



# Linder Avenue, Main Street, 3<sup>rd</sup> Street Roundabout & Pedestrian Improvements

Open House • May 29, 2014

## Project description

- Construct a single-lane roundabout at the Linder Avenue, Main Street and 3rd Street intersection.
- Include sidewalks and bicycle facilities at intersection.
- Construct sidewalks on the south side of 2nd Street between Linder Avenue and Avenue C, and on the north between Linder Avenue and just west of Avenue A.
- Add an enhanced pedestrian crossing at 2nd Street and Linder Avenue, and a crosswalk at 4th Street and Linder Avenue.
- Main Street will include sharrows at the roundabout. Sharrows are pavement markings that designate a shared travel lane for bicyclists and motorists.

## Project Purpose

- Improve safety
- Enhance mobility
- Accommodate future traffic volumes

## Frequently Asked Questions

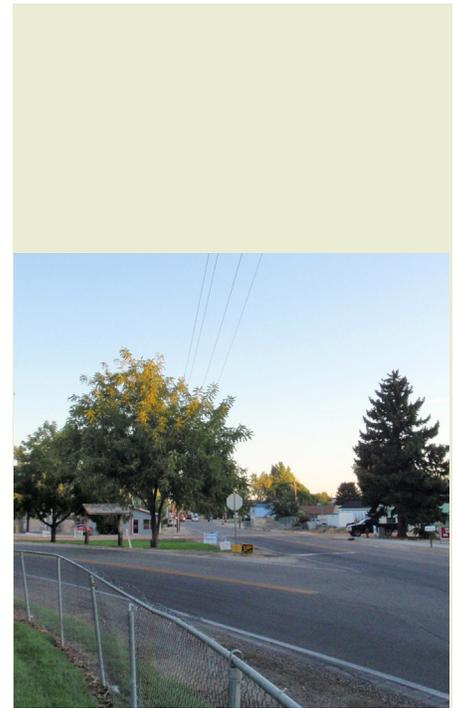
### Where did the idea for this project come from?

The Linder/Main/3rd Roundabout project was the top priority for the Kuna City Council from the Kuna Downtown Corridor Plan.

Adopted in 2012, the downtown plan was the result of ACHD and the City of Kuna working with the community to develop a plan to identify how residents and visitors get to, through and around the downtown using all modes of travel. The plan identified projects and priorities for intersections; pedestrian, bicycle, and transit facilities; and truck routes.

### When is construction scheduled?

Construction is scheduled for 2016.



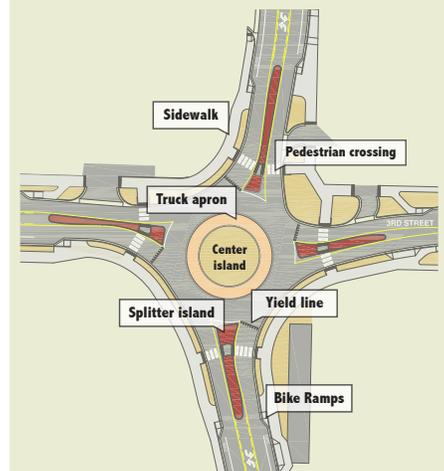
## Your Comments

- All displays and handouts will be posted to [www.achdidaho.org](http://www.achdidaho.org) for review and comment.
- Comments are due by June 12, 2014.

## More Information

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OVER

# Roundabout Safety

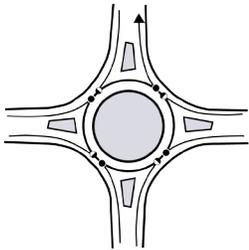
Roundabouts significantly reduce the most severe intersection accidents — angle and head-on collisions.

When compared to two-way stop controlled intersections, roundabouts have a...

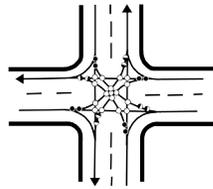
**44%**  
reduction  
in crashes of all types

**82%**  
reduction  
in injury and fatal crashes

## Fewer user conflicts



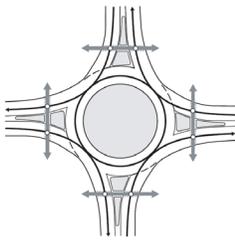
Traditional Roundabout  
8 conflict points



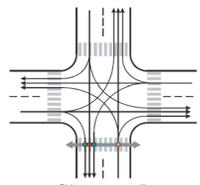
Traditional Intersection  
32 conflict points

- Diverging
- ⦿ Merging
- Crossing

## Fewer pedestrian conflicts



Traditional Roundabout  
8 conflict points



Traditional Intersection  
16 conflict points

- Right turn on green conflict
- Red light running conflict
- Left turn on green conflict
- Red light running or right turn on red conflict

\* Statistics and graphics from the National Cooperative Highway Research Program (NCHRP), Report 672

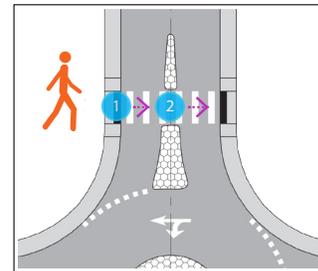


## Bicyclists Safety

- Bikes and vehicles travel at similar speeds, which increases safety for bicyclists
- Roundabouts have fewer high-speed conflict points than a traditional intersection
- Simplified turning maneuvers

## Two-stage crossing = pedestrian safety

A pedestrian crossing at a traffic signal must watch for vehicles turning right or left on green, vehicles turning right on red, and vehicles running the red light, which often occurs at high speeds.



- 1 When clear, cross to the splitter island
- 2 Wait in the splitter island until roadway is clear and cross to the opposite side.

- Pedestrians cross the street in two stages, one lane at a time.
- At each stage the pedestrian only has to look in one direction to cross the street.

## Roundabouts and large vehicles

- Roundabouts are designed to accommodate large vehicles, providing a wider turning radius for semitrucks and other long vehicles.
- A “truck apron” on the edge of the center island allows large trucks and trucks with trailers to maneuver through a roundabout by allowing the wheels of the truck or trailer to roll onto the apron.
- Even double trailer semitrucks will be able to drive through the roundabout.



The back wheels of the longer vehicle can ride up on the apron so the trailer can complete the turn; The raised lip of the concrete apron discourages use by smaller vehicles.