



City of Ketchum

TRAFFIC AUTHORITY MEETING AGENDA MEMO

Meeting Date: Staff Member/Dept:

Agenda Item:

Recommended Motion:

There is no formal action requested. Staff are requesting general feedback on the analysis and recommend the next step to complete public outreach sessions.

Reasons for Recommendation:

- Residents in West Ketchum have complained of speeding and inadequate facilities for over a decade.
- In summer of 2023, the city installed several temporary fixes - a roundabout at the 6th street intersection, pinch points via tubular markers along Bird Drive, and crosswalk enhancements at the Bird & Wood River Drive intersection.
- Feedback (October 2023), gathered via an online survey, was mixed. Staff then held a neighborhood meeting to identify next steps; the consensus was “There is a problem, but we only like part of the solutions offered.”
- February 2024 - Traffic Authority discussion. Suggested to add Williams Street to the pilot, with one treatment on Williams and a different treatment on Bird Drive.
- April 2024 - Meeting with neighbors produced a small turnout.
 - Staff proposed changes:
 1. Speed humps (instead of pinch points) along Bird Drive
 2. Radar speed feedback sign on Williams
 - Neighbor requests:
 1. Less tubular markers
 2. Exploration of vertical planters at roundabout (still to come)
 3. Explore removing all stop signs along Williams
 4. Explore adding stop signs

Per HDR “There’s no crash history here to suggest that there is a safety problem. The MUTCD states that stop signs shall not be installed for speed control, so I don’t recommend the city install these at this time.”

Mixed feedback, but Williams Street attendees advocated for speed humps instead of the sign.

Future Actions:

- Survey sent out in September to gauge public opinion; results attached.

Sustainability Impact:

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Financial Impact:

None OR Adequate funds exist in account:	There is no immediate financial request.
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Attachments:

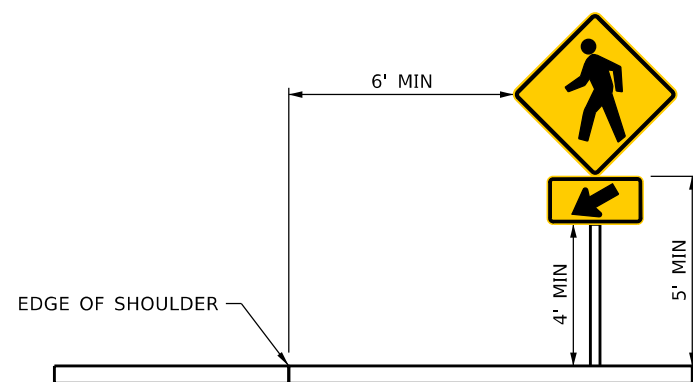
- | |
|----------------------------|
| 1. Traffic Calming Plans |
| 2. Speed Radar Stats |
| 3. Speed Stats |
| 4. Resident survey results |

GENERAL NOTES:

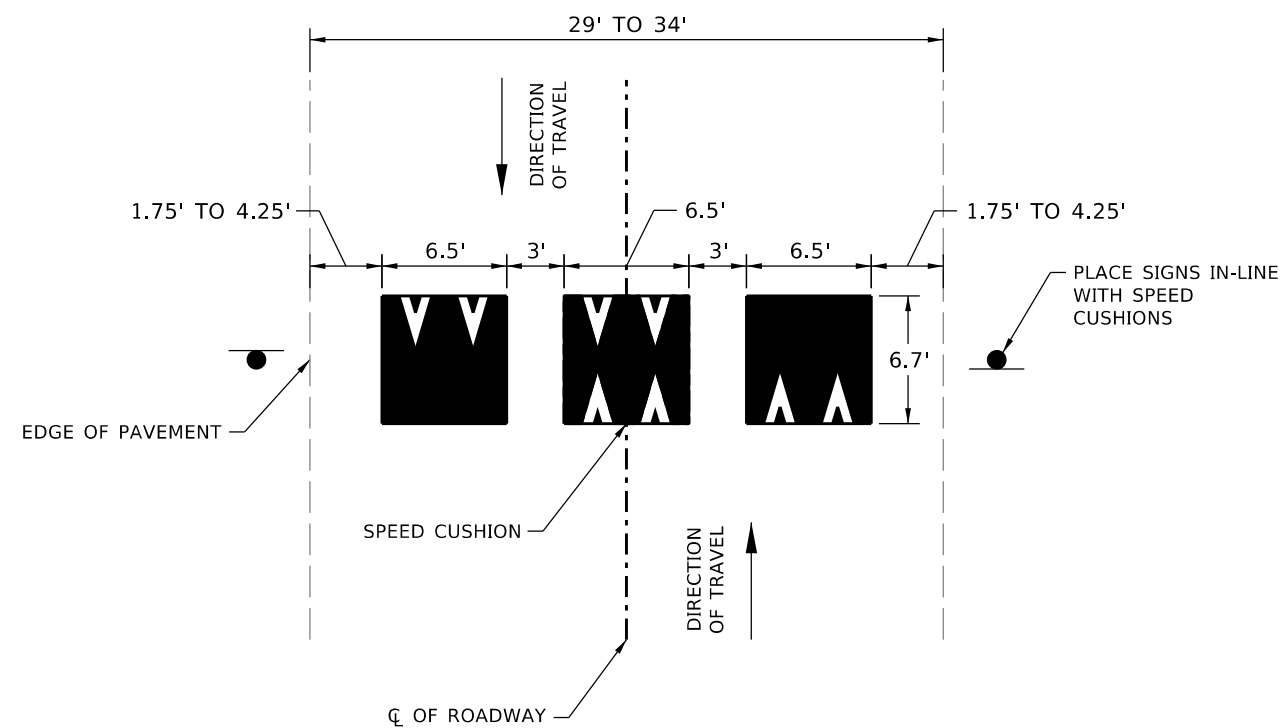
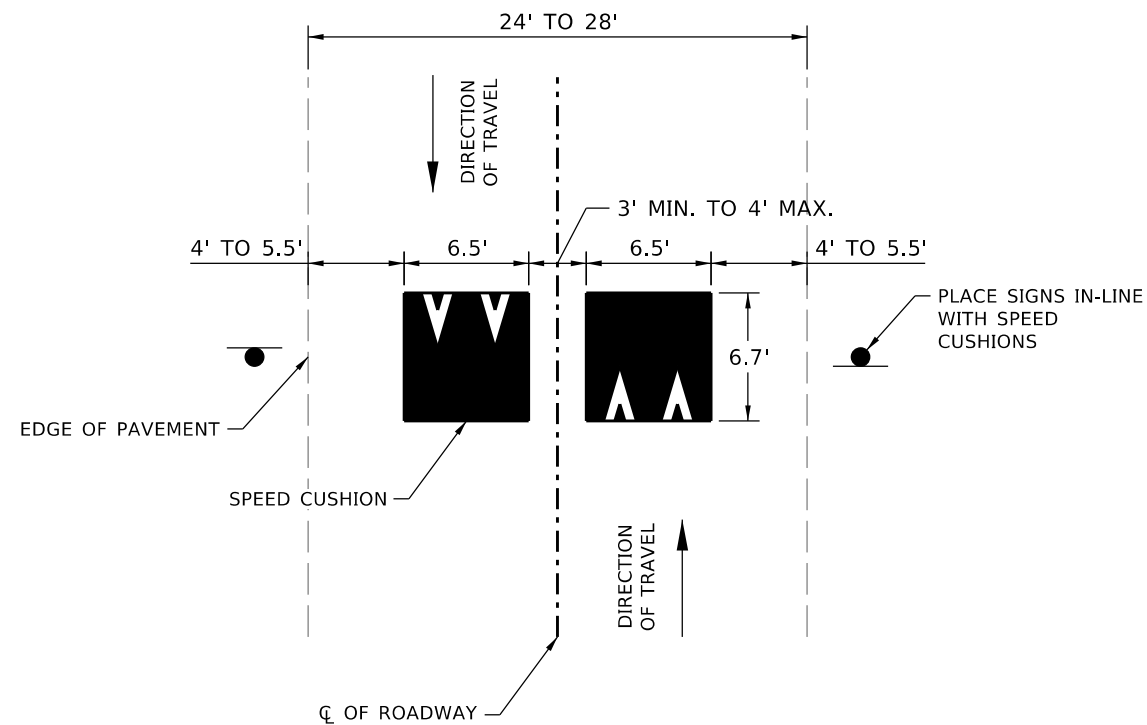
- DESIGN IS CONSIDERED TEMPORARY INSTALLATION TO TEST BENEFITS OF A TRAFFIC CALMING STRATEGY. CITY TO CONFIRM MATERIALS FOR CONSTRUCTION AND APPROPRIATE DURATION OF TRAFFIC CALMING TEST.
- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES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

MATERIAL QUANTITIES

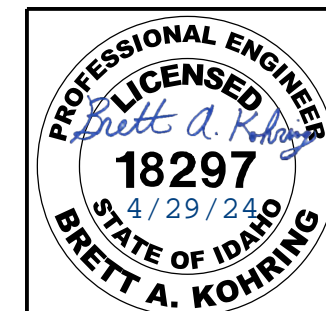
DESCRIPTION	QUANTITY	UNITS
SIGN PANELS	184	SF
6.5'x6.7' SPEED CUSHIONS	11	EA
6' COMPOSITE PARKING BLOCKS	13	EA
18" TUBULAR MARKERS (WHITE)	111	EA
36" TUBULAR MARKERS (YELLOW)	13	EA
PAINTED MARKINGS	236	SF
RADAR SPEED FEEDBACK SIGN	2	EA



TYPICAL SIGN INSTALLATION
N.T.S.



TYPICAL SPEED CUSHION INSTALLATION
N.T.S.







NOTES:

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

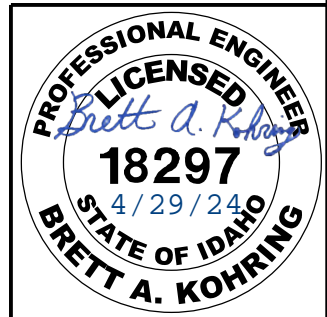
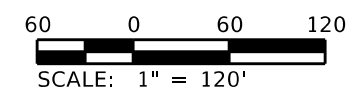


LEGEND:

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

BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
NORTH BIRD DR







NOTES:

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

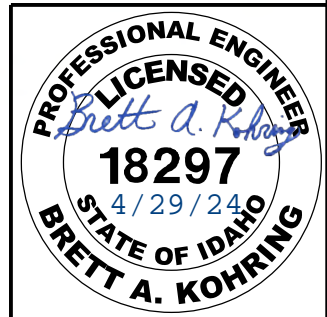
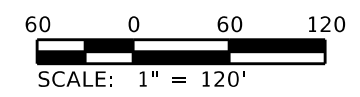


LEGEND:

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

BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
SOUTH BIRD DR



NOTES:

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

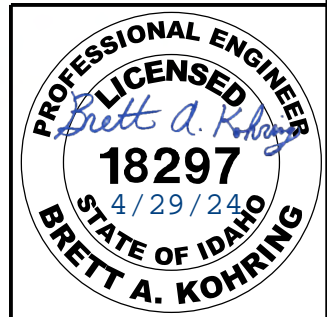
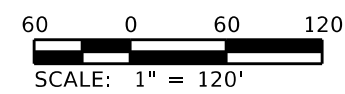


LEGEND:

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

BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
WILLIAMS ST






NOTES:

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

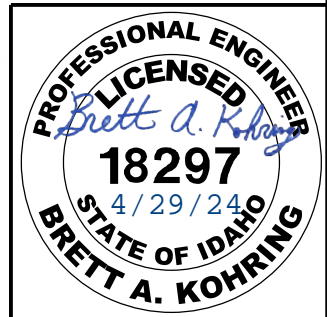
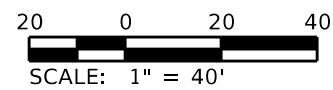


LEGEND:

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

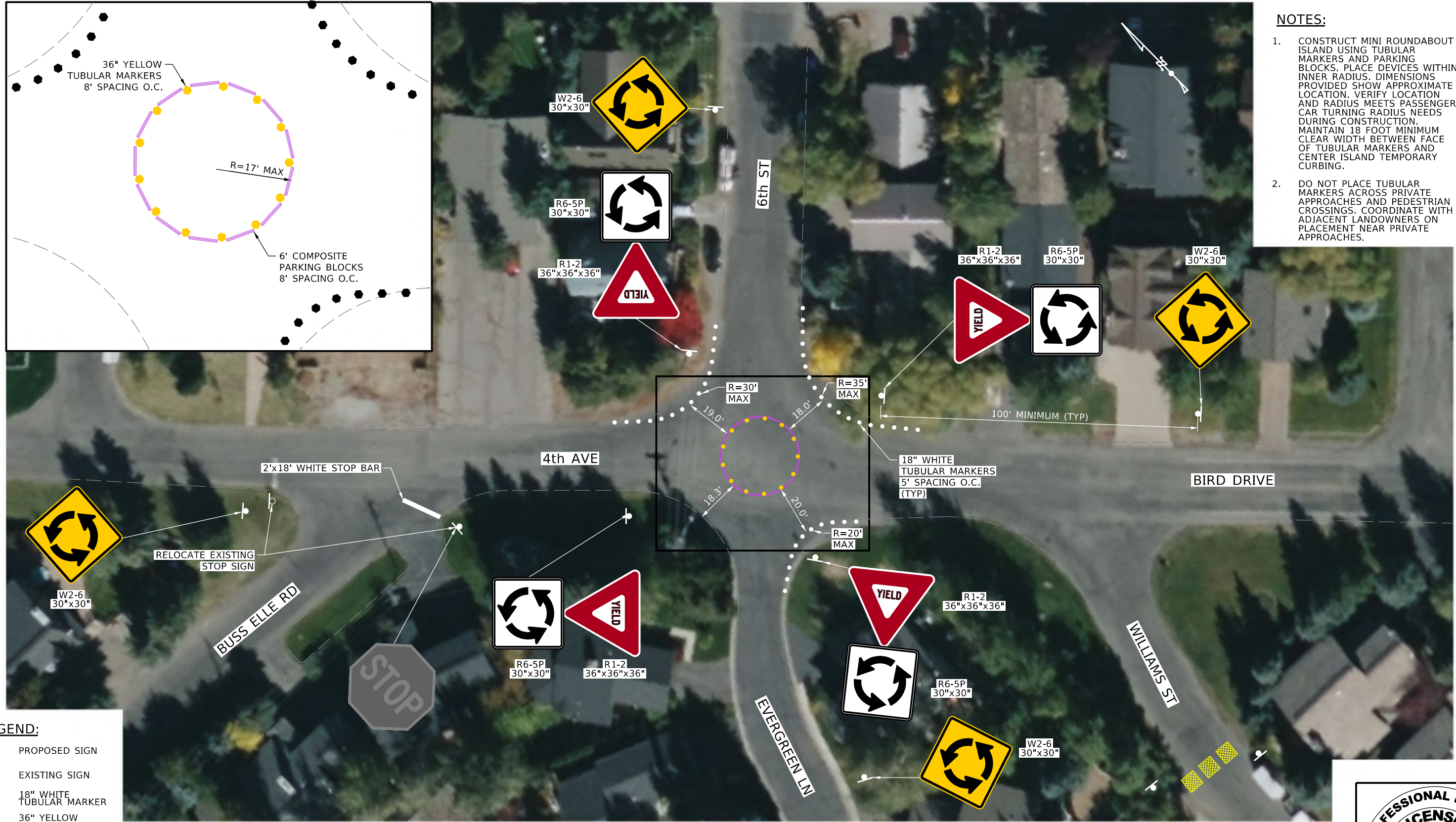
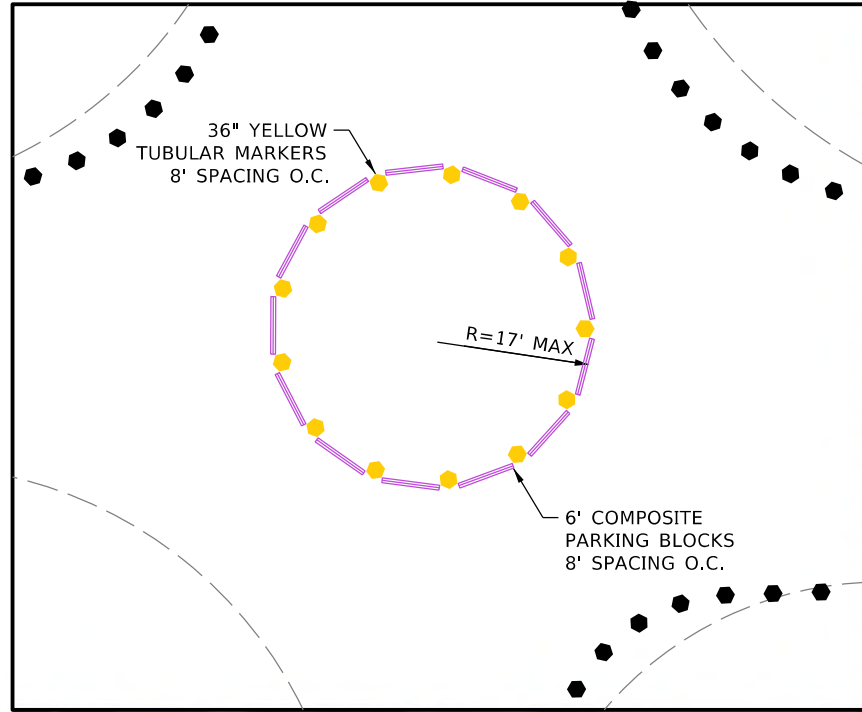
BIRD DRIVE TRAFFIC CALMING TEST

BIRD/WOOD RIVER DETAIL



NOTES:

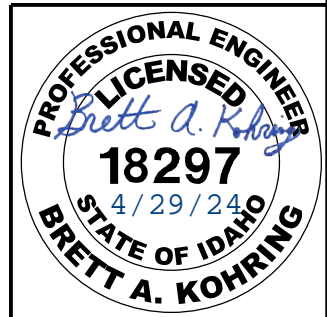
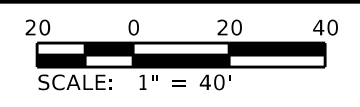
1. CONSTRUCT MINI ROUNDABOUT ISLAND USING TUBULAR MARKERS AND PARKING BLOCKS. PLACE DEVICES WITHIN INNER RADIUS. DIMENSIONS PROVIDED SHOW APPROXIMATE LOCATION. VERIFY LOCATION AND RADIUS MEETS PASSENGER CAR TURNING RADIUS NEEDS DURING CONSTRUCTION. MAINTAIN 18 FOOT MINIMUM CLEAR WIDTH BETWEEN FACE OF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



- LEGEND:**
- ▬ PROPOSED SIGN
 - ⊐ EXISTING SIGN
 - 18" WHITE TUBULAR MARKER
 - 36" YELLOW TUBULAR MARKER
 - SPEED CUSHION

BIRD DRIVE TRAFFIC CALMING TEST

MINI ROUNDABOUT DETAIL



Count by Speed Range Report

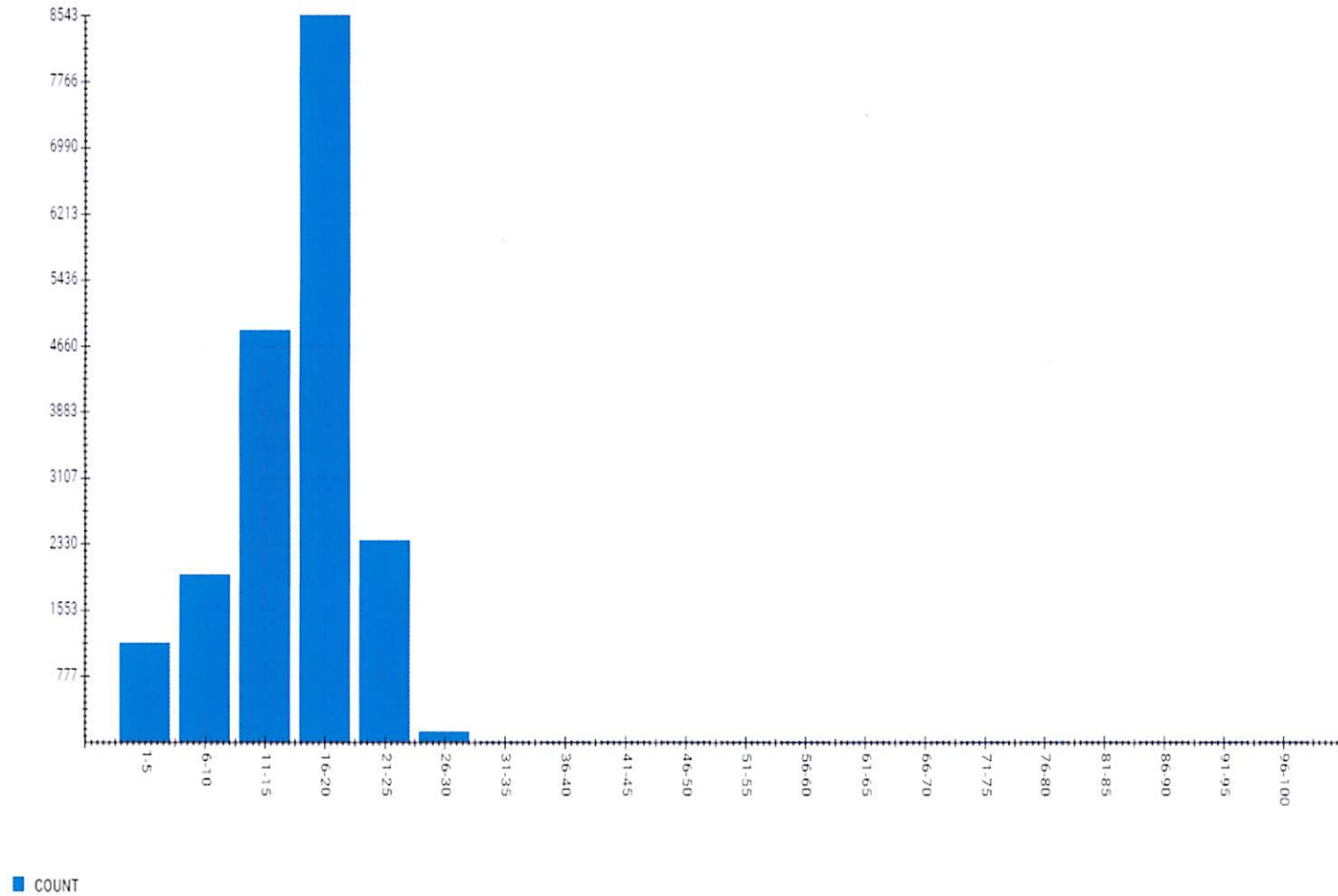
Location: Bird Drive South End

Address: Bird Drive

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

Count By Speed Range

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



Count by Speed Range Report

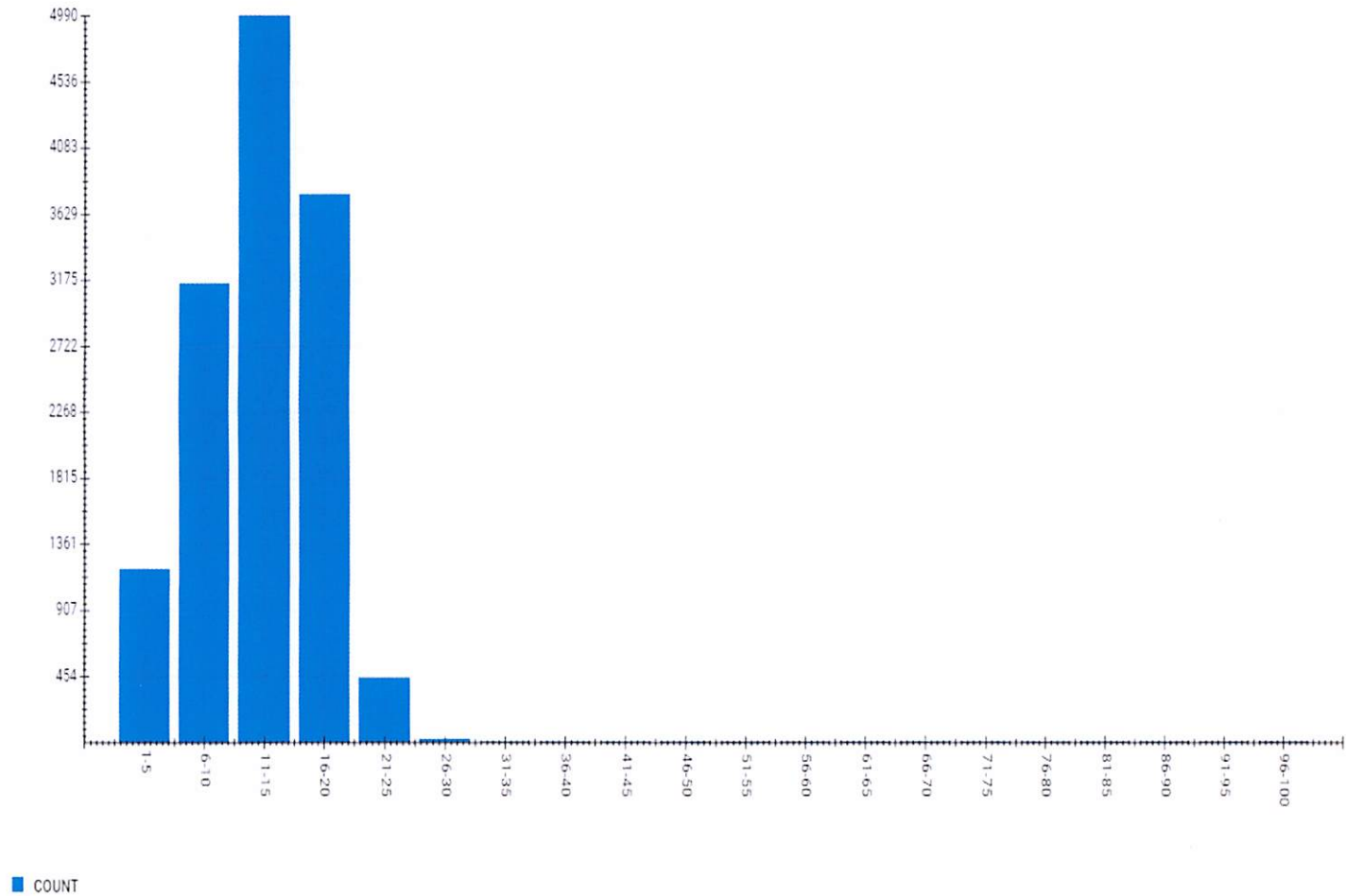
Location: 4th Avenue North

Address: 4th Avenue North

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

Count By Speed Range

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



MetroCount Traffic Executive Speed Statistics

SpeedStat-31 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-31

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

Vehicles = 1905

Posted speed limit = 20 mph, Exceeding = 555 (29.13%), Mean Exceeding = 22.05 mph

Maximum = 28.9 mph, Minimum = 6.3 mph, Mean = 17.8 mph

85% Speed = 21.47 mph, 95% Speed = 23.71 mph, Median = 18.12 mph

12 mph Pace = 12 - 24, Number in Pace = 1669 (87.61%)

Variance = 14.61, Standard Deviation = 3.82 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-30 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-30

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

Vehicles = 1914

Posted speed limit = 20 mph, Exceeding = 827 (43.21%), Mean Exceeding = 22.70 mph

Maximum = 33.1 mph, Minimum = 6.2 mph, Mean = 19.0 mph

85% Speed = 23.04 mph, 95% Speed = 25.50 mph, Median = 19.46 mph

12 mph Pace = 13 - 25, Number in Pace = 1603 (83.75%)

Variance = 17.92, Standard Deviation = 4.23 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-29 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-29

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

Vehicles = 972

Posted speed limit = 20 mph, Exceeding = 222 (22.84%), Mean Exceeding = 22.83 mph

Maximum = 30.6 mph, Minimum = 6.4 mph, Mean = 17.0 mph

85% Speed = 21.36 mph, 95% Speed = 24.38 mph, Median = 17.11 mph

12 mph Pace = 10 - 22, Number in Pace = 813 (83.64%)

Variance = 18.23, Standard Deviation = 4.27 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-38 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-38

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

Vehicles = 2949

Posted speed limit = 20 mph, Exceeding = 82 (2.781%), Mean Exceeding = 21.45 mph

Maximum = 26.8 mph, Minimum = 6.2 mph, Mean = 14.3 mph

85% Speed = 17.45 mph, 95% Speed = 19.35 mph, Median = 14.20 mph

12 mph Pace = 8 - 20, Number in Pace = 2813 (95.39%)

Variance = 9.04, Standard Deviation = 3.01 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-36 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-36

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

Vehicles = 2800

Posted speed limit = 20 mph, Exceeding = 461 (16.46%), Mean Exceeding = 21.88 mph

Maximum = 50.0 mph, Minimum = 6.3 mph, Mean = 16.6 mph

85% Speed = 20.24 mph, 95% Speed = 22.15 mph, Median = 16.89 mph

12 mph Pace = 10 - 22, Number in Pace = 2510 (89.64%)

Variance = 13.90, Standard Deviation = 3.73 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-37 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-37

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

Vehicles = 1777

Posted speed limit = 20 mph, Exceeding = 40 (2.251%), Mean Exceeding = 21.61 mph

Maximum = 25.9 mph, Minimum = 6.3 mph, Mean = 13.7 mph

85% Speed = 16.92 mph, 95% Speed = 18.90 mph, Median = 13.65 mph

12 mph Pace = 8 - 20, Number in Pace = 1687 (94.94%)

Variance = 9.88, Standard Deviation = 3.14 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

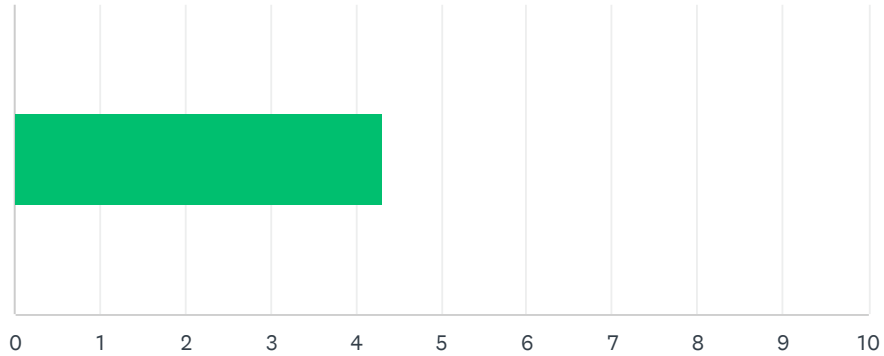
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

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

Answered: 36 Skipped: 0



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

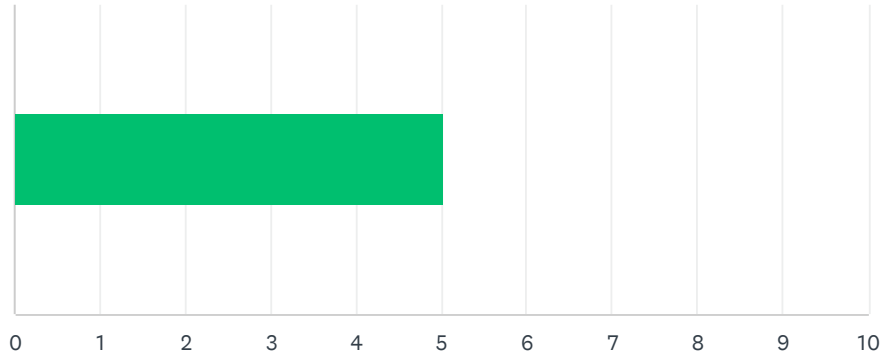
#		DATE
1	10	9/27/2024 1:17 PM
2	5	9/26/2024 10:01 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:31 AM
5	1	9/23/2024 7:25 PM
6	0	9/23/2024 5:03 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:53 PM
9	8	9/20/2024 6:39 PM
10	5	9/20/2024 7:20 AM
11	9	9/20/2024 6:40 AM
12	5	9/20/2024 6:25 AM
13	10	9/20/2024 3:27 AM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

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

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

Answered: 34 Skipped: 2



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

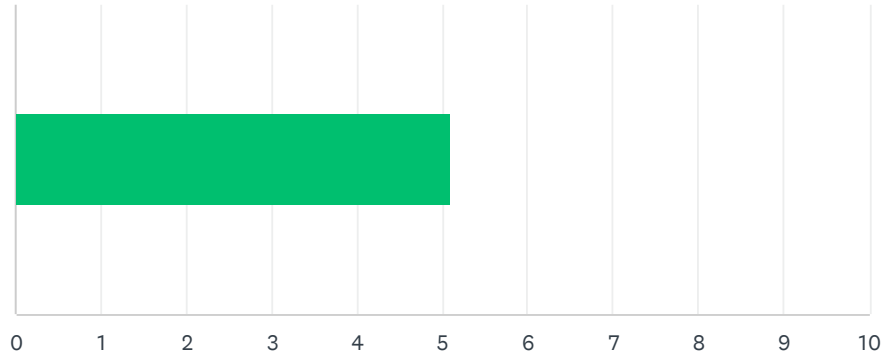
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1	10	9/27/2024 1:17 PM
2	7	9/26/2024 10:02 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:31 AM
5	7	9/23/2024 7:25 PM
6	0	9/23/2024 5:04 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:54 PM
9	5	9/20/2024 6:40 PM
10	9	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12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

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

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

Answered: 34 Skipped: 2



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

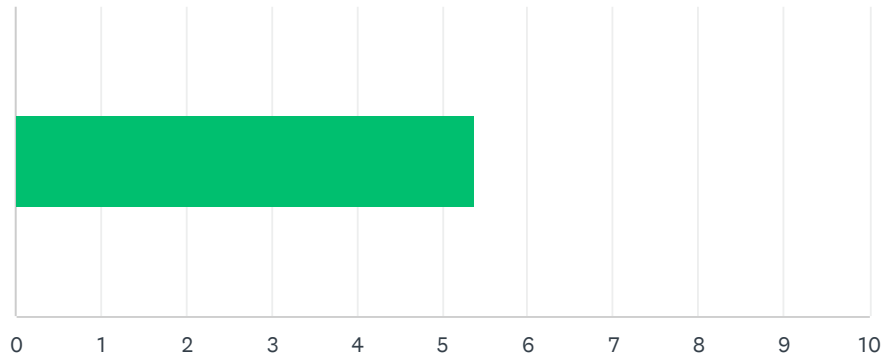
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1	10	9/27/2024 1:17 PM
2	5	9/26/2024 10:02 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:31 AM
5	6	9/23/2024 7:25 PM
6	0	9/23/2024 5:04 PM
7	8	9/22/2024 8:57 PM
8	5	9/20/2024 7:54 PM
9	5	9/20/2024 6:40 PM
10	10	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12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

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

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

Answered: 34 Skipped: 2



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

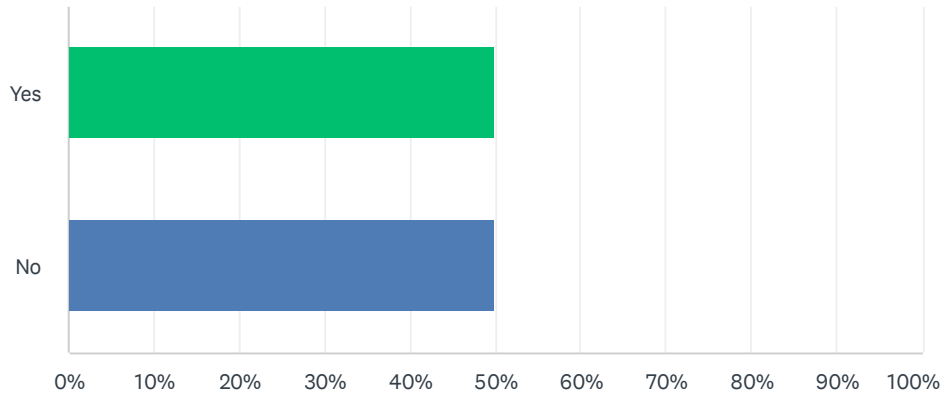
#		DATE
1	10	9/27/2024 1:17 PM
2	1	9/26/2024 10:02 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:32 AM
5	1	9/23/2024 7:26 PM
6	0	9/23/2024 5:13 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:54 PM
9	9	9/20/2024 6:40 PM
10	10	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12	5	9/20/2024 6:26 AM
13	10	9/20/2024 3:28 AM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

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

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

Answered: 34 Skipped: 2



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

Q6 Please share any additional thoughts or feedback here:

Answered: 30 Skipped: 6

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

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20 through the round about (heading down 4th and now it is more dangerous, particularly for folks coming out of The Pines) and over the speed bumps on Bird. There has to be a better option, extend the side walks down sixth to fourth. Make it a 4 way stop but don't put in the round about.

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

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