



Alexis Pickering, President
Miranda Gold, Vice-President
Jim Hansen, Commissioner
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

**ACHD ADA Advisory Group
Meeting Agenda
Tuesday, November 12th, 2024, 11:00A.M. – 12:00P.M.**

Meeting Link

<https://achdidaho-org.zoom.us/j/86909053477?pwd=OGFSL2pKc0UxZHd6aWVktzYveEJ2dz09>

Meeting ID: 869 0905 3477

Passcode: 943877

Dial by your location

888 475 4499 US Toll-free

Meeting ID: 869 0905 3477

Committee Attendance

Member	Committee Role	Meeting Attendance
Jeremy Maxand	Chair	
Steven Snow	Vice Chair	
Cheryl Bloom	Secretary	
Laine Amoureux	Member	
Melanie Hertling	Member	
Erin Olsen	Member	
Karel Olsen	Member	
Alissa Taysom	Member	
Megan Zusne	Member	
Danielle Reff	Member	
Kent Goldthorpe	Member and ACHD Commissioner	

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1. Action Items – a quorum of five (5) or members are required for action items.

- a. Approval of September 10th, 2024 Meeting Minutes – Jeremy Maxand
- b. Committee Member Voluntary Appointments – Jeremy Maxand & Sean Kelly
- c. Committee Officer Elections – Jeremy Maxand & Sean Kelly
- d. Approval of 2025 ADAAC Meeting Calendar – Jeremy Maxand

2. Committee Advisement

- a. Speed Calming Policy Update – Justin Lucas
- b. Accessibility Inspectors: Temp Traffic Control – Tom Mercer & Rob Ford
- c. Snow Operations Update (Vulnerable Populations List) – Sean Kelly
- d. ADA Annual Report Update and Questions – Sean Kelly

3. Committee Advisement (Old)

- a. Questions and Concerns to ACHD Staff – Sean Kelly

4. Upcoming Meetings

- a. January 14th, 2025

5. Adjournment

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**ACHD ADA Advisory Committee Meeting Minutes
September 10, 2024**

Committee Member	Staff	Commissioners/Guests
Jeremy Maxand	Sean Kelly	Kent Goldthorpe, ACHD Commissioner
Cheryl Bloom	Dave Rader	Chad Rietze, Cty of Boise
Alyssa Taysom	Matt Degen	Tessa Gregor, City of Boise
Karel Olsen	Ryan Fisher	Heather Zeitkin
Laine Amoureux	Tom Laws	BIOERA, unknown
Megan Zune	Meg McCarthy	Dana Gover, NWADA Ctr, Idaho
Danielle Reff aka DR	Dane Adams	
Melanie Hertling		

Meeting called to order, there is a quorum.

1a) Minutes of the July 9, 2024, meeting were approved.

2a) Welcome to the new committee member, Danielle Reff who goes by DR.

2b) **Safety Engineering Team Overview and presentation by Matt Degen.**

Matt Degen, the Safety Engineering Manager at Ada County Highway District, introduced the newly formed Safety Engineering Group, which consists of four main groups: Safety, Drainage, Design and Survey, and Safe Sidewalks. The group, established about a year ago, has three staff members, two engineers, and a coordinator, who are responsible for the Low-Volume Road Improvement (LPI) project, designing enhanced crossings, and temporary improvements such as "paint and posts" to improve bike lanes and lower vehicle speeds. Matt discussed the challenges faced by ACHD in managing projects due to bandwidth constraints, leading to the outsourcing of 20% of projects. He also highlighted the shift from capital projects to rapid project implementation, focusing on small, safety-based projects that can be completed within 12 months. He outlined the types of projects they handle, including drainage pipe replacement, enhanced pedestrian crossings, asphalt speed mitigation, and speed cushions.

ACHD Projects and Accessibility Concerns

Matt from the Ada County Highway District (ACHD) discussed the various projects and initiatives undertaken by his team. These included the installation of speed cushions, pedestrian hybrid beacons, and raised pedestrian crossings. Matt also mentioned ongoing projects such as the 16th and Washington intersection, the Linder and Kodiak project, and the

2025 speed fishing project. Cheryl asked about the term "speed cushion," which Matt clarified as a speed bump. Megan raised a concern about the accessibility of pedestrian crossings, particularly for wheelchair users, and Matt acknowledged the issue, promising to look into it.

2c) Chad Rietze/Tessa Gregor from the City of Boise Presentation on the 8th Street Project

Chad, a senior planner for the Mobility and Public Spaces team and project manager for the 8th Street project, provided an update on the project's status and goals, including improving accessibility, supporting local businesses, and creating an engaging public space. Chad also discussed the project's history, including the temporary closure of the street during the Covid pandemic and the subsequent improvements made. The discussion then shifted to the parking corrals for e-scooters, with Tessa Grieger, who manages the mobility and public spaces program for the city, taking the lead.

However, this didn't come without any challenges, especially to those with disabilities. The city installed temporary ramps to improve access to businesses, placed orange barricades prevent those with vision impairments to unknowingly enter into the intersection, and also made efforts to organize other furnishings to make this more effective and safe shared space. The City then hired *[unintelligible] Planning in coordination with Idaho Access Project to author what's called the 8th Street accessibility and Mobility improvements report. So this report provided recommendations on how the shared street could be most accessible for all users.

2d) Shared Micromobility Program: Parking Corrals Licensing Agreement Tessa Gregory

Micro Mobility Program Update and Strategies

Summary: Tessa provided an update on the micro mobility program, focusing on strategies to improve parking compliance for e-bikes and e-scooters. She highlighted the program's goals, including providing reliable low-cost transportation options, reducing car trips, and increasing access to transit. Tessa discussed various strategies implemented to ensure correct parking, including mandatory and preferred parking pins, no parking zones, and end-of-trip photo reviews. She also mentioned an outreach and education campaign and the "Scoot Over" campaign, which promotes safety, parking, and accessibility. Tessa introduced the parking crowd pilot program, which involves the implementation of physical parking corrals in various locations, including downtown Boise, Boise State's campus, and neighborhoods near the university. The program aims to test the effectiveness of the materials and designs and to understand how people use them.

Some comments:

"A couple years ago the city made the decision with support from city council, to move to one vendor and to conduct a a competitive process in order to select a vendor to essentially have a contract with the city to implement a shared micro mobility program.

We did this for several reasons, but this was really an opportunity for us to enter into this program as a partnership with one vendor to really simplify the communications

and the enforcement process, and then to allow the program to better align with the city's goals around safety, equity, and accessibility, and we've been pretty pretty impressed with the progress that we've seen through going down to to one vendor versus what it was with 3 vendors.

So we established a contract in July of last year. This is an annual contract, but it does have the option to renew for subsequent years.

We did just renew this contract for an additional year, this past July.”

“So at the end of every trip a rider is required to take a photo of their device. They're required to say that it's been properly parked out of the way of pedestrian travel. And then those photos are reviewed by lime on the back end.”

Next Steps

1. Committee members to monitor and provide feedback on the effectiveness of parking corrals in downtown Boise.
2. Tessa to provide statistics on fines issued, privileges revoked, and transit facility blockages by scooters/bikes.
3. Tessa to consider including information about fines and consequences in public communications about the scooter/bike program.
4. Shawn/Dave to email the Ada Annual report to committee members and Kent Goldthorpe.
5. Shawn/Dave to send out the Commission meeting link for the October 2nd work session.
6. Committee members to review the Ada Annual report and prepare questions for the next meeting.
7. Tessa to follow up on specific locations of concern for potential future parking corral installations.

3) Announcements and next meeting:

Congratulations to Sean Kelly on passing and becoming a Certified ADA Coordinator. He will be taking over as the liaison for the committee.

Next Meeting is November 12, 2024.

Meeting adjourned 1215.

Minutes submitted by Cheryl Bloom
Secretary



Weekly Construction Project Status

October 25, 2024

Please contact Kadee Porter at 208-387-6290 for questions on this report.

Project Name	Contractor	Contract Amount	Completion
ACTIVE PROJECTS			
2024 Maintenance Crack Seal	Boswell Asphalt Paving Solutions	\$794,995	March 2025
<ul style="list-style-type: none"> ▶ Work started April 1st and will continue as weather permits. 			
Eagle Road & State Street, Phase 1	Sunnyridge Construction	\$4.6 Million	November 2024
<ul style="list-style-type: none"> ▶ Stage 2 – Eagle Road in front of Albertsons <ul style="list-style-type: none"> ○ Idaho Power relocating poles ▶ 2nd Street and State Street. <ul style="list-style-type: none"> ○ 2nd and State intersection closed ○ Silva Cells installed ○ Light pole bases, conduit and signal work ongoing <ul style="list-style-type: none"> ○ Flying poles October 24th ○ Curb and sidewalk ongoing ○ Asphalt paving moved to October 29th ○ Idaho Power adjusting lines starting October 28th on 2nd Street 			
Eagle Road, Lake Hazel to Amity Lake Hazel & Eagle Road Intersection	Knife River	\$19.8 Million	November 2025
<ul style="list-style-type: none"> ▶ Lake Hazel and Eagle Intersection closed ▶ Cut and fill ongoing at Lake Hazel Intersection ▶ Wall G ongoing ▶ Idaho Power Relocating Poles <ul style="list-style-type: none"> ○ Communication utilities will relocate after poles 			
Floating Feather Bridge #2028	Sunroc	\$2.6 Million	May 2025
<ul style="list-style-type: none"> ▶ Preconstruction Conference was held September 25th ▶ Anticipated starting – November 4th ▶ Road closure anticipated Dec 2nd. 			
Garrett Street – Thurman Mill Canal Crossing	JCG Excavation	\$139,633	November 2024
<ul style="list-style-type: none"> ▶ Work started October 21st ▶ Existing pipe has been removed. ▶ Utilities working on relocation. 			
Linder Road and Hatchery Road	Capital Paving Company	\$49,700	November 2024
<ul style="list-style-type: none"> ▶ Work is anticipated to start in November. 			

Project Name	Contractor	Contract Amount	Completion
Rose Hill Temporary Traffic Calming and Owyhee Street Roundabout	Capital Paving Company	\$1.0 Million	October 2024
<ul style="list-style-type: none"> ▶ Rose Hill and Owyhee intersection is closed for the duration of the project. ▶ Pedestrian detour in place for school traffic. Bike lanes are closed as well. ▶ Base material import and grading is nearly complete. ▶ Irrigation work complete. ▶ Light pole bases and electrical boxes are being set. ▶ Curb and gutter being placed 			
State Street Corridor Improvements B	Capital Paving Company	\$3.3 Million	November 2024
<ul style="list-style-type: none"> ▶ Project includes work on State Street between 4th Street and 8th Street <ul style="list-style-type: none"> ○ Contractor has moved east and continues to prep road base from 6th to 8th ○ 6th Street Intersection concrete placement scheduled for October 23rd ○ 4th and 5th intersections are open to north/south traffic. ○ Prepping for concrete placement between 6th and 8th ○ Sidewalks and ped ramp work ongoing between 6th and 8th. ○ Landscape work ongoing. 			
Ustick Rd, Black Cat Rd to Ten Mile Rd	Capital Paving Company	\$12.6 Million	February 2026
<ul style="list-style-type: none"> ▶ Pre-construction meeting was held October 24th ▶ Anticipated Notice to Proceed is November 7th 			
Whitehead at Catalpa Drive Drainage Improvements	Clean Concrete LLC	\$80,700	November 2024
<ul style="list-style-type: none"> ▶ Work is anticipated to start in late October or early November. 			
474 Paddington Place ADA Access Improvements	Gaia Earthsmithing	\$16,107	October 2024
<ul style="list-style-type: none"> ▶ The pre-construction meeting was held August 28th. ▶ Materials have been procured and fabricated. ▶ Contractor started October 22nd. <ul style="list-style-type: none"> ○ Work is expected to be completed this week. 			
8478 McMillan Road Pipe Replacement	Das-Co of Idaho	\$71,890	November 2024
<ul style="list-style-type: none"> ▶ The pre-construction meeting was held October 22nd ▶ Work is anticipated to start October 28th <ul style="list-style-type: none"> ○ McMillan Road will be closed between Can Ada Road and Star Road for approximately two weeks. 			

SUBSTANTIALLY COMPLETED PROJECTS

Project Name	Contract Amount	Completion
2024 Arterial and Collector Cap Maintenance	\$3.2 Million	Substantial 08/27/2024
Garden St, Albion St to Boise Greenbelt	\$4.6 Million	Substantial 09/06/2024
2024 Bridge Preventative Maintenance	\$405,000	Substantial 09/18/2024
2024 Microseal	\$1.1 Million	Substantial 10/02/2024
Orchard & Franklin Accessible Ped Signal	\$748,742	Substantial 10/04/2024
2024 Maintenance and Cul-de-Sac Pavement Treatment	\$1.6 Million	Substantial 10/7/2024
2024 Bikeway Signage & Legend Ave, McMillan to Redwick Dr	\$390,385	Substantial 10/09/2024
Floating Feather & Plummer Road PHB Pollard Lane & Pickett Creek PHB	\$432,286	Substantial 10/15/2024
2024 Speed Cushions	\$463,650	Substantial 10/18/2024



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Projects Division

November 1, 2024

To: Commission and Director
ADA Advisory Committee
Bicycle Advisory Committee
Pedestrian Advisory Group

From: Brian McCarthy, Manager of ROW & Project Management

Subject: **Upcoming Public Involvement Meetings and Opportunities for Comment on ACHD Project Designs**

November 2024

As projects progress through the design phase, it is critical to receive feedback and comments from the public, ACHD's Advisory Groups and the ACHD Commission. ACHD's public oriented and transparent design process provides opportunity for feedback at key project milestones that allow for changes to be incorporated into the project design.

The typical key milestones that ACHD engages the public are Concept Design (30%), particularly if there are multiple options to consider, and Preliminary Design (75%).

We highly encourage all of you to visit the link(s) below and provide any specific comments you may have for these important projects.

Thank you for your time and interest in the design process.

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Project Name	Project Manager	Status	Public Involvement
Vista Ave, Overland Rd to Rose Hill St Pavement Maintenance	Rachel Speer	30%	Public input survey period: October 29 – November 12 Click here to comment

2025 ADA Advisory Committee Calendar

- /// January 14th
- /// March 11th
 - /// Walk and Roll – TBD
- /// May 13th
- /// July – TBD (All Committee Meeting)
- /// September 9th
- /// November 18th





ACHD'S GOAL
Work with communities to mitigate traffic speed and volume in neighborhoods.

1 INITIAL ELIGIBILITY

- **Residential streets over 750 feet long**, with a speed limit of **30 mph or less**.
- **Minimum traffic:** 400 vehicles per day.
- **Maximum traffic:** 4,000 vehicles per day.



If initial eligibility requirements are not met a street might be considered for traffic calming through a more detailed study or a special project, as decided by ACHD Traffic Engineering staff.

2 TRAFFIC SAFETY INVESTIGATION

Before adding traffic calming measures, a traffic safety review will be completed.



Eligibility is based on speeds and traffic volumes, but ACHD also checks road width, land use, parking, sidewalks, crash history, and more. While these factors might not directly affect speed or traffic, they are essential for a thorough review.

If ACHD notices any issues, they are typically addressed without needing to meet specific criteria (such as fixing a misplaced speed limit sign).

3 TRAFFIC VOLUME AND SPEED THRESHOLDS

Based on the results of the Traffic Safety Investigation, **one of these must be true:**

LOCAL ROADS

1. Over 100 vehicles during weekday peak hour
2. 15% of vehicles going 28 mph+
3. 5% going 32 mph+

COLLECTOR ROADS

1. Over 300 vehicles (or 150 where there's direct access) during peak weekday hour
2. 15% of vehicles going 33 mph+
3. 5% going 36 mph+

4 NEIGHBORHOOD SURVEY

If a street meets the requirements for traffic calming, ACHD will conduct a neighborhood survey.

At least 60% of nearby households need to support the plan.



SURVEY AREA

For local streets: Households directly next to the street.

For collector streets: Households next to the street, and nearby streets that rely on it for access.

ACHD will also get input from emergency services (police, fire, EMT). If the street is a main emergency response route, it may not qualify for traffic calming.

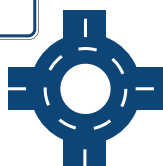
TRAFFIC CALMING INSTALLATION

If the **street meets the requirements** and the **neighborhood survey shows enough support**, ACHD will design and schedule the traffic calming installation.

POSSIBLE TRAFFIC CALMING OPTIONS INCLUDE...

- **Vertical Deflection** (Speed Humps and Tables)
- **Horizontal Shifts** (Medians, Chokers, Lane Narrowing, Chicanes)
- **Intersection Treatments** (Roundabouts, Mini Roundabouts, Traffic Circles, Diverters, Bulbouts, Raised Intersections, and Raised Crossings)
- **Vertical Elements** (Street Trees or landscaping only for the purpose of traffic calming may be considered where there is an agreement for others to irrigate and maintain)

Temporary Materials may be used as approved by ACHD Traffic Engineering to evaluate potential treatments prior to permanent installation.



SECTION 5100 – TRAFFIC ENGINEERING

5104.2 Residential Traffic Management (Traffic Calming)

ACHD shall cooperate with residents, municipalities, and neighborhood associations to manage residential traffic and mitigate the negative effects of excessive traffic speed and/or volume on residential streets.

5104.2.1 Eligibility

The following criteria shall be met for a street to be considered eligible for traffic calming:

- Residential streets greater than 750' in length with a posted speed limit of 30 mph or less and classified as a local or collector street (as identified in the ACHD Master Street Map)
- Minimum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be at least 400 vehicles.
- Maximum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be no more than 4000 vehicles.

Streets that do meet the eligibility criteria may be considered for traffic calming through a more detailed planning study, or capital project, as determined by ACHD Traffic Engineering staff.

5104.2.2 Traffic Safety Investigation

Prior to implementing traffic calming, a traffic safety investigation consistent with procedures outlined in Sec. 5104.1 shall be completed prior to implementing traffic calming. At least three (3) years are required between investigations. Traffic safety investigations may recur less than three (3) years after completion of a prior investigation if street conditions have substantially changed (e.g., new development, land use changes, new street connection) or if approved by the ACHD Traffic Engineering Supervisor.

5104.2.3 Peak Hour Traffic and Speed Thresholds for Local Residential Roads

Based on the results of the Traffic Safety Investigation one of the following thresholds shall be met for a street to be considered for traffic calming:

1. Peak hour traffic greater than 100 vehicles.
2. 15% of vehicles are traveling at or exceeding 28 mph.
3. 5% of vehicles are traveling at or exceeding 32 mph.

5104.2.4 Peak Hour Traffic and Speed Thresholds for Collector Roads

Based on the results of the Traffic Safety Investigation one of the following thresholds shall be met for a street to be considered for traffic calming:

1. Peak hour traffic greater than 300 vehicles where no direct lot access is permitted and 150 vehicles where direct lot access exists.
2. 15% of vehicles are traveling at or exceeding 33 mph.
3. 5% of vehicles are traveling at or exceeding 36 mph. .

As determined by the Traffic Engineering Supervisor the speed thresholds for Local Residential Roads may be used for Collector Roads where direct lot access exists or as supported by the land use context.

5104.2.5 Neighborhood Survey

If the eligibility criteria and thresholds for traffic calming are satisfied, ACHD shall facilitate a neighborhood survey.

- As part of the survey process support from 60% of affected households (property residents) shall be verified by ACHD Traffic Engineering.
- For local streets the survey area will include households directly abutting the street under consideration for traffic calming.
- For collector streets the survey area will include households directly abutting the street under consideration for traffic calming and households abutting adjacent local streets that depend upon the collector for major street access.

During the neighborhood survey process input from emergency services (police, fire, EMT, etc.) should be obtained by ACHD. If the roadway is a primary response route, ACHD may determine the street is not eligible for calming.

5104.2.6 Procedure for Traffic Calming Installation

If the eligibility criteria and thresholds for traffic calming are satisfied, and the survey process is completed with support as outlined in section 5104.2.5, ACHD shall perform the design and determine the timing of traffic calming installation.

ACHD may consider installation of the following traffic calming features, including but not limited to:

- Vertical Deflection (Speed Humps and Tables);
- Horizontal Shifts (Medians, Chokers, Lane Narrowing, Chicanes);
- Intersection Treatments (Roundabouts, Mini Roundabouts, Traffic Circles, Diverters, Bulbouts, Raised Intersections, and Raised Crossings);
- Vertical Elements (Street Trees or landscaping only for the purpose of traffic calming may be considered where there is an agreement for others to irrigate and maintain);
- Temporary Materials may be used as approved by ACHD Traffic Engineering to evaluate potential treatments prior to permanent installation.

SECTION 5100 – TRAFFIC ENGINEERING

5104.2 Residential Traffic Management (Traffic Calming)

~~ACHD shall cooperate with residents, other local agencies municipalities, and neighborhood associations to manage residential traffic according and mitigate the negative effects of excessive traffic speed and/or volume on residential streets thresholds established in this policy. Traffic calming measures are roadway features and/or traffic controls that reduce the speed or volume of traffic on a street and are not intended to address serious safety deficiencies in roadway geometry or traffic controls. The measures may include, but are not limited to, speed humps, speed tables, raised crosswalks, chicanes and mini roundabouts.~~

5104.2.1 Eligibility Prerequisites to Traffic Calming

The following criteria shall be met for a street to be considered eligible for traffic calming:

- Residential streets greater than 750' in length with a posted speed limit of 30 mph or less and classified as a local or collector street (as identified in the ACHD Master Street Map)
- Minimum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be at least 400 vehicles.
- Maximum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be no more than 4000 vehicles.

~~Prior to implementing traffic calming:~~

Streets that do meet the eligibility criteria may be considered for traffic calming through a more detailed planning study, or capital project, as determined by ACHD Traffic Engineering staff.

~~1. A traffic safety investigation consistent with procedures outlined in Sec. 5104.1 shall be completed. This includes gathering data to determine eligibility for traffic calming, including speed and volume information as well as recent crash history.~~

~~2. If a roadway segment meets traffic calming criteria, residents shall submit a petition showing support of 75% of the households on the impacted section of the street. For a local street, signatures representing a minimum of 10 households are required and may include other residents within the neighborhood where the number of houses on the street do not allow for satisfaction of this requirement. For a collector street, signatures representing 50% of the households of the adjacent local streets that, as defined by ACHD on a case by case basis, depend upon the collector for major street access, are also required.~~

~~3. For continuous collector streets, additional notification and public involvement may be required. Collector streets with over 4000 vehicles per day (weekday average) are generally not appropriate facilities for speed humps or other measures that may divert traffic to other streets.~~

~~4. Input from emergency services (police, fire, EMT, etc.) should be obtained by ACHD. Should the roadway be considered a primary response route, ACHD may decline to install traffic calming measures.~~

~~5. Where public transit service is routed along a street that is considered for traffic calming measures, this shall not automatically disqualify the street from traffic calming implementation.~~

5104.2.2 Traffic Safety Investigation

~~Prior to implementing traffic calming, a traffic safety investigation consistent with procedures outlined in Sec. 5104.1 shall be completed prior to implementing traffic calming. At least three (3) years are required between investigations. Traffic safety investigations may recur less than three (3) years after completion of a prior investigation if street conditions have substantially changed (e.g., new development, land use changes, new street connection) or if approved by the ACHD Traffic Engineering Supervisor.~~

~~Eligibility
Only residential streets with a posted speed limit of 30 mph or less and functionally classified as a local or collector street are eligible for traffic calming.~~

5104.2.3 ~~Neighborhood Participation and Financial Contribution~~

~~When the cut through traffic threshold established in Sec. 5104.2.5 or Sec. 5104.2.6 is exceeded, ACHD shall conduct a study to determine appropriate traffic calming measures, perform the design, conduct the public information process, fund the construction in accordance with available funds and priorities, administer the construction contract, and install all supplementary traffic controls such as signs and pavement markings.~~

~~When the cut through requirement is not met but traffic volume and/or speed thresholds are exceeded, the neighborhood is responsible for the construction costs. Payment shall be to ACHD in advance of any traffic calming construction and/or installation. ACHD shall provide the necessary supplementary traffic control devices such as appropriate signs and markings.~~

~~If traffic thresholds outlined in this policy are not met, options available to the neighborhood include the following:~~

- ~~• Placement of a temporary speed trailer (See Sec. 5104.2.9);~~
- ~~• Police enforcement.~~

5104.2.4 ~~Minimum Criteria for Traffic Calming Eligibility~~

~~The following minimum criteria shall be met (applicable to both local and collector roads) for a street segment to be eligible for traffic calming:~~

~~1. The minimum street length to be considered for traffic calming measures shall be 750'. Additional information in how this distance is measured can be found in ACHD's Traffic Standard Details (TS-1121).~~

~~2. A 200' minimum and 500' maximum distance is required between traffic calming devices (measured center to center). A minimum of 300' is required between stop or yield control, horizontal curves with 45 degree or greater deflection and any traffic calming device (except curb extensions). Minor variations in the aforementioned standards may be accepted by the ACHD Traffic Engineer.~~

3. ~~The minimum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be at least 400 vehicles.~~
4. ~~The maximum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be no more than 4000 vehicles.~~

5104.2.35 ~~Peak Hour Traffic and Speed~~ Thresholds for Local Residential Roads

- ~~The minimum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be at least 400 vehicles.~~
- ~~The maximum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be no more than 4000 vehicles.~~

~~Based on the results of the Traffic Safety Investigation One of the following thresholds shall be met for a street to be considered for traffic calming; in order for a local roadway to be considered eligible for traffic calming:~~

1. ~~Peak hour traffic greater than 100 vehicles.~~
2. ~~15% of vehicles are traveling at or exceeding 28 mph.~~
3. ~~5% of vehicles are traveling at or exceeding 32 mph.~~

1. ~~Peak hour traffic greater than 100 vehicles.~~
2. ~~85th percentile speed of all vehicles, as measured by a count of at least three days duration, equal to or greater than 30 mph. The 85th percentile speed is defined as the speed at which 15% of vehicles are traveling at or exceeding. All speeds will be rounded to the nearest mile per hour. 95th percentile speed of all vehicles, as measured by a count of at least three days duration, equal to or greater than 35 mph. The 95th percentile speed is defined as the speed at which 5% of vehicles are traveling at or exceeding. All speeds will be rounded to the nearest mile per hour.~~

~~The speed requirement for both thresholds shall be reduced by 1 mph for each of the following:~~

1. ~~Lack of continuous sidewalks on at least one side of the street.~~
2. ~~Vertical or horizontal alignment that limits sight distance, based on the posted speed limit, as determined by ACHD.~~

~~Provided either the speed or volume requirement is met, ACHD shall defray the costs of traffic calming measures if the cut through traffic exceeds the percentage listed in the table below. Values between those listed shall be prorated linearly from the values provided:~~

ADT (Weekday)	% Cut-Through
400	50
800	40
1200	30

1600	20
>=2000	40

5104.2.46 Peak Hour Traffic and Speed Thresholds for Collector Roads or Local Roads Fully Improved to Collector Width

Based on the results of the Traffic Safety Investigation one of the following thresholds shall be met for a street to be considered for traffic calming:

~~2. Peak hour traffic greater than 300 vehicles where no direct lot access is permitted and 150 vehicles where continuous direct lot access exists. Streets having a mixture of direct and non-direct lot access shall have a threshold volume determined by a proration based on the lineal feet of frontage of each type (for example, direct lot access on 50% of the roadway requires 225 vehicles in the peak hour to meet this requirement). Peak hour traffic greater than 300 vehicles where no direct lot access is permitted and 150 vehicles where direct lot access exists.~~

~~3.1.~~

~~4.2. 85th percentile speed of all vehicles, as measured by a count of at least three days duration, equal to or greater than 35 mph. The 85th percentile speed is defined as the speed at which 15% of vehicles are traveling at or exceeding 33 mph. All speeds will be rounded to the nearest mile per hour.~~

~~3. 95th percentile speed of all vehicles, as measured by a count of at least three days duration, equal to or greater than 37 mph. The 95th percentile speed is defined as the speed at which 5% of vehicles are traveling at or exceeding 36 mph. All speeds will be rounded to the nearest mile per hour.~~

As determined by the Traffic Engineering Supervisor the speed thresholds for Local Residential Roads may be used for Collector Roads where direct lot access exists or as supported by the land use context.

5. _____

~~The speed requirement for both thresholds shall be reduced by 1 mph for each of the following:~~

~~1. Lack of continuous sidewalks on at least one side of the street.~~

~~2. Vertical or horizontal alignment limits sight distance per the posted speed limit.~~

~~3. More than 50% front-on housing.~~

~~Provided either the speed or volume requirement is met, ACHD shall defray the costs of traffic calming measures if the cut through traffic exceeds the percentage listed in the table below. Values between those listed shall be prorated linearly from the values provided:~~

ADT (Weekday)*	% Cut-Through
1000	50
1500	40
2000	30
2500	20
>=3000	10

*Cut through requirement shall be reduced from the value shown above based on direct lot access according to the following chart:

Direct Lot Access	% Reduction in Cut Through Requirement
0%	0%
20%	5%
40%	10%
60%	15%
80%	20%
100%	25%

5104.2.57 Procedure for Traffic Calming Installation Neighborhood Survey

If the prerequisites and eligibility criteria and thresholds for traffic calming are satisfied, ACHD shall determine the timing of device installation based on funding eligibility and priority facilitate a neighborhood survey.

- As part of the survey process support from 60% of affected households (property residents) shall be verified by ACHD Traffic Engineering.
- For local streets the survey area will include households directly abutting the street under consideration for traffic calming.
- For collector streets the survey area will include households directly abutting the street under consideration for traffic calming and households abutting adjacent local streets that depend upon the collector for major street access.

During the neighborhood survey process input from emergency services (police, fire, EMT, etc.) should be obtained by ACHD. If the roadway is a primary response route, ACHD may determine the street is not eligible for calming.

5104.2.6 Procedure for Traffic Calming Installation

~~A public involvement process, such as a public information meeting and/or survey of concerns, may be performed to identify and evaluate support and opposition for the proposed project.~~

~~If the eligibility criteria and thresholds for traffic calming are satisfied, and the survey process is completed with support as outlined in section 5104.2.5, ACHD shall perform the design and determine the timing of traffic calming installation.~~

~~ACHD may consider installation of the following traffic calming features, including but not limited to:~~

- ~~• Vertical Deflection (Speed Humps and Tables);~~
- ~~• Horizontal Shifts (Medians, Chokers, Lane Narrowing, Chicanes);~~
- ~~• Intersection Treatments (Roundabouts, Mini Roundabouts, Traffic Circles, Diverters, Bulbouts, Raised Intersections, and Raised Crossings);~~
- ~~• Vertical Elements (Street Trees or landscaping only for the purpose of traffic calming may be considered where there is an agreement for others to irrigate and maintain);~~
- ~~• Temporary Materials may be used as approved by ACHD Traffic Engineering to evaluate potential treatments prior to permanent installation.~~

~~After clearing all preceding requirements, design shall be completed and the contract submitted to the ACHD Commission for approval.~~

~~5104.2.7.1 Traffic Calming Consideration for Additional Measures~~

~~Additional traffic calming measures may be considered if a street already has previously installed traffic calming devices. The analysis procedure, including neighborhood support, shall remain the same as described in sections 5104.2.1 through 5104.2.6 of this policy. However, the speed criteria as outlined above shall govern additional mitigation.~~

~~5104.2.7.2 Traffic Calming Consideration for New Development~~

~~Traffic calming on new streets should be a part of the conditions of development for new neighborhoods (see Sec. 5104.2.8 for additional information). In the absence of any previously documented conditions or requirements for traffic calming installation, no roadway shall be eligible for traffic calming measures at District expense unless a minimum of 50% of the front on homes are occupied.~~

~~5104.2.8 Development Funded Traffic Calming Measures~~

~~Traffic calming measures may be required as a site related impact for any development which is likely to create or add to residential traffic exceeding thresholds outlined in Sec. 5104.2.4 or 5104.2.5. The volume or cut-through criteria specified in Sec. 5104.2.4 or 5104.2.5 shall be satisfied by projected traffic volumes as identified in a traffic impact study or, where no study is required, by ACHD determination.~~

~~Traffic calming measures required with development may be approved by the ACHD Commission based on the following:~~

- ~~1. Evidence of neighborhood support via petition;~~
- ~~2. The relationship of the proposed development's impact to existing and future traffic volumes;~~

~~3. Route importance for emergency response;~~

~~4. Response from affected emergency services personnel to the proposal.~~

~~The selection of traffic calming measures shall be limited to the most appropriate devices to mitigate speeding concerns. Where the measures are for an established neighborhood area, that neighborhood may request more costly traffic control measures, but shall be responsible for the additional cost.~~

~~5104.2.9 Policy for Radar Trailer (Visual Traffic Speed Indicator)~~

~~Requests for trailer use may be accepted by ACHD Traffic Engineering from municipalities, neighborhood associations or groups, law enforcement personnel, school districts or individual residents on a residential street. Requests may be made in writing, by phone, or via email. Location consideration shall respond to safety and sight obstruction factors.~~

~~Radar trailer availability is normally on a first come, first served basis, Monday through Friday. Display operation is all day (24 hours). Priorities for radar trailer placement may change due to special studies, weather, construction or other considerations.~~



Residential Traffic Management-Policy 5104.2

Justin Lucas, AICP

Chief of Operations + Infrastructure

Policy Update - Key Principles

- // Data driven and fact-based
- // Clear eligibility criteria
- // Majority support from residents adjacent to the street
- // Predictable for Staff and the Public
- // Sensitive to staff capacity and resources



Policy Review Focus

- /// Streamlined and simplified overall policy
 - /// Reduced Policy from five (5) pages to two (2) pages
 - /// Removed legacy requirements for “cut-through” traffic and neighborhood financial support
 - /// Maintained basic eligibility factors (street length and volumes)
 - /// Added more detailed menu of traffic calming features
- /// Reviewed speed/volume thresholds
 - /// Deleted adjustment factors
 - /// Simplified threshold language
 - /// Reduced speed thresholds by 2-3 MPH
- /// Included an ACHD facilitated outreach process
 - /// Focus on residents directly adjacent to the street
 - /// Reduce support from 75% to 60%



5104.2 Residential Traffic Management (Traffic Calming)

ACHD shall cooperate with residents, municipalities, and neighborhood associations to manage residential traffic and mitigate the negative effects of excessive traffic speed and/or volume on residential streets.

5104.2.1 Eligibility

The following criteria shall be met for a street to be considered eligible for traffic calming:

- Residential streets greater than 750' in length with a posted speed limit of 30 mph or less and classified as a local or collector street (as identified in the ACHD Master Street Map)
- Minimum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be at least 400 vehicles.
- Maximum average daily traffic (ADT), as measured by a weekday count of at least three days duration, shall be no more than 4000 vehicles.

Streets that do meet the eligibility criteria may be considered for traffic calming through a more detailed planning study, or capital project, as determined by ACHD Traffic Engineering staff.



5104.2.2 Traffic Safety Investigation

Prior to implementing traffic calming, a traffic safety investigation consistent with procedures outlined in Sec. 5104.1 shall be completed prior to implementing traffic calming. At least three (3) years are required between investigations. Traffic safety investigations may recur less than three (3) years after completion of a prior investigation if street conditions have substantially changed (e.g., new development, land use changes, new street connection) or if approved by the ACHD Traffic Engineering Supervisor.

5104.2.3 Peak Hour Traffic and Speed Thresholds for Local Residential Roads

Based on the results of the Traffic Safety Investigation one of the following thresholds shall be met for a street to be considered for traffic calming:

1. Peak hour traffic greater than 100 vehicles.
2. 15% of vehicles are traveling at or exceeding 28 mph.
3. 5% of vehicles are traveling at or exceeding 32 mph.



5104.2.4 Peak Hour Traffic and Speed Thresholds for Collector Roads

Based on the results of the Traffic Safety Investigation one of the following thresholds shall be met for a street to be considered for traffic calming:

1. Peak hour traffic greater than 300 vehicles where no direct lot access is permitted and 150 vehicles where direct lot access exists.
2. 15% of vehicles are traveling at or exceeding 33 mph.
3. 5% of vehicles are traveling at or exceeding 36 mph.

As determined by the Traffic Engineering Supervisor the speed thresholds for Local Residential Roads may be used for Collector Roads where direct lot access exists or as supported by the land use context.



5104.2.5 Neighborhood Survey

If the eligibility criteria and thresholds for traffic calming are satisfied, ACHD shall facilitate a neighborhood survey.

- As part of the survey process support from 60% of affected households (property residents) shall be verified by ACHD Traffic Engineering.
- For local streets the survey area will include households directly abutting the street under consideration for traffic calming.
- For collector streets the survey area will include households directly abutting the street under consideration for traffic calming and households abutting adjacent local streets that depend upon the collector for major street access.

During the neighborhood survey process input from emergency services (police, fire, EMT, etc.) should be obtained by ACHD. If the roadway is a primary response route, ACHD may determine the street is not eligible for calming.



5104.2.6

Procedure for Traffic Calming Installation

If the eligibility criteria and thresholds for traffic calming are satisfied, and the survey process is completed with support as outlined in section 5104.2.5, ACHD shall perform the design and determine the timing of traffic calming installation.

ACHD may consider installation of the following traffic calming features, including but not limited to:

- Vertical Deflection (Speed Humps and Tables);
- Horizontal Shifts (Medians, Chokers, Lane Narrowing, Chicanes);
- Intersection Treatments (Roundabouts, Mini Roundabouts, Traffic Circles, Diverters, Bulbouts, Raised Intersections, and Raised Crossings);
- Vertical Elements (Street Trees or landscaping only for the purpose of traffic calming may be considered where there is an agreement for others to irrigate and maintain);
- Temporary Materials may be used as approved by ACHD Traffic Engineering to evaluate potential treatments prior to permanent installation.



Next Steps

- ▬ Review draft policy language/concepts (October 9) ✓
- ▬ Edit and prepare draft for public review (October 23) ✓
- ▬ Public Review (October 24 – November 20)
- ▬ Commission Adoption (December 11)





Accessibility Inspectors

ADA Advisory Committee Presentation

Tom Mercer & Rob Ford
Accessibility Inspectors

Accessibility Inspector

- Advise and assist the Projects, Zones, Fiber, and Sub inspectors on accessibility issues in the field, to include pedestrian facilities and temporary traffic control.
- Proactively provide guidance on to-be constructed pedestrian facilities and their detours
- Respond to observed right of way violations in the field as well as from complaints of improper pedestrian detouring



Advise and Assist

- ▬ Accessibility issues with constructed pedestrian facilities
- ▬ Proper field implementation of traffic control
- ▬ Problem-solving in field adjustments
- ▬ Inspect built facilities for PROWAG standards



Proactive Guidance

- When necessary, plan review for to-be constructed sidewalks, curb ramps, and multi-use pathways
- Review traffic control plans
- Coordinate with Accessibility Specialist and ADA Coordinator for PROWAG changes or applicability
- Coordinate with Safe Sidewalks



Right of Way Violations

- ▬ Respond to calls, Tellus, emails on pedestrian temporary traffic control violations
- ▬ Inspect traffic control set ups in active sites
- ▬ Enforce ACHD policy



Reporting Violations

— Phone, email, or Tellus



Questions

