



Alexis Pickering, President
 Jim D. Hansen, Vice-President
 David McKinney, Commissioner
 Kent Goldthorpe, Commissioner
 Miranda Gold, Commissioner

ACHD Bicycle Advisory Committee Agenda
Monday November 4th, 2024 5:00 P.M.
<https://achdidaho-org.zoom.us/j/82834728323>

Member:	Dist.:	Area:	Member:	Dist:	Area:
Lisa Brady - Vice Chair	3	<i>North End Boise</i>	Oliver Welcker	3	<i>North End Boise</i>
John Yarnell	2	<i>Boise Bench</i>	Antonio Smith	4	<i>Kuna</i>
Nina Schaeffer - Secretary	1	<i>Boise Bench</i>	Mary Beth Nutting – Chair	3	<i>Boise</i>
Wava Kaufman	4	<i>Kuna</i>	Bryan Keen	2	<i>West Valley</i>
Morgan Cornwall	2	<i>West Bench</i>	Antonio Gonzalez	3	<i>Highlands</i>
Ty Ketlinski	5	<i>Meridian</i>	Robert Lawrence	5	<i>Meridian</i>
Becky Walker	2	<i>West Valley</i>			

- 1. Call to Order** 5:00 P.M.
- 2. Welcome and Introduction** 5:00 P.M. – 5:05 P.M.
 - a. Approval of Minutes from the 10/7/24 Meeting
- 3. Discussion Items**
 - a. Speed Management Policy Update (*Justin L.*) 5:05 P.M. – 5:20 P.M.
 - b. Warm Springs Preferred Concept (*Edinson B.*) 5:20 P.M. – 5:35 P.M.
 - c. Ride Debrief (*Bryan K.*) 5:35 P.M. – 5:45 P.M.
 - d. Commission Update (*Antonio S.*) 5:45 P.M. – 5:55 P.M.
 - e. Red Light Camera Implementation (*Mary Beth N.*) 5:55 P.M. – 6:00 P.M.
 - f. Homework: Elections, FYP and Reflection Questions (*Mary Beth N.*) 6:00 P.M. – 6:10 P.M.
 - g. Eyes on the Street (*Group Discussion*) 6:10 P.M. – 6:20 P.M.
- 4. Open Public Comment** 6:20 P.M. – 6:30 P.M.
- 5. Adjourn**

Next Meeting Monday, December 2nd at 5 P.M.

connecting you to more

1. Call to order – 5pm

2. Welcome and Introductions

a. Approval of Minutes from September 9th, 2024 meeting:

3. Discussion Items

a. **Chipseal Questions, Treatment and Feedback (Rick P.):** Rick Patricelli from ACHD shares a pavement 101 presentation. Major types of pavements include asphalt and concrete and Rick shared their definitions, installation process, how its maintained and associated pros and cons. Preservation treatments for asphalt has been studied over the years, an example of preservation treatments include micro-sealing, fog sealing and chip sealing. Specific guidelines are required depending on if asphalt will be altered or maintained - if being altered it needs to be brought up to ADA compliance. Alteration includes: new pavement, microseal, mil and fill, overlays and cape seals. Maintenance includes chip seal, slurry seal, scrub seal, patching and crack sealing. ACHD does: crack seal, chip seal, slurry seal, fog seal and microseal, all of which are considered maintenance. ACHD has experimented with Ottaseal and friction seal that was used for some bike lane treatment experimentation. New technology includes seal treatments with paint, changing binder in chipseal, and putting a slurry seal over chip seal. Chip seal and friction seal place the tar on first, a slurry seal is all the materials (rocks, aggregate and oil) are mixed together and placed. Some challenges come from installing, tracking and monitoring different treatments, availability of equipment and differing workmanship from treatments. Ty asks about chipsealing and the difference between the counties process - does using a smaller or larger aggregate impact the quality? Rick confirms that canyon county uses a larger aggregate. ACHD likes to use 3/8th as it does better with the amount of traffic they see. When they've experimented with larger aggregate they've seen it impact the binder quality.

Morgan asks about getting chip seal in bike lanes smoother. For example, she rides the lane on 36th during chipseal season due to it getting tamped down from vehicles. Rick confirms that vehicular traffic is needed to smooth out the chip seal. They've talked about additional rolling but it would not impact it the way vehicles do.

Morgan asks about damaged bike lanes being repaired without impacting the rest of the roads. An example was Floating Feather where snow plows plowed the top layer of the chip and created debris in the bike lane for more than a mile. Rick shares that this is a common challenge due to machinery and quality of asphalt laid.

Bryan asks what the barriers are from doing an ideal fix on a job? Rick confirms money is a large factor, as well as timing

Rob asks when they choose preservation methods, what sort of decision matrix do they utilize to do so? Rick shares that they are re-evaluating their current practice but it is as follows: Every 7 they crack seal, chipseal arterials every 7 years, a 14 year rotation on residential roads. This plan intended to treat every road 7-14 years depending on the road type. Recently they've been doing slurry in cul-de-sacs. Now, with the infrastructure changing, their team is looking at new strategies.

Rick invites members to share any technology they are seeing out there regarding road surfacing.

Mary Beth thanks Rick for being here and the members for their questions!

- b. **City of Boise 8th St Phase Two Update (Chad R.):** Chad from the City of Boise Public Spaces and Mobility team presents an update on the 8th street improvements. Chad provides a brief background on the project - This portion of 8th street was closed for cars during COVID and the city seeks to make this permanent. Challenges in doing so included ensuring entrances in and out of the pedestrian zone were ADA compliant. The city hired a planning consultant to build a report that included recommendations on improvements such as centering the crosswalks, truncated warning domes and tactile wayfinding strips. Now they are in Phase 2, running a community engagement process. Once this engagement period is over they will begin selecting a preferred alternative and begin design work. Opportunities beyond improved accessibility includes public seating, art, improved bike parking and added lighting. Challenges include user conflicts, access, pavement surface, signage and un-suable infrastructure. Lots of conflicts are currently created with public infrastructure being within patio space. Non-negotiable factors include: public health and safety, ADA, EMS access, Underground utilities, operational services such as food delivery for businesses. Chad then walks through potential improvements broken down by block. Alternatives include circulation zone, shared space, patio zones and furnishing zones.
- Morgan shares that it appears the designs do not include a dedicated zone for bikes, and Chad confirms that, however there has been feedback asking for such dedication for bicyclists. The city understands this perspective, and shares that this street has evolved into a pedestrian street based on business and street activation that's occurred over the years, however they do not want to make a dismount zone, but rather creating a space that naturally slows riders down.
- Mary Beth asked about the survey format, Chad shares there are about 7 questions with an open ended response form at the end.
- c. **Commission Update (Antonio S.):** Antonio S. shares the commission update for September. He thought it was a great learning opportunity and a lot of work to keep up with! On September 11 they discussed Linder between Pine and Ustick, specifically staff analyzing the area and determining a recommendation. They presented a 5-lane road with a mixed use path on both sides. It was helpful to hear the reasoning from the Staff on these design considerations. On September 18 they reviewed their speed management policy and how a resident can make a request about speed management. They looked at lowering the petition requirements amongst other changes to the policy. On the 25th, Linder from Pine to Ustick was up for vote, and the 5-lane, multi-use path design was approved. They also voted to allow the City of Boise to put red light cameras on traffic lights. Overall Antonio said it was a great experience to learn more about how these decisions are made!
- Becky adds that the discussion about speed management policy and whether or not the petitioning requirement should be limited to property owners v. the tenants living there. Meg shares that the policy will come back to commission and once they agree on the drafted update it will go into public involvement.
- Mary Beth adds that President Pickering asked it to come in front of the BAC, and hopes it will. Mary Beth adds that on September 18th, Director Head discussed adding RRFBs at all roundabouts. This is important because there are a lot of riders not comfortable

taking the lane on roundabouts and improves their safety. Mary Beth also wants to point out Garden St is open, and Rose Hill's temporary traffic calming project is near complete! Dave adds that they will be studying the Rose Hill corridor for 2-3 years and there will be future public comment that the BAC can weigh in on as the study progresses.

Antonio volunteers to do the October meetings again, (go Antonio!) Lisa can do November's update.

4. Eyes on the Street (Group Discussion):

Antonio S has been a long time cyclist, understands what to look for/listen for to keep him safe on the roads, and now has begun biking around with his 5-year old. He wants him to enjoy biking but its hard knowing how dangerous it is. It has made him very appreciative of the BACs work. He hopes we can continue working on routes where kids can safely ride to school and other activities.

Mary Beth thanks Antonio for sharing his perspective and that riding with people who are more vulnerable than us is important for us to consider as advocates for all riders

Lisa agrees that it can be heartbreaking - they deserve safe infrastructure. Bike trains, rides with kids and adults is super important for all.

Bryan adds an Amen to Lisa! There was a child struck a few weeks ago while cycling, and these things happen too much. Bryan shares that the ride we will be doing around his neighborhood is to explore what kind of routes a kid would take to their schools.

Mary Beth thanks Bryan and reminds members this ride is on October 15th from 4:30-6:30.

John says that Garden is a really nice route. He lives nearby and has seen the project evolve.

While it was sad to lose some mature trees, he loves seeing all the families and bikers use it. He enjoys being able to use it to get to Cassia Park. He also expressed the Open Streets event along Latah as awesome and hopes to see future events like that.

5. Open Public Comment:

Clint Stardusky from the public is here to share an update on the cyclist killed in Kuna, Ada County Sheriff is still investigating it. He's been in contact with Vincent from ITD on Eagle Road, and he is reviewing to see if it possible. Lastly he encourages the committee to advocate to the State Legislature to amend "Far to the Right Law" to help mitigate right hooks. He thinks the committee would have a lot more clout in advocating for such law update.

Mary Beth thanks Clint for these comments, and shares that as a committee we are here to advise the ACHD commission, however our individual members are welcome to do so.

Erica, a resident asks in chat if non-members can join our rides and Mary Beth confirms that they can.

Wava adds information about the gentleman killed in Kuna, and points out the road is typically used by experienced road riders. A student was hit on 10-mile and deer flat and seeking lighting improvements due to this crash.

Lisa asks Clint about the use of a right turn lane when there are oncoming left turns - it can cause confusion for left turning drivers turning at the same time, they may be assuming the biker is turning right when in the right turn lane.

Clint disagrees - moving left away from the roadway makes the cyclist more relevant, and has not seen any data suggesting they cause more crashes. It is an alternative that a bicyclist can use based on their own experience and skill.

Lisa still feels that the kind of driving that occurs along Eagle Rd. would increase that danger. When she rides with kids its very important to consider lane positioning.

Oliver agrees with Clint that it improves his visibility but understands Lisa's point regarding less confident riders.

Mary Beth thanks everyone for their robust conversation.

6. Adjourn: Oliver makes a motion to adjourn, Bryan seconds.

Next Meeting: Monday, November 4th, 5pm



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



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.

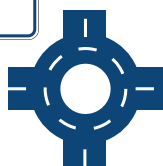
TRAFFIC CALMING INSTALLATION

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.~~