation** = 4.27 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.000%	0 0.000%	972 100.0%	0.00	0.00	0.00
6 - 12	143 14.71%	143 14.71%	829 85.29%	0.00	0.00	0.00
12 - 19	494 50.82%	637 65.53%	335 34.47%	0.00	0.00	0.00
19 - 25	293 30.14%	930 95.68%	42 4.321%	0.00	0.00	0.00
25 - 31	42 4.321%	972 100.0%	0 0.000%	0.00	0.00	0.00
31 - 37	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
37 - 43	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
43 - 50	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
50 - 56	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
56 - 62	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
62 - 68	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
68 - 75	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
75 - 81	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
81 - 87	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
87 - 93	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
93 - 99	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
99 - 106	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
106 - 112	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
112 - 118	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00
118 - 124	0 0.000%	972 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below	Above
0	20 (PSL)	750 77.2%	222 22.8%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-38 -- English (ENU)

Datasets:

Site:	**[Bird nothend] access trail to bike path**
Attribute:	20mph
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	9:17 Tuesday, August 6, 2024 => 8:02 Wednesday, August 14, 2024,
Zone:	
File:	Bird nothend 0 2024-08-14 0802.EC0 (Plus)
Identifier:	GT33RHZS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:18 Tuesday, August 6, 2024 => 8:02 Wednesday, August 14, 2024 (7.94738)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2949 / 2969 (99.33%)

Speed Statistics

SpeedStat-38
Site: Bird nothend.0.1NS
Description: **access trail to bike path**
Filter time: **9:18 Tuesday, August 6, 2024 => 8:02 Wednesday, August 14, 2024**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 2949
Posted speed limit = 20 mph, Exceeding = 82 (2.781%), Mean Exceeding = 21.45 mph
Maximum = 26.8 mph, **Minimum** = 6.2 mph, **Mean** = 14.3 mph
85% Speed = 17.45 mph, **95% Speed** = 19.35 mph, **Median** = 14.20 mph
12 mph Pace = 8 - 20, **Number in Pace** = 2813 (95.39%)
Variance = 9.04, **Standard Deviation** = 3.01 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - **6**	0 0.000%	0 0.000%	2949 100.0%	0.00	0.00	0.00
6 - **12**	789 26.75%	789 26.75%	2160 73.25%	0.00	0.00	0.00
12 - **19**	1928 65.38%	2717 92.13%	232 7.867%	0.00	0.00	0.00
19 - **25**	228 7.731%	2945 99.86%	4 0.136%	0.00	0.00	0.00
25 - **31**	4 0.136%	2949 100.0%	0 0.000%	0.00	0.00	0.00
31 - **37**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
37 - **43**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
43 - **50**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
50 - **56**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
56 - **62**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
62 - **68**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
68 - **75**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
75 - **81**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
81 - **87**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
87 - **93**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
93 - **99**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
99 - **106**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
106 - **112**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
112 - **118**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00
118 - **124**	0 0.000%	2949 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below	Above
0	20 (PSL)	2867 97.2%	82 2.8%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-36 -- English (ENU)

Datasets:

Site:	**[Bird south end] South of Rember**
Attribute:	20mph
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	7:13 Tuesday, July 30, 2024 => 8:52 Tuesday, August 6, 2024,
Zone:	
File:	Bird south end 0 2024-08-06 0852.EC0 (Plus)
Identifier:	GT33RHZS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**7:14 Tuesday, July 30, 2024 => 8:52 Tuesday, August 6, 2024 (7.06865)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2800 / 2867 (97.66%)

Speed Statistics

SpeedStat-36
Site: Bird south end.0.1NS
Description: **South of Rember**
Filter time: **7:14 Tuesday, July 30, 2024 => 8:52 Tuesday, August 6, 2024**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 2800
Posted speed limit = 20 mph, Exceeding = 461 (16.46%), Mean Exceeding = 21.88 mph
Maximum = 50.0 mph, **Minimum** = 6.3 mph, **Mean** = 16.6 mph
85% Speed = 20.24 mph, **95% Speed** = 22.15 mph, **Median** = 16.89 mph
12 mph Pace = 10 - 22, **Number in Pace** = 2510 (89.64%)
Variance = 13.90, **Standard Deviation** = 3.73 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - **6**	0 0.000%	0 0.000%	2800 100.0%	0.00	0.00	0.00
6 - **12**	381 13.61%	381 13.61%	2419 86.39%	0.00	0.00	0.00
12 - **19**	1594 56.93%	1975 70.54%	825 29.46%	0.00	0.00	0.00
19 - **25**	796 28.43%	2771 98.96%	29 1.036%	0.00	0.00	0.00
25 - **31**	28 1.000%	2799 100.0%	1 0.036%	0.00	0.00	0.00
31 - **37**	0 0.000%	2799 100.0%	1 0.036%	0.00	0.00	0.00
37 - **43**	0 0.000%	2799 100.0%	1 0.036%	0.00	0.00	0.00
43 - **50**	0 0.000%	2799 100.0%	1 0.036%	0.00	0.00	0.00
50 - **56**	1 0.036%	2800 100.0%	0 0.000%	0.00	0.00	0.00
56 - **62**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
62 - **68**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
68 - **75**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
75 - **81**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
81 - **87**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
87 - **93**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
93 - **99**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
99 - **106**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
106 - **112**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
112 - **118**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00
118 - **124**	0 0.000%	2800 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below	Above
0	20 (PSL)	2339 83.5%	461 16.5%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-37 -- English (ENU)

Datasets:

Site:	**[Williams south end] south of Rember**
Attribute:	20mph
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	7:20 Tuesday, July 30, 2024 => 8:57 Tuesday, August 6, 2024,
Zone:	
File:	Williams south end 0 2024-08-06 0857.EC0 (Plus)
Identifier:	M014J2YR MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**7:21 Tuesday, July 30, 2024 => 8:57 Tuesday, August 6, 2024 (7.06689)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1777 / 1811 (98.12%)

Speed Statistics

SpeedStat-37
Site: Williams south end.0.1NS
Description: **south of Rember**
Filter time: **7:21 Tuesday, July 30, 2024 => 8:57 Tuesday, August 6, 2024**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 1777
Posted speed limit = 20 mph, Exceeding = 40 (2.251%), Mean Exceeding = 21.61 mph
Maximum = 25.9 mph, **Minimum** = 6.3 mph, **Mean** = 13.7 mph
85% Speed = 16.92 mph, **95% Speed** = 18.90 mph, **Median** = 13.65 mph
12 mph Pace = 8 - 20, **Number in Pace** = 1687 (94.94%)
Variance = 9.88, **Standard Deviation** = 3.14 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - **6**	0 0.000%	0 0.000%	1777 100.0%	0.00	0.00	0.00
6 - **12**	623 35.06%	623 35.06%	1154 64.94%	0.00	0.00	0.00
12 - **19**	1052 59.20%	1675 94.26%	102 5.740%	0.00	0.00	0.00
19 - **25**	101 5.684%	1776 99.94%	1 0.056%	0.00	0.00	0.00
25 - **31**	1 0.056%	1777 100.0%	0 0.000%	0.00	0.00	0.00
31 - **37**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
37 - **43**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
43 - **50**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
50 - **56**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
56 - **62**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
62 - **68**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
68 - **75**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
75 - **81**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
81 - **87**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
87 - **93**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
93 - **99**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
99 - **106**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
106 - **112**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
112 - **118**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00
118 - **124**	0 0.000%	1777 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

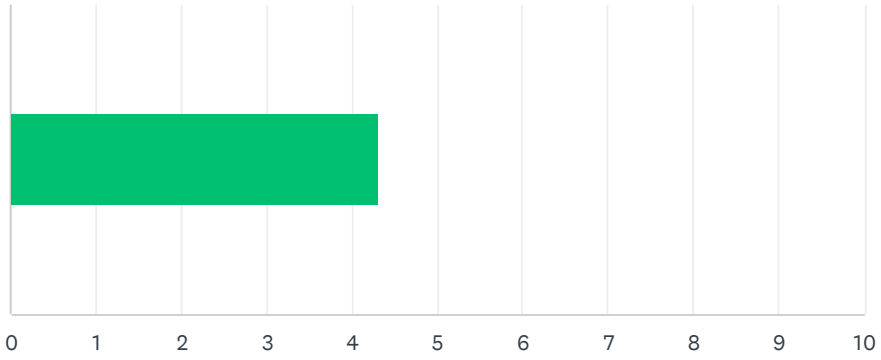
	Limit	Below	Above
0	20 (PSL)	1737 97.7%	40 2.3%

C

Public Involvement Summary

Q1 Did you feel safer at this intersection over the summer? (fewer tubular markers installed)

Answered: 36 Skipped: 0



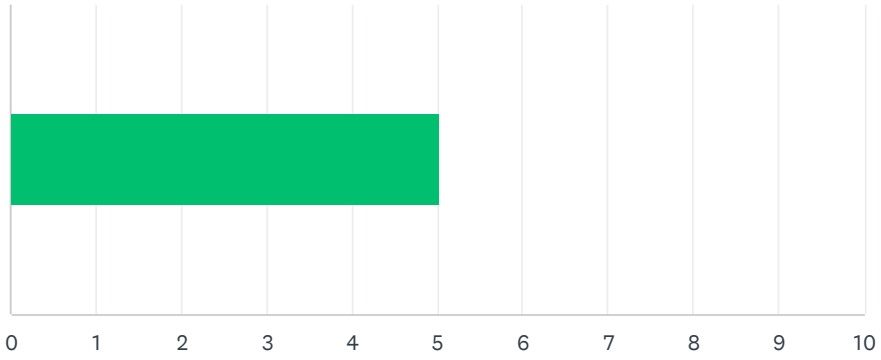
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	155	36
Total Respondents: 36			

#		DATE
1	10	9/27/2024 1:17 PM
2	5	9/26/2024 10:01 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:31 AM
5	1	9/23/2024 7:25 PM
6	0	9/23/2024 5:03 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:53 PM
9	8	9/20/2024 6:39 PM
10	5	9/20/2024 7:20 AM
11	9	9/20/2024 6:40 AM
12	5	9/20/2024 6:25 AM
13	10	9/20/2024 3:27 AM
14	2	9/20/2024 2:03 AM
15	0	9/19/2024 4:10 PM
16	5	9/19/2024 3:48 PM
17	5	9/18/2024 5:46 PM
18	5	9/18/2024 5:39 PM
19	8	9/18/2024 3:25 PM

20	0	9/18/2024 10:24 AM
21	10	9/18/2024 9:23 AM
22	0	9/18/2024 7:39 AM
23	0	9/17/2024 9:36 PM
24	1	9/17/2024 8:34 PM
25	6	9/17/2024 8:20 PM
26	2	9/17/2024 8:00 PM
27	0	9/17/2024 6:11 PM
28	8	9/17/2024 5:46 PM
29	10	9/17/2024 5:41 PM
30	6	9/17/2024 5:21 PM
31	1	9/17/2024 4:59 PM
32	5	9/17/2024 4:53 PM
33	6	9/17/2024 4:52 PM
34	0	9/17/2024 4:52 PM
35	9	9/17/2024 4:44 PM
36	0	9/17/2024 4:42 PM

Q2 Did Bird Drive feel safer over the summer? (slower speeds due to speed humps and mobile speed reader)

Answered: 34 Skipped: 2



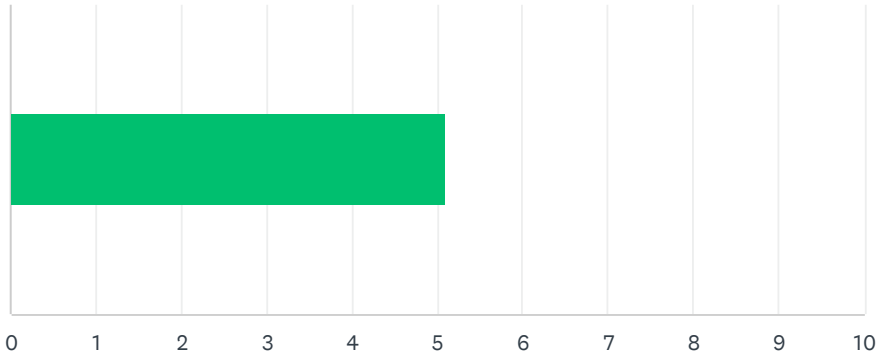
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	171	34
Total Respondents: 34			

#		DATE
1	10	9/27/2024 1:17 PM
2	7	9/26/2024 10:02 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:31 AM
5	7	9/23/2024 7:25 PM
6	0	9/23/2024 5:04 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:54 PM
9	5	9/20/2024 6:40 PM
10	9	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12	5	9/20/2024 6:26 AM
13	8	9/20/2024 3:28 AM
14	2	9/20/2024 2:03 AM
15	5	9/19/2024 4:10 PM
16	5	9/18/2024 5:47 PM
17	5	9/18/2024 5:39 PM
18	8	9/18/2024 3:26 PM
19	5	9/18/2024 10:25 AM

20	10	9/18/2024 9:23 AM
21	5	9/18/2024 7:39 AM
22	0	9/17/2024 9:37 PM
23	1	9/17/2024 8:34 PM
24	0	9/17/2024 8:20 PM
25	2	9/17/2024 8:01 PM
26	8	9/17/2024 5:46 PM
27	10	9/17/2024 5:42 PM
28	8	9/17/2024 5:21 PM
29	0	9/17/2024 5:00 PM
30	8	9/17/2024 4:53 PM
31	3	9/17/2024 4:53 PM
32	5	9/17/2024 4:52 PM
33	8	9/17/2024 4:44 PM
34	0	9/17/2024 4:42 PM

Q3 Did Williams Street feel safer over the summer? (slower speeds due to new speed hump installations)

Answered: 34 Skipped: 2



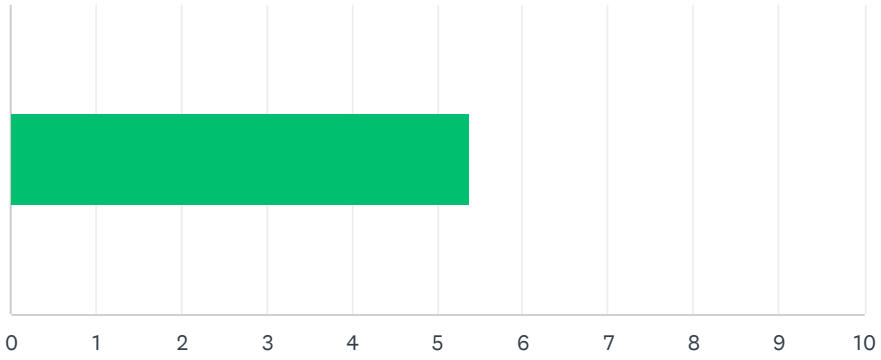
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	173	34
Total Respondents: 34			

#		DATE
1	10	9/27/2024 1:17 PM
2	5	9/26/2024 10:02 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:31 AM
5	6	9/23/2024 7:25 PM
6	0	9/23/2024 5:04 PM
7	8	9/22/2024 8:57 PM
8	5	9/20/2024 7:54 PM
9	5	9/20/2024 6:40 PM
10	10	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12	5	9/20/2024 6:26 AM
13	9	9/20/2024 3:28 AM
14	4	9/20/2024 2:03 AM
15	5	9/19/2024 4:10 PM
16	5	9/18/2024 5:47 PM
17	5	9/18/2024 5:39 PM
18	5	9/18/2024 3:26 PM
19	5	9/18/2024 10:25 AM

20	10	9/18/2024 9:23 AM
21	5	9/18/2024 7:39 AM
22	0	9/17/2024 9:37 PM
23	2	9/17/2024 8:34 PM
24	0	9/17/2024 8:20 PM
25	2	9/17/2024 8:01 PM
26	8	9/17/2024 5:46 PM
27	10	9/17/2024 5:42 PM
28	6	9/17/2024 5:21 PM
29	0	9/17/2024 5:00 PM
30	5	9/17/2024 4:53 PM
31	5	9/17/2024 4:53 PM
32	5	9/17/2024 4:52 PM
33	9	9/17/2024 4:44 PM
34	0	9/17/2024 4:42 PM

Q4 Did you feel safer at the 6th & Bird intersection (the roundabout) over the summer? (no changes year over year)

Answered: 34 Skipped: 2



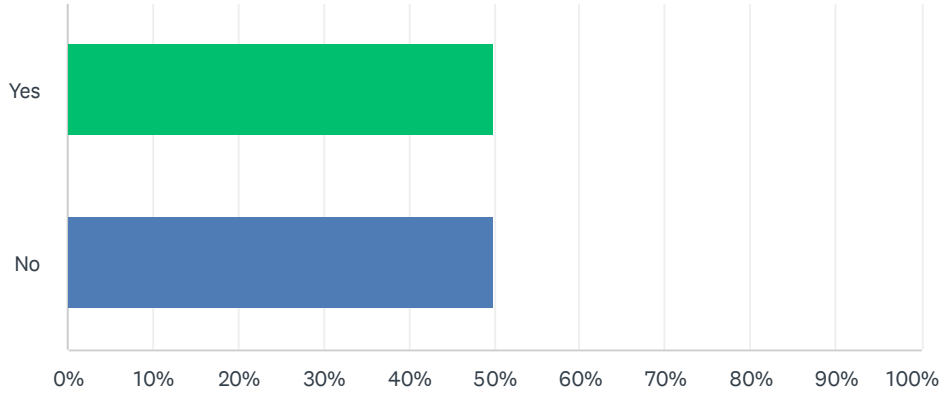
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	183	34
Total Respondents: 34			

#		DATE
1	10	9/27/2024 1:17 PM
2	1	9/26/2024 10:02 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:32 AM
5	1	9/23/2024 7:26 PM
6	0	9/23/2024 5:13 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:54 PM
9	9	9/20/2024 6:40 PM
10	10	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12	5	9/20/2024 6:26 AM
13	10	9/20/2024 3:28 AM
14	6	9/20/2024 2:04 AM
15	7	9/19/2024 4:11 PM
16	2	9/18/2024 5:47 PM
17	0	9/18/2024 5:39 PM
18	6	9/18/2024 3:26 PM
19	0	9/18/2024 10:25 AM

20	10	9/18/2024 9:23 AM
21	3	9/18/2024 7:39 AM
22	0	9/17/2024 9:37 PM
23	0	9/17/2024 8:34 PM
24	10	9/17/2024 8:21 PM
25	10	9/17/2024 8:01 PM
26	9	9/17/2024 5:46 PM
27	10	9/17/2024 5:42 PM
28	9	9/17/2024 5:21 PM
29	0	9/17/2024 5:00 PM
30	10	9/17/2024 4:53 PM
31	8	9/17/2024 4:53 PM
32	0	9/17/2024 4:53 PM
33	6	9/17/2024 4:44 PM
34	9	9/17/2024 4:42 PM

Q5 Ultimately, do you feel the 2nd year of the program was a success?

Answered: 34 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	50.00%	17
No	50.00%	17
TOTAL		34

Q6 Please share any additional thoughts or feedback here:

Answered: 30 Skipped: 6

#	RESPONSES	DATE
1	TY for getting people to slow down. I feel *so much safer* especially with my kids on bikes and when I'm running on the roads. I know that for some these efforts are a "nuisance" but getting hit by a car is worse :)	9/27/2024 1:18 PM
2	If anything, I felt less safe.	9/24/2024 9:29 AM
3	speeding is not the primary problem. Lack of sidewalks, combined with parking on both sides of the street is the problem. The construction activity and worker parking leaves no safe haven for pedestrians, or for through traffic! Next year, lets prohibit parking on one side of the street to provide pedestrians a safe corridor.	9/24/2024 7:36 AM
4	No need for roundabout. No need for white markers at Wood River Dr by Penney's Speed bumps ok but how about asphalt ones like the ones by Hemingway school	9/23/2024 7:31 PM
5	I feel the roundabout has created a dangerous situation for pedestrians. There is not enough room for cars and pedestrians at the same time. leaving my neighborhood in the pines has also become more dangerous as cars driving south are hard to see. I feel the area is way to tight for a roundabout	9/23/2024 5:13 PM
6	This summer along with last summer I have felt that the roundabout on 6th st and 4th ave has not only been unnecessary but also more dangerous. The roundabout pushes cars out to the edges of the intersection leaving no room for pedestrians and dogs. My dog has almost been hit twice because of this. It is frustrating to say the least, especially because it is completely unnecessary for a roundabout to be there. If there were accidents and/or pedestrian injuries at the intersection I would back this solution, but as far as I know there has not been enough evidence to conclude that a roundabout will help the flow of traffic and help keep pedestrians safe. I believe it hinders both.	9/20/2024 8:00 PM
7	Because of the heavy construction on Bird Dr...the traffic calming project did not get much of test. Recommend continuing the project through the finish of the building spurt	9/20/2024 6:43 PM
8	as indicated, i liked the summer traffic calming features in West Ketchum, especially the roundabout.	9/20/2024 6:43 AM
9	IMO a silly program. Questions assume we felt unsafe and I did not. A huge waste of material and substantial carbon footprint to manufacture and maintain. Enforce the law and issue speeding tickets if needed.	9/20/2024 6:31 AM
10	Have lived in the neighborhood for over 30 years and we really appreciate the calming project.	9/20/2024 3:29 AM
11	Mixed opinions. The traffic circle is good and reduces some confusion and cars nosing into the intersection. However, I saw at least 2 drivers and a cyclist drive the wrong way through the round about. Speed bumps on Bird are probably a good thing. Narrowing the intersection at Bird and Wood River Drive has made the intersection more dangerous. The turn is much narrower now and drivers at the Bird stop sign often are positioned too far in the road for other vehicles to turn onto Bird. Also, bikes and pedestrians go outside the markers which I'm not sure is the intent. I think painting the preferred 'routes' would be more effective and less dangerous than the plastic fingers, not to mention paint would be a LOT less ugly. You've add too many signs and signs warning of upcoming signs to the point where you've negatively affected neighborhood character. Now a 1/3 mile stretch of Bird Dr. has more signage than all of Main Street. You've just gone way overboard and executed what seems good on paper without physically looking at the visual impact.	9/19/2024 4:21 PM
12	Suggest lowering all west Ketchum speed limits to 15. I could drive over speed bumps without reducing my speed at 20 so don't consider them a factor in getting people to slow down. How about a 4 way stop at 6th and Bird? Can a sidewalk continue all the way down 6th?	9/18/2024 5:51 PM
13	Please don't put the round about in. Lower the speed limit first, 20 is to fast. People now drive	9/18/2024 5:48 PM

	20 through the round about (heading down 4th and now it is more dangerous, particularly for folks coming out of The Pines) and over the speed bumps on Bird. There has to be a better option, extend the side walks down sixth to fourth. Make it a 4 way stop but don't put in the round about.	
14	I thought this summer's program was great. The few times that cars seemed to be going too fast were drivers headed south on the south end of Bird Drive. It would be nice to have the speed reader on the other side of the road for those drivers - I wonder if once they have already been over the speed bumps, they feel like they're on the home stretch and speed up on the straightaway. I think the location of speed bumps around the bike path entrance worked well, and I actually kind of liked that you could drive between them because it mimicked the pinchpoints of last year, so you have the choice of either slowing down to go down the middle, or slowing down and going over the bump. I think the narrowing a Bird and Wood River is helpful, but it is unsightly (especially at night when all the reflectors are glaring in your face as a driver). Also some drivers just drive over the barricades and it's quite loud. It would be nice to see a long term solution at this intersection that's less industrial, and we still need to solve the issue of drivers ripping around the blind corner on Wood River Drive just west of the intersection with Bird Dr. I don't travel on Williams often, so can't speak to the program's effectiveness on that street.	9/18/2024 3:34 PM
15	My above answer would be NEUTRAL if you had offered that option, because: 1. I thought the speed humps were useful, although I would include even more of those. 2. I found the roundabout made dog walking MORE difficult because cars and people don’t really fit in parts of the circle, so we often had to let cars go before we could proceed.	9/18/2024 10:26 AM
16	Much improvement	9/18/2024 9:24 AM
17	Sorry but we don't feel it necessary and it's unattractive	9/18/2024 7:41 AM
18	Please DO NOT put that round-a-bout at the bottom of 6th ever again …it is a hazard to both pedestrians and automobile drivers!	9/17/2024 9:39 PM
19	Speeders will speed. complainers will complain. You wasted a significant amount of time and money on <2% of the people who live in the area. while you left the "throttle" and e-bike "no pedalers totally speeding dangerously on the WR Trail. the WR Trail was MUCH MUCH more dangerous than Bird..... and you allowed them to run wild through out the summer and particularly from mid june to AUgust 1. we had to totally avoid the walking path. Plus they were totally rude and did not yield to walkers and animals. Behavior on the path was a total disgrace -- yet you did nothing. we saw Path Police 3 times all summer. put your focus where the REAL problem is. there were so few people speeding and complaining on BIrd -- but you went totally overboard and did not read and use the actual statistics. Leave Bird alone --- focus on the real problem -- 40 MPH "motorcycle-type vehicles on the path?	9/17/2024 8:40 PM
20	Speed bumps were pointless. Too far apart between humps both along street and between the bumps themselves (can drive between some of them) and not high enough to have an impact. Although I don’t feel humps are the answer at all.	9/17/2024 8:22 PM
21	Once some got used to the speed bumps they just sped right through or around. More and bigger bumps are needed and they should be permanent year round.	9/17/2024 8:03 PM
22	Please trim the tree branches that block the speed limit signs on the south end of Bird Drive !	9/17/2024 5:47 PM
23	Speed on 6th between 2nd and Bird still too high. No one on 6th stops for peds, bike etc. crossing from 3rd to the trail. Traffic on 3rd rips toward 6th slamming on the brakes at the 3rd/6th stop sign. Jerks! Speed bumps? Yep!	9/17/2024 5:47 PM
24	The speed bumps on Bird were effective, as well as the speed camera check. Perhaps consider adding a speed bump further south on Bird as the speeds pick up. A side benefit of the speed check was that Mayor Bradshaw was clocked several times a nearly 4mph while walking his dog!	9/17/2024 5:24 PM
25	The intersection of Bird and Wood River Dr. was MORE dangerous than before. Not enough space for traffic to flow.	9/17/2024 5:01 PM
26	The roundabout a 6th is unnecessary... very little traffic there . Very seldom do I encounter any cars in the roundabout and I drive twice daily at a minimum. The old stop sign more effective. plus stop sign at Buss Elle location dangerous... to stop at stop sign you can't see traffic coming from your left.	9/17/2024 4:56 PM

27	I was against speed bumps but they worked well. The southern most ones were spaced too far apart so you could drive between. Still worked well except for speeding locals. I am happy we don't have them right outside our house though cause they are loud when trailers go over. Intersection at Bird and WR dr does not feel safer. Hard to see when turning off Bird and people drive WR dr. Fast still	9/17/2024 4:55 PM
28	Way too much summer construction going on with far too many trucks impacting all of our lives, animals and peace and quiet.	9/17/2024 4:55 PM
29	This is Gina Poole. Great job over all. However, I hear from neighbors that there is still an big with the sharp corner on Wood River Dr as you head west just after Bird Dr. The corner where residents have put up their own handmade slowdown signs on sawhorses, etc. One neighbor was in a head-on crash there that totaled her vehicle. PLEASE do something next year on that corner. THANK YOU for your efforts.	9/17/2024 4:48 PM
30	The extra signage is necessary and just annoying. Any permanent solution should not include so much signage.	9/17/2024 4:45 PM

SCOPE OF SERVICES

Project Description

The purpose of this project is to evaluate and develop a traffic control scheme in Downtown Ketchum, Idaho (City). Under this scope of work (SOW), HDR will evaluate intersections in Ketchum's downtown core to evaluate their potential for two-way stop, four-way stop or no intersection control. The study will create a report that will guide the City in implementing a traffic control scheme that meets the needs of the residents.

The scope narrative is organized by the following tasks:

- Task 100 Project Management
- Task 200 Data Collection
- Task 300 Signing Analysis
- Task 400 Additional Improvements
- Task 500 Report

Key Understandings

1. The City is the agreement administrator, and the project is funded by the City. State and Federal funds will not be used.
2. The SOW assumes a ten (10) month duration for budgeting purposes based on an NTP of April 15, 2025.
3. The City will provide public outreach activities, develop the necessary public outreach materials and conduct any in person or virtual meetings.
4. In providing opinions of probable construction cost for the project, HDR has no control over cost or price of labor and materials, unknown or latent conditions of existing equipment or structures that might affect operation or maintenance costs, competitive bidding procedures and market conditions, time or quality of performance by operating personnel or third parties, and other economic and operational factors that might materially affect the ultimate cost or schedule. HDR, therefore, will not warranty project costs will not vary from HDR's opinions, analyses, projections, or estimates.
5. No traffic operations evaluation will be conducted with this SOW.
6. All deliverables are in PDF format unless noted otherwise.

100 PROJECT MANAGEMENT

110 Project Initiation and Project Management Plan

HDR will set up the project files and accounting system, as well as prepare a Project Management Plan for use by the project team, including the City. The plan will include key project information such as communication protocols, contact information for key team members, project schedule, project delivery process, quality control procedures and will be updated as needed during the project development process.

Deliverables

- Project Management Plan (information only, no review)

120 Project Team Meetings

One (1) kick-off meeting will be held in person at a location determined by the City. Four (4) project team meetings will be conducted throughout the duration of the project. Team meetings will be held via conference call to review project status and address questions with the City.

HDR will create the agenda for the meetings and provide meeting minutes to the City for distribution to the project team and key stakeholders.

Assumptions

- For budgeting purposes two (2) HDR staff members will attend the kick-off meeting, and the travel day is assumed to be eight (8) hours for each HDR staff member.
- Project Team meetings are anticipated to be virtual and last one (1) hour, including preparing meeting minutes.
- For budgeting purposes four (4) team meetings are assumed for the project duration and two (2) HDR staff members will attend each project team meeting.

Deliverables

- Kick off meeting's agenda and minutes
- Project Team meetings agendas and minutes

130 Status Calls

Status calls between the HDR PM and the City PM will be scheduled as needed throughout the duration of the project to coordinate project status and needs. The HDR PM will coordinate the necessary updates and action items for the calls.

Assumptions

- Status calls will be scheduled as necessary.
- For budgeting purposes one (1) status call is assumed each month of the project and each call will last one hour (1).

Deliverables

- Action Item List - via email, if necessary

140 Project Administration, Progress Reports and Invoicing

HDR will staff and manage a project team to provide project deliverables and manage the budget and schedule. Monthly progress reports and invoices will meet the City's requirements. HDR will submit invoices to the City.

Deliverables

- Ten (10) Monthly Invoice and Progress Reports - including labor and expense backup

150 City Council and Traffic Authority Meetings

HDR will attend up to two (2) Ketchum Traffic Authority (KTA) meetings to present findings or seek feedback from that committee. HDR will attend up to two (2) City Council meetings to support City staff in getting feedback, and achieving approval of the Final Report, Signing Scheme and other deliverables outlined in the tasks below.

Assumptions

- KTA meetings will be attended virtually by two (2) HDR staff members, the project manager and analysis staff member.
- One (1) City Council Meeting will be attended virtually, and one (1) City Council Meeting will be attended in person. For budgeting purposes, one (1) HDR staff member will attend the meetings.
- HDR will make up to two (2) PowerPoint presentations to support staff, one (1) for a KTA meeting and one (1) for a City Council meeting.

Deliverables

- PowerPoint Presentations

200 Data Collection

210 Initial Data Collection

HDR will collect, review and summarize for each intersection the following data in a technical memo:

- Roadway functional classifications
- Posted speeds
- Curb-to-curb widths at crosswalks
- Number of travel lanes
- Distance to nearest stop-controlled intersection
- Reported crashes
- Adjacent land use
- Adjacent parking presence and configuration
- Description of the vertical approach geometry

Assumptions

- Up to sixty (60) intersections are assumed to be analyzed with this scope of work.
- The City will provide the following
    - Current right-of-way information in GIS
    - Current stop sign and speed limit locations in GIS
    - Current aerial images for area of study
    - Any planned development in the area
- The City will deliver the draft existing conditions memo to the project team and gather comments into one (1) consolidated set of comments.
- All conflicting comments will be resolved by the City's project manager.
- One (1) concurrent review of the draft memo will be completed by project team members.

Deliverables

- Draft Existing Conditions Memo

220 Secondary Data Collection

HDR will review the existing stop sign configuration and identify locations where all-way stop control exists and where potential all-way stop control could be implemented. HDR will provide the City the list of intersections and the City will acquire traffic counts at the identified intersections for use in Task 300.

HDR will revise the Draft Existing Conditions Memo based on comments received. HDR will then add the secondary data collection to the memo and submit a Final Existing Conditions Memo.

Assumptions

- For budgeting purposes, thirty (30) intersections are assumed to be identified for further data collection.
- Traffic counts will be twelve (12) hour directional counts at each intersection. The counts will summarize the combined motor vehicle, bicycle and pedestrian volumes entering the intersections from both the minor and major street approaches.
- Traffic count bins will be no larger than one (1) hour and no less than fifteen (15) minutes for ease of analysis.
- At a minimum, the City will collect traffic counts during the summer peak period and, at the City's discretion, during off-peak times.
- The City will collect traffic counts using City owned traffic counters and will provide the post processing to summarize the counts into bins.

Deliverables

- Final Existing Conditions Memo

300 Signing Analysis

310 Stop Sign Analysis

HDR will develop a matrix and scoring criteria to evaluate each intersection in the Study Area. HDR will share the matrix and criteria with the City for comment and acceptance prior to beginning the analysis. The study intersections will then be evaluated against the matrix for potential modification of the intersection traffic control. HDR will evaluate the existing and potential all-way stop control intersections identified in the previous tasks using MUTCD all-way stop control warrants found in Section 2B of the 2023 MUTCD.

HDR will then develop a graphic showing proposed stop sign schemes based on the results of the intersection evaluation.

Assumptions

- The study area is shown in **Figure 1** below.
- Intersections on Main Street (SH-75) are not included in this evaluation.
- The additional intersections identified in Task 220 will be analyzed for all-way stop control warrants
    - MUTCD Section 2B.12: "The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection."
- HDR will evaluate all-way stop control locations during the peak season. If budget allows and at the discretion of the City, HDR may evaluate select intersections with off-peak counts. HDR and the City will coordinate the remaining budget and schedule after the all-way stop control intersections have been evaluated using peak period counts.

Deliverables

- Draft Evaluation Matrix
- Final Evaluation Matrix (To be included in Final Report)

Figure 1. Study Area

320 Proposed Stop Sign Scheme

Using the information analyzed in previous tasks, HDR will develop up to three (3) stop sign scheme graphics in GIS for evaluation by the project team: one (1) No Build and up to two (2) build alternatives. The No Build alternative will show the existing locations with no modifications. The other alternatives will be developed using the data collected in the previous tasks. HDR will develop a qualitative screening methodology that the project team will use to jointly score the alternatives. The project team will meet to select the preferred alternative, with modifications if necessary. HDR will finalize the stop sign scheme graphic for inclusion into the final report.

Assumptions

- The City will deliver the stop sign scheme graphics to the project team and gather scores and comments into one (1) consolidated set.

- **Deliverables**
- Draft Stop Sign Scheme Graphic (To be included in Draft Report)
- Final Stop Sign Scheme Graphic (To be included in Final Report)

400 Additional Improvements

410 Additional Improvements

HDR will review the projects map from the 2021 City of Ketchum Master Transportation Plan and update where potential bulb-outs could be beneficial for improving pedestrian crossings at the study intersections. HDR and the City will work jointly to identify intersection locations where additional improvements to improve pedestrian/bicyclist and transit mobility, and safety could be evaluated. Potential improvements include:

- Rectangular Rapid Flashing Beacons (RRFB's) crossings
- Signing and pavement marking modifications
- Bulb-outs or pedestrian islands
- Raised intersections
- Improved bus stops

HDR will develop a project list and conceptual layouts of recommendations and prepare Opinion of Probable Costs. HDR will attend a coordination meeting with the City and the consultant conducting the bike infrastructure study for the City.

Assumptions

- HDR will investigate up to ten (10) intersections for additional improvements
- HDR will use criteria developed by the Ada County Highway District (ACHD) to evaluate RRFB placement as no national standards exist for the RRFB warrants.
- HDR will create conceptual plan-view graphics of intersection improvements for up to five (5) intersections.
- Only intersection improvements will be considered, no improvements between intersections or network evaluations will be considered.
- One (1) coordination meeting will be held to coordinate improvements with the bike study consultant. Two (2) HDR staff are assumed to attend a virtual meeting assumed to last one (1) hour.

Deliverables

- Draft Project List and Opinion of Probable Costs (To be included in the Draft Report)
- Final Project List and Opinion of Probable Costs (To be included in the Final Report)

500 Report

510 Report

HDR will prepare a Draft Study Report for the stop sign study documenting the process and results of the previous project tasks leading to the development of the preferred Stop Sign Scheme alternative and list of additional improvement projects. The City will provide comments on the draft report and provide one (1) consolidated set of comments to HDR. HDR will develop a comment response matrix and resolve the comments with the City prior to developing a final study report.

Assumptions

- The City will deliver the draft report to the project team and gather comments into one (1) consolidated set of comments.
- All conflicting comments will be resolved by the City's project manager.
- One (1) concurrent review of the draft Report will be completed by project team members.

Deliverables

- Draft Study Report
- Comment Response Matrix
- Final Study Report