Study Overview/Description

ACHD is conducting traffic calming study for 13th Street from Fort Street to Hill Road.

We seek your input and ideas for creating a more pedestrian and bicycle friendly environment without negatively impacting local businesses or residents.

This study will investigate a wide range of potential solutions to calm traffic.

Next steps:

2018

March to May

Take feedback from tonight’s workshop and develop traffic calming alternatives.  

PUBLIC INPUT OPPORTUNITY

May

ACHD will host an event to gather feedback on alternatives.

PUBLIC INPUT OPPORTUNITY

Summer

Present the preferred alternative to ACHD Commission for consideration.

Fall

If approved by the Commission, design will start on the preferred alternative.

PUBLIC INPUT OPPORTUNITY

13th Street Traffic Calming Study

3/8/18
ACHD has been working with the neighborhood to address concerns about the volume and speed of traffic.

2007
ACHD received a request to close 13th St. to vehicular traffic between Alturas & Brumback. Request was denied.

2008
ACHD received a request for a crosswalk at 13th & Heron. Request was approved.

2014
Concerned residents request traffic calming.

2015
Investigation reviewing traffic speeds and volumes completed.

2015
ACHD installed crosswalk and warning signs at Hazel St. Intersection.

2016
Concerned neighbors submitted petition asking ACHD to look at ways to calm traffic and the 13th Street Calming Study became an official project.
13th Street Traffic Calming Study
3/8/18

Legend
- Signal Control
- Stop Control on side streets
- Marked Pedestrian Crossing

Area Map
Existing Street Cross Sections

N. 13th St. - near Irene St. to 14th Pl.
Facing North

N. 13th St. - Ressegue St. to Heron St.
Facing North

N. 13th St. - Fort St. to Ressegue St.
Facing North

13th Street Traffic Calming Study
3/8/18
**Existing and Planned Projects**

**13th Street Traffic Calming Study**

- **Heron Street - 13th St./9th St.**
  - Reconstruct the existing pavement and widen Heron to allow parking along the northside including curb, gutter, and detached concrete pathway from 13th St. to 9th St.
  - Construction anticipated 2018

- **13th Street - Alturas St./Brumback St.**
  - Pavement rehabilitation and upgrade of adjacent pedestrian ramps on identified arterial and collector road segments. Projects selected as part of ACHD’s Pavement Management Program.
  - 2020 Project

**2018 Residential Capital Maintenance**

- Pavement rehabilitation and general maintenance on Hazel St. from Harrison Blvd. to 13th St.
- Work anticipated 2018

Information per ACHD’s adopted 2018-2022 Integrated Five-Year Work Plan. Time frames are subject to change.

13th Street Traffic Calming Study
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Traffic Investigation Results

Investigation showed peak hour (5-6 p.m.) volumes measured on 13th St. at several locations that met the threshold for traffic calming:

- North of Fort St - 727 vehicles
- North of Ada St. - 535 vehicles
- South of Bella St. - 407 vehicles

Average speeds of vehicles recorded included:

- North of Fort St - 21-29 mph
- North of Ada St. - 22 mph
- South of Bella St. - 21 mph

Some outliers exist where vehicles traveled at higher speeds. Posted speed limit is 20 mph.

The number of cars using 13th St. has remained relatively unchanged over the past 10 years.
Crash History

From 2011-2016 there were 52 crashes recorded on 13th St., 32 occurring at intersections.

Crash clusters can be seen at:
- Fort St. & 13th
- 13th between Ressegui and Ada
- Eastman & 13th
- North of Brumback & 13th
- Heron & 13th

The most common types of crashes in the corridor are:
- Struck objects (mostly parked cars)
- Angle crashes at intersections and driveways
- Bicycle crashes

The most common causes of crashes in the corridor are:
- Failure to yield to pedestrians
- Failure to yield to bicycles
- Failure to yield to other vehicles
- Inattention
- Failure to obey stop signs

13th Street Traffic Calming Study
3/8/18
Typical Traffic Calming Request Process

A resident of the street calls ACHD with a request for traffic calming.

ACHD verifies the following:
- Is the street more than 750ft long?
  - +750 ft
- Are there more than 400 daily trips on the street?
  - +400

If NO to either question, the street does not meet the traffic calming criteria.

If YES, to either question, ACHD verifies one of the following:
- Is the peak hour (5-6 p.m.) volume on the street more than 100 trips?
  - +100
- Is the 85th percentile speed more than 29-30 mph?
  - >29-30 mph
- Is the 95th percentile speed more than 33-37 mph?
  - >33-37 mph

If NO to all three questions, the street does not meet the traffic calming criteria.

If any of the previous questions are YES, the resident needs to gather signatures on a petition of at least 75% of property owners along the street.

ACHD validates the signatures and conducts a study of speeds and volumes on the street.

ACHD conducts a cut through study to measure the amount of traffic cutting through the neighborhood to gain access to a collector or larger roads. If there is sufficient cut through, then ACHD will pay for engineering, inspection, speed humps, signs, and pavement markings. If there is not sufficient cut through, the neighborhood will be asked to initially pay for the speed humps and then ACHD will accept maintenance responsibility.

The 13th Street Traffic Calming Study went through this process and has progressed to the planning level study we are engaged in now. This effort is a more robust process than ACHD’s typical traffic calming efforts due to the unique history, character, and features of 13th Street.

13th Street Traffic Calming Study
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What’s Next

Thank you for attending our open house!

• ACHD will address the comments received from the public

• ACHD will host another event inviting residents to review and comment on the alternatives

All displays and handouts will be posted to www.achdidaho.org for review and comment.

Comments are due by March 22, 2018.