



DRAFT Downtown Stop Sign Study Report

City of Ketchum

Ketchum, ID

December 17, 2025

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Executive Summary

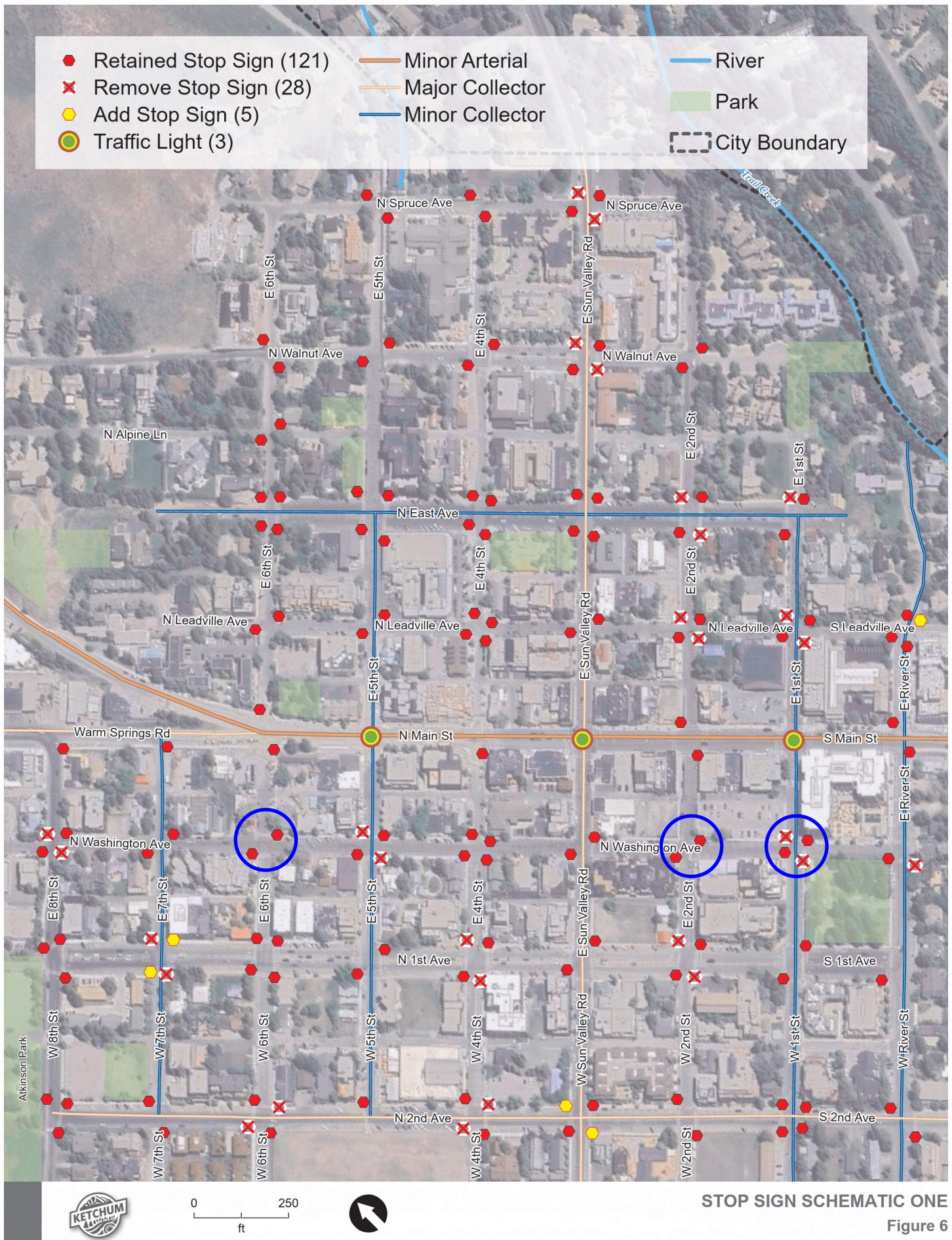
This report summarizes the results of the Stop Sign Study project conducted for the City of Ketchum, Idaho (City). The study evaluated the existing characteristics of intersections in the City's downtown core and developed new traffic control operation alternatives for the downtown core with the goal of removing stop signs and improving traffic flow. The study area comprises 58 unsignalized intersections with intersections located on SH-75 are excluded from analysis. Recommendations are made for either all-way stop control (AWSC), two-way stop control (TWSC), or no intersection control.

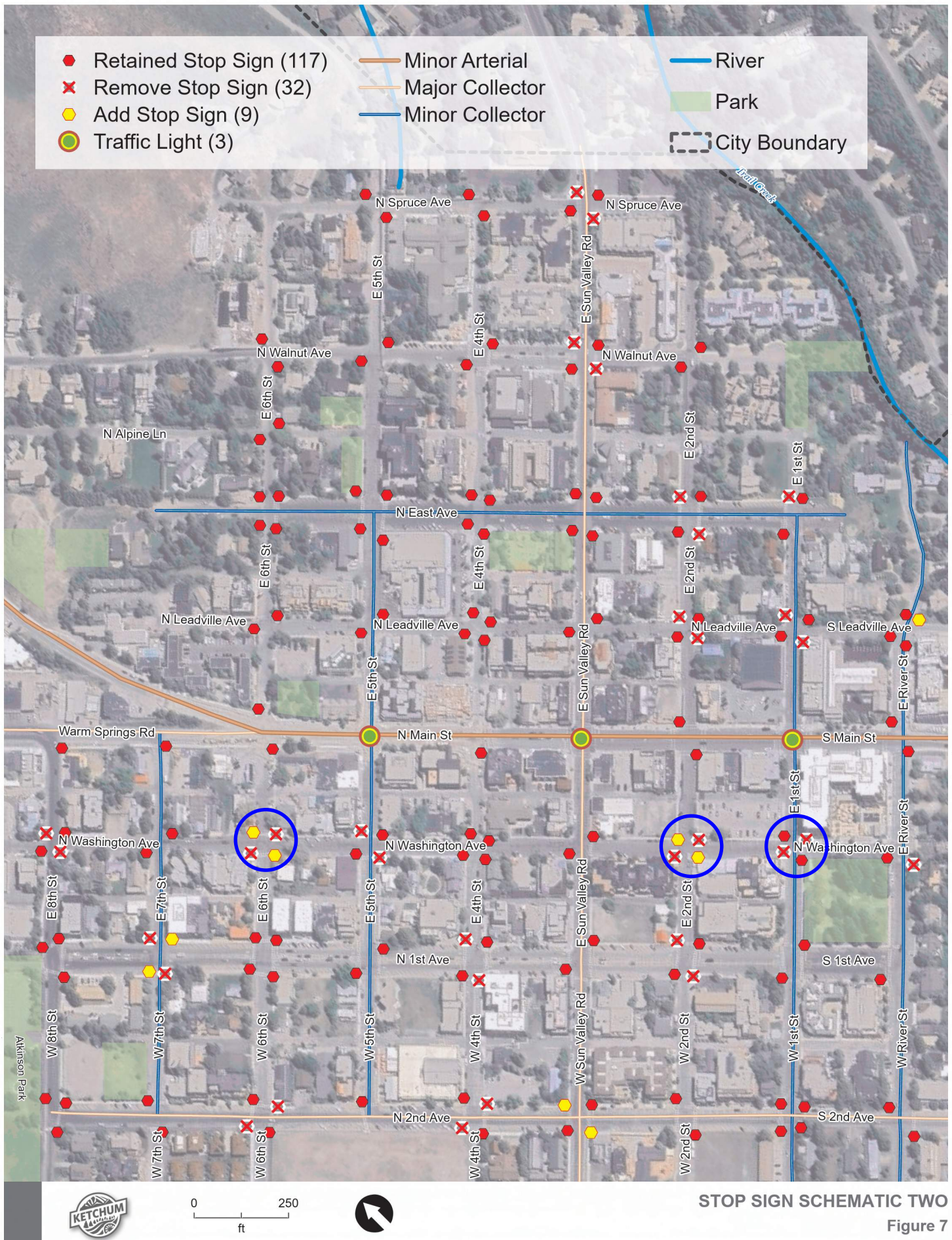
Currently, there is no formal approach for evaluating a citywide or area-wide stop sign scheme. The Manual on Uniform Traffic Control Devices (MUTCD) provides the following guidance: "The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all users." Using this principle, HDR applied MUTCD AWSC warrant criteria and minor road stop control guidance found in MUTCD Chapter 2B to develop two proposed stop sign schemes. The schemes can be found in **Figure 6** and **Figure 7** of this report. The process generally followed these steps:

- Intersections meeting at least one warrant were considered for AWSC.
- Where local streets intersect collector roadways, minor road stop control was applied to the local street.
- Stop control was considered on approaches with restricted sight distance that prevented drivers from seeing conflicting traffic.
- At T-intersections, the terminating roadway was assigned stop control.
- More restrictive control was applied near schools and Atkinson's Market due to anticipated higher pedestrian and bicycle activity.
- At intersections involving steep grades (e.g., 6th Street), the flatter roadway was generally given stop control to reduce the risk of vehicles sliding into the intersection during winter conditions.
- Where two local streets intersected, stop control was alternated throughout the downtown grid to maintain a consistent pattern.

MUTCD Section 2B.06 explicitly states that "Yield or Stop signs shall not be used for speed control." Downtown approach speeds range from 15 to 25 miles per hour, depending on the roadway. At these speeds, stop control or no-intersection control is generally appropriate. However, the placement of stop signs was not intended as a speed control or traffic-calming measure.

The City should review this report about these alternatives and provide feedback on any changes or additions. The City should also verify proposed stop sign locations in the field and identify any sight distance concerns. Following this, a public involvement process should be conducted, engaging stakeholders such as local businesses, schools, and members of the Ketchum Traffic Authority to gather input on the proposed plans. After the public involvement period, the City will provide HDR with direction for revising the analysis, report, and stop sign schemes in preparation for City Council adoption and eventual implementation.







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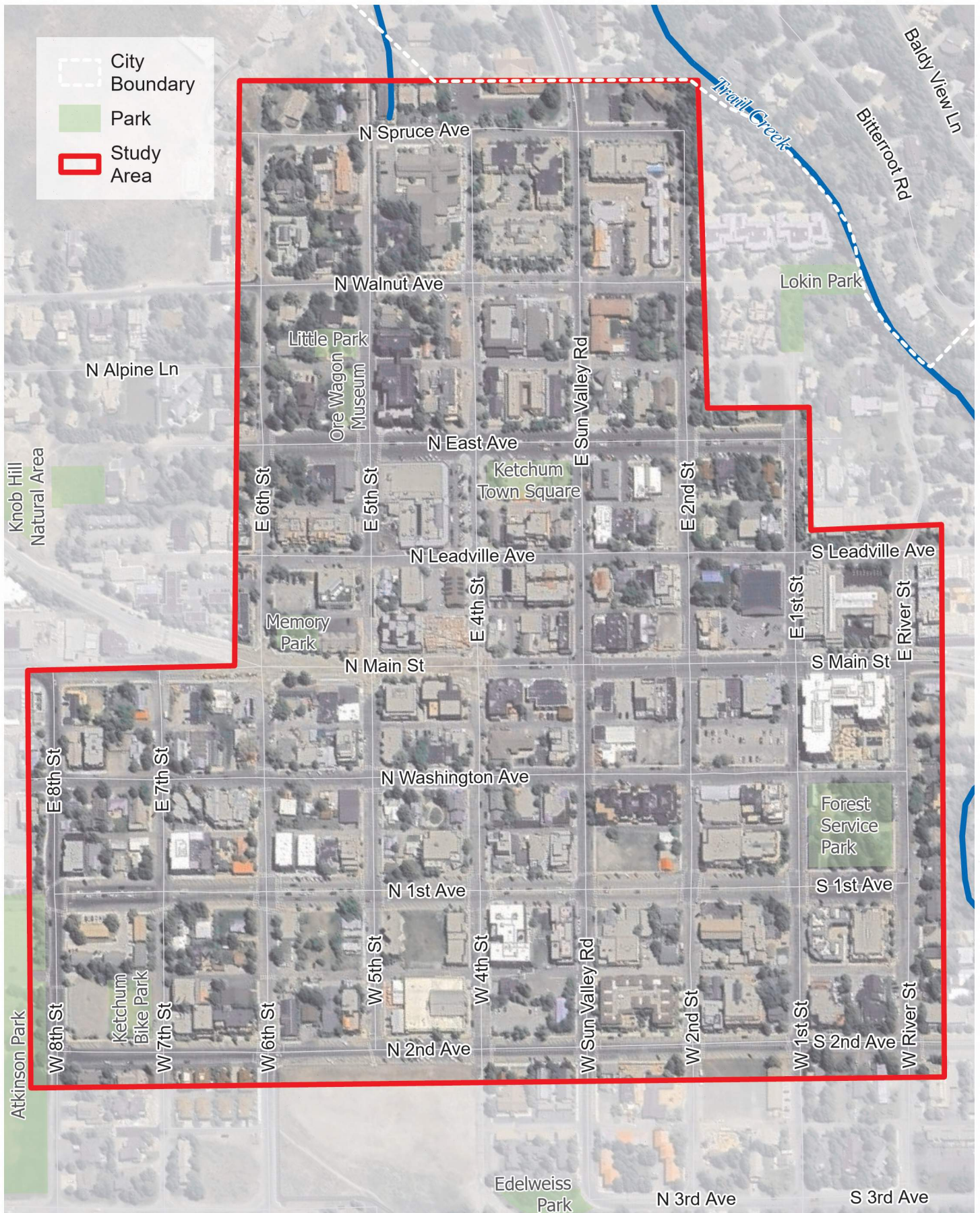
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0 500 ft



STUDY AREA: STOP & YIELD SIGN

Figure 1

Introduction and Study Area

This report summarizes the results of the Stop Sign Study project conducted for the City of Ketchum, Idaho (City). The project is intended to evaluate the existing characteristics of intersections in the City's downtown core and develop updated traffic control operations with the goal of removing stop signs and improving traffic flow. The study area for this project is shown in Figure 1 and comprises 58 unsignalized intersections. Intersections located on SH-75 are excluded from analysis. Recommendations will be made for all-way stop control (AWSC), two-way stop control (TWSC), or no intersection control.

Existing Conditions

The existing conditions for the downtown core were documented in the Existing Conditions Memo, and provided in **Appendix I**. A summary of the existing conditions is presented here.

Functional Classifications

Each roadway in this study's limits was assigned a functional classification in the Ketchum Transportation Plan, adopted in 2020, of either a Major Collector, Minor Collector, or Local Road as shown in **Figure 2**. These functional classifications identify whether a road is intended to prioritize mobility or accessibility and establish a hierarchy of major vs minor roads at intersections. SH-75 is the only functionally classified arterial in the City. The following streets are classified as major or minor collectors:

- Sun Valley Road
- Warm Springs Road
- 2nd Avenue
- 3rd Avenue
- 3rd Street
- River Street
- 1st Street
- 5th Street
- 7th Street
- East Avenue

All remaining roads are classified as local.

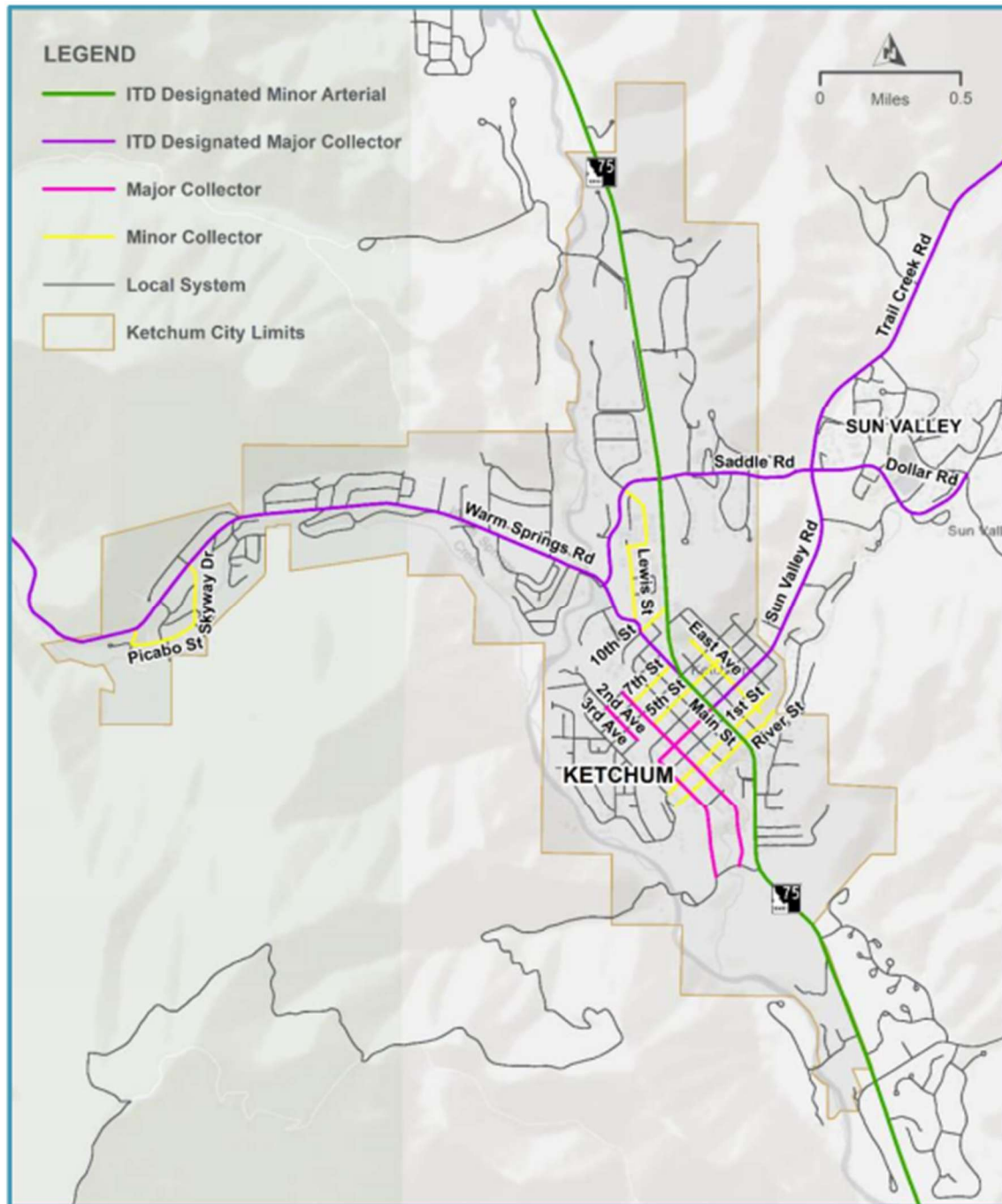


Figure 2: Ketchum Transportation Plan Functional Classifications

Existing Stop Signs

Generally, the intersections included in this analysis fall into one of three intersection operation types: uncontrolled, TWSC and AWSC. **Figure 3** shows the locations of the existing intersection control within the study area.

Of the 20 identified AWSC intersections within the study area there is no quantifiable justification for their placement. Twenty-nine intersections are TWSC. All intersections along the

alley designated Alpine Lane are currently uncontrolled with exception of the intersection at 6th Street. There are a couple of unique cases where a four-leg intersection has stop control on only three approaches occurring at the intersection of East Avenue and Wood River Drive, and River Street and Leadville Avenue, respectively. The existing control of each intersection within the study area, along with the other recorded factors, is in **Appendix I**.

Adjacent Land Use

Adjacent land use affects the types of vehicles that use an intersection and influences the presence of pedestrians, cyclists, delivery trucks and recreational vehicles. The downtown core is mostly commercial spaces with some mixed-use multi-family buildings. The perimeter of the study area is largely residential and there are three intersections near the Ernest Hemingway STEAM School and one near the Pioneer Montessori School.

Adjacent Parking to Intersections

Nearby parking may interfere with intersection operations depending on the configuration of the street parking. Additionally, parked vehicles may prevent drivers from seeing pedestrians or other vehicles due to sight obstruction. The study area contains two primary parking configurations: angled head-in and parallel parking. Based on an aerial imagery review, 43 intersections contain nearby angled parking, 13 have parallel parking, and two do not have nearby parking. Median parking is present on portions of 1st Avenue, East Avenue, and Walnut Avenue.

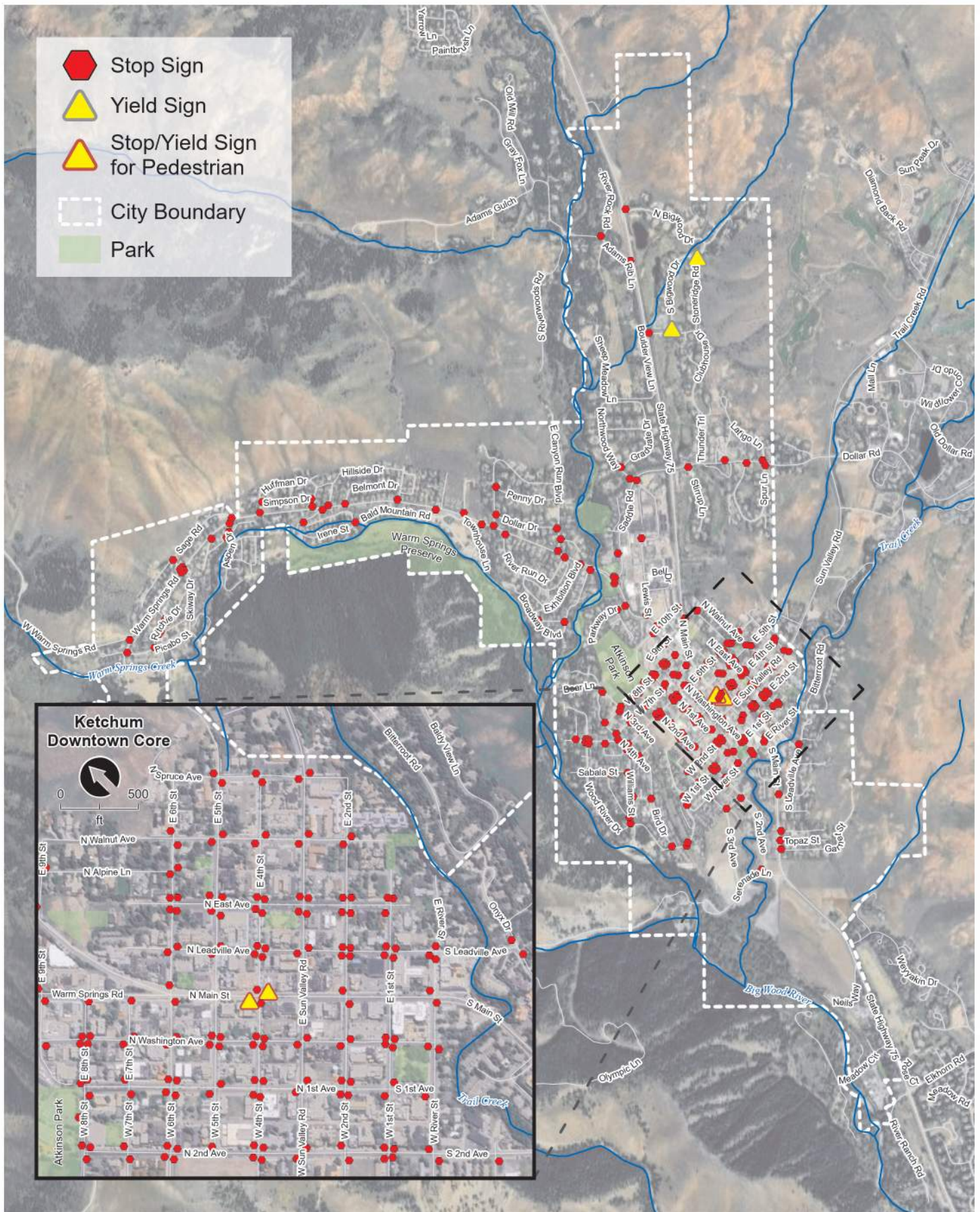


Figure 3

Traffic Counts

HDR worked with the City to identify 29 intersections that could potentially satisfy Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) warrants for stop control described in the next section. The City collected 12 hour turning movement traffic counts at these intersections during the summer and fall of 2025. A Miovision camera recorded vehicles, pedestrians and bikes at these intersections on Tuesdays, Wednesdays or Thursdays, generally between the hours of 6:00 AM and 6:00 PM. Collected counts can be found in **Appendix II**. In general, traffic was highest on the collector roadways including Sun Valley Road, 2nd Avenue and 6th Street. Traffic volumes were lower on the edges of downtown and on streets that do not have connections across Main Street or to other places in the City, such as 7th Street.

Traffic counts varied throughout the day with traffic counts spiking in the morning between 7:00 AM and 8:00 AM and then gradually increasing toward a PM peak in the middle of the afternoon. The Sun Valley Road and East Avenue intersection sees a major mid-day peak hour volume of traffic, which is consistent with the nearby restaurants and businesses that may be seeing lunchtime traffic. **Figure 4** and **Figure 5** show how the hourly traffic volumes vary throughout the day on two major collectors in the downtown area, 2nd Avenue and Sun Valley Road.

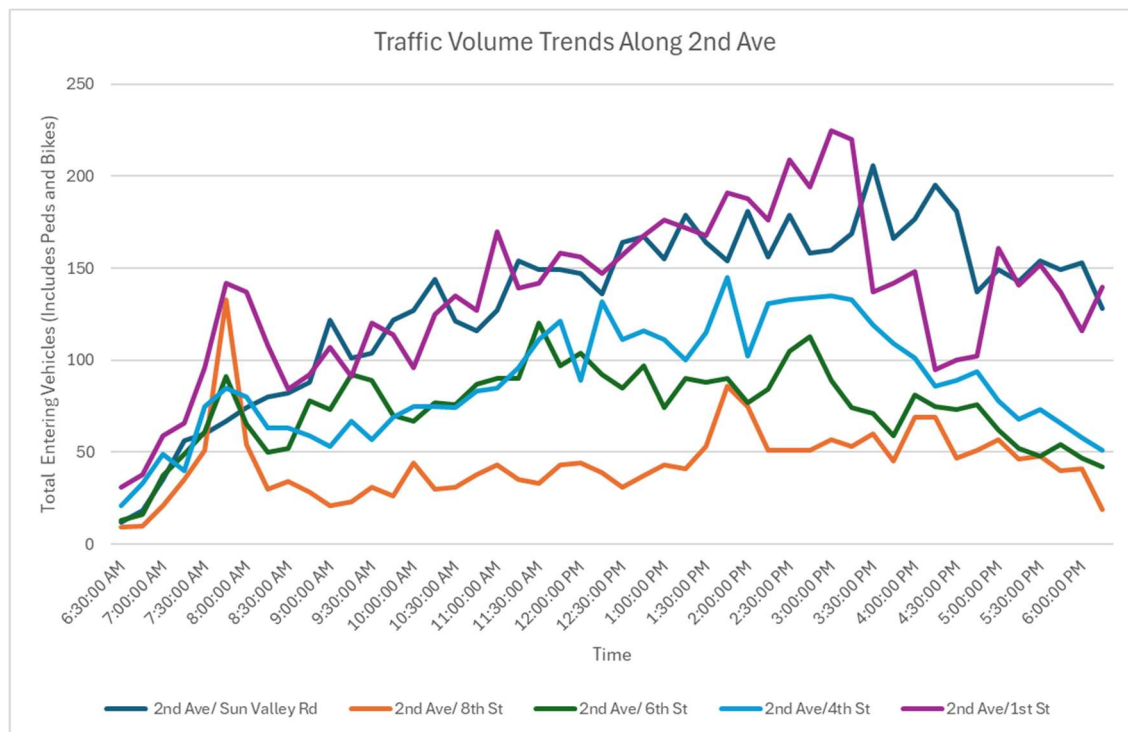


Figure 4. Traffic Volume Trends Along 2nd Ave

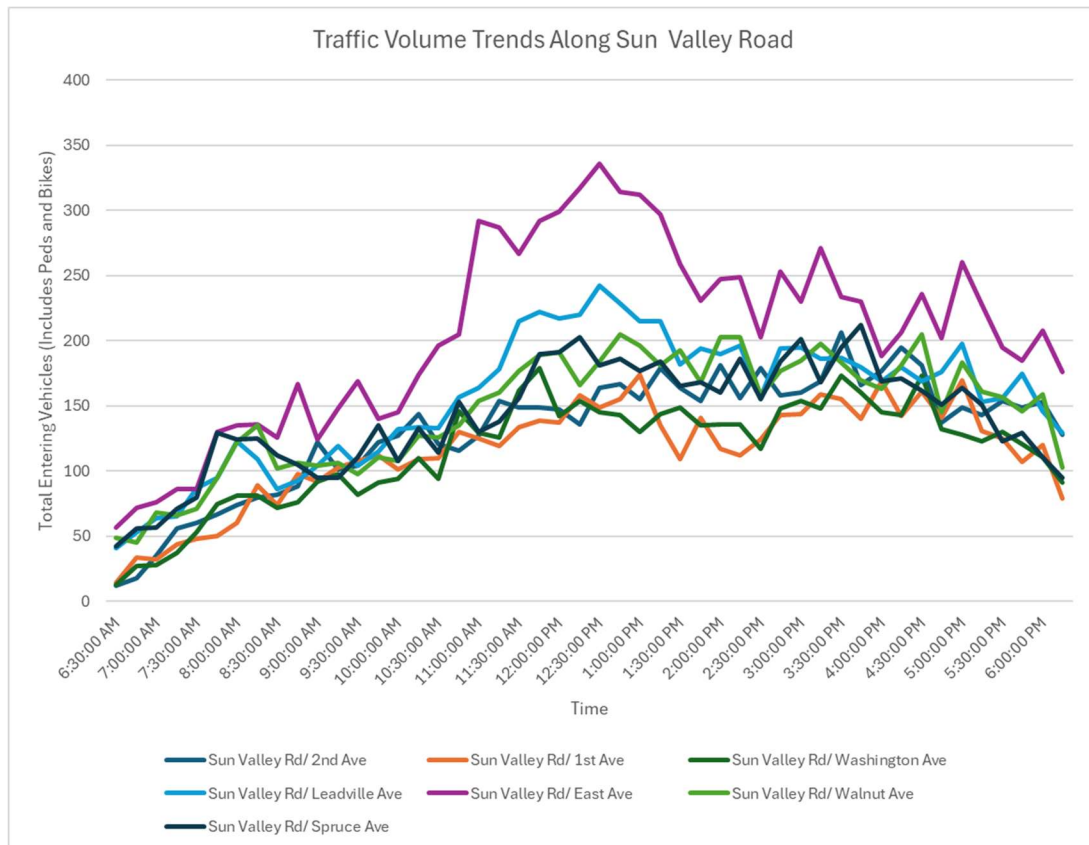


Figure 5. Traffic Volume Trends Along Sun Valley Road

No seasonal adjustment factors (SAF's) or day-of-the-week factors were applied to the traffic counts due to the lack of sufficient data and historical counts in the area. The raw counts were used directly in the analysis described below.

MUTCD All-Way Stop Control Warrant Analysis

The 11th edition of the MUTCD is published by the Federal Highway Administration, establishing the standards used by engineers and municipalities to install and maintain traffic control devices on streets open to public travel. The City has adopted the MUTCD as its official standard for use on its roadways.

Chapter 2B of the MUTCD specifies the requirements for right-of-way signing at intersections, and the warrant analysis procedures outlined in Sections 2B.12 through 2B.17 were applied to determine whether each intersection warrants AWSC. The warrants include:

- Warrant A: Crash Experience (Section 2B.13)
- Warrant B: Sight Distance (Section 2B.14)
- Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (Section 2B.15)
- Warrant D: 8-Hour Volume (Section 2B.16)
- Warrant E: Other Factors (Section 2B.18).

Warrant A: Crash Experience

MUTCD's Warrant A: Crash Experience outlines criteria for determining if conversion to AWSC is warranted based on recent crash history. The MUTCD notes that an intersection control may be warranted if the reported crashes exceed a given threshold for a defined time. These thresholds are defined as follows:

- For a 4-leg intersection:
 - Five intersection related crashes within a 12-month period
 - **OR** six intersection related crashes within a 36-month period that are a type susceptible to correction by installation of AWSC.
- For a 3-leg intersection:
 - Either four intersection related crashes within a 12-month period
 - **OR** five intersection related crashes within a 36-month period that are a type susceptible to correction by installation of AWSC.

Crash data was obtained from the Local Highway Safety Improvement Program conducted by the Local Highway Technical Assistance Council which includes crash history for the five-year period from 2019 to 2023. This crash data is in **Appendix II** and summarized in **Appendix I**.

12-Month Intersection Related Crashes

The 5th Street and 1st Avenue intersection experienced the most crashes with three. Two of those crashes occurred in 2023. Thirteen intersections had at most one crash during a year. Most intersections did not have any recorded crashes during that five-year period. Based on this information no intersections within the study area meet the 12-month crash requirements as outlined in the MUTCD.

36-Month Intersection Related Crashes

One intersection had multiple recorded crashes within a 36-month period. The intersection of 5th Street and 1st Avenue recorded three crashes between 2021 and 2023. The 13 intersections which had a maximum of one crash within a 12-month period did not have any other crashes within the adjacent 24 months. Similar to the 12-month evaluation no intersections meet the 36-month criteria for intersection related crashes.

Warrant B: Sight Distance

MUTCD's Warrant B: Sight Distance notes that AWSC may be installed where the sight distance on the minor road approaches controlled by a stop sign is not adequate for a vehicle to turn and cross the major (uncontrolled road).

Intersection sight distance was evaluated by constructing a sight triangle based on guidance contained within Title 12 of the City of Ketchum Code and AASHTO's Policy on Geometric Design of Highways and Streets (Green Book). The sight triangle was constructed over Bing Maps aerial imagery in Bentley's OpenRoads software. These evaluated sight triangles are dependent on the posted speed of the road and the speed on the road which a driver is attempting to turn onto. The decision point for minor road stop control assumes that a driver stops at the stop line, ensures that no pedestrian conflicts are present and proceeds to a distance 14.5' from the edge of the travelled way to check for conflicting cars. If vertical visual



obstructions such as buildings, vehicles, hedges, trees, or fences are present within the sight triangle the sight distance may not be adequate. These obstacles were observed using aerial imagery and Google Street View. In these instances, a more restrictive intersection control may be considered.

Uncontrolled

Intersections may be considered for no intersection control, meaning no stop or yield signs at the intersection, when drivers on all four approaches are able to see each other, yield the right-of-way and slow or stop as necessary. Per the City of Ketchum's Code, Section 12.04.030.D.4 the minimum clear sight distance for vehicles to be mutually visible is 100 feet from the center of the intersection. This exceeds the minimum recommendations found in Table 9-4 in the Green Book. Based on the City's guidelines, no intersections met the minimum guidelines for uncontrolled intersections.

Minor Road Stop Control

If an intersection does not have adequate sightlines for uncontrolled operations, stop control on the minor road may be appropriate. An additional check was performed to evaluate the sight distance of stopped vehicles on the minor road for right or left turns per the AASHTO's guidelines. In this case the sight triangles are dependent on the speed of the uninterrupted direction of travel. There are two intersections for which there are not adequate sightlines for minor road stop control. Those intersections are:

- 6th Street and 1st Avenue
- River Street and Leadville Avenue

There are six intersections where the sight lines for minor road stop control do not contain any obstructions. Those intersections are:

- 8th Street and 1st Avenue
- 8th Street and Warm Springs Road
- 7th Street and Warm Springs Road
- 6th Street and 2nd Avenue
- 6th Street and Walnut Avenue
- 6th Street and Spruce Avenue

All remaining intersections were free of immovable obstructions such as buildings, signage or plant growth but could potentially have cars parked within the sight triangles. Results of the sight triangle analysis are presented in **Appendix I**.

Warrant C: Transition to Signal Control

MUTCD's Warrant C: Transition to Signal Control notes that AWSC may be considered while arrangements are being made to convert an intersection to signal control or yield control at a circular intersection, such as a roundabout. Currently, there are no plans to convert the intersections downtown to a different control type and therefore Warrant C does not apply.



Warrant D: 8-hour Volume

MUTCD's Warrant D: Considers the combined volumes of vehicles, bicycles and pedestrians entering the intersection during any eight hours of a typical day. To warrant installation of a stop sign the intersection must meet both of the following requirements:

- A. The combined motor vehicle, bicycle and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any eight hours of a typical day; and
- B. The combined motor vehicle, bicycle and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of the same eight hours.

The Sun Valley Road and East Avenue intersection is the only intersection to satisfy both conditions in Warrant D. All intersections on Sun Valley Road, except the intersection with 2nd Avenue, meet Condition A but do not meet Condition B. The 2nd Avenue and 1st Street intersection meets seven of the eight hours for both conditions A and B. Remaining intersections do not meet the conditions. Traffic count data and a summary of the eight-hour warrant analysis can be found in **Appendix II**.

Warrant E: Other Factors

MUTCD's Warrant E: This warrant notes that AWSC may be needed due to other factors not addressed in other AWSC warrants. These include but are not limited to:

- The need to control left turn conflicts.
- Intersection of two streets of similar design and operational characteristics where AWSC may improve traffic operations.
- Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Since the MUTCD does not define specific thresholds for Warrant E, other factors including adjacent land use, pedestrian crossing width, adjacent parking and nearby multi-modal traffic generators were considered as part of the analysis. Intersections near the Hemingway STEAM School, the Pioneer Montessori School and Atkinson's Market were considered for AWSC as those have a higher possibility of generating multi-modal traffic that would conflict with vehicle flow. A summary of intersections where Warrant E was applied is described in **Table 1**.

All-Way Stop Control Warrant Analysis Summary

Table 1 outlines the results of the warrant analysis. No intersections were warranted for all-way stop control under Warrant A or Warrant C. Two intersections had sight line obstructions that met Warrant B for AWSC. The intersection of Sun Valley Road and East Avenue met Warrant D. Six additional intersections were chosen for AWSC on the basis of Warrant E. This warrant was primarily applied to promote pedestrian safety in the areas surrounding the Ernest Hemingway STEAM school and Atkinsons Market. Two other intersections were chosen for AWSC due to their volumes approaching the thresholds required for Warrant D. Those intersections were the intersections of 2nd Avenue and 1st Street and 2nd Avenue and Sun Valley



Road. Lastly, the intersection of 6th Street and East Avenue has a steep vertical grade on both the minor and major road approaches, and it was determined that it would likely be safest if all vehicles were required to stop at this intersection. Each of the locations selected for AWSC currently operates as AWSC, with the exception of Sun Valley Road and 2nd Avenue where stop signs are added on two approaches and River Street and Leadville where a stop sign is added to the uncontrolled leg of the intersection.

Table 1. Warrant Analysis Summary

Intersection	Warrant A	Warrant B	Warrant C	Warrant D	Warrant E*
8th St / 2nd Ave	No	No	N/A	No	Near School
8th St / Hemingway Ln	No	No	N/A	No Counts	
8th St / 1st Ave	No	No	N/A	No	Near School
8th St / Washington Ave	No	No	N/A	No	
8th St / Warm Springs Rd	No	No	N/A	No Counts	
7th St / 2nd Ave	No	No	N/A	No Counts	
7th St / 1st Ave	No	No	N/A	No Counts	
7th St / Washington Ave	No	No	N/A	No Counts	
7th St / Warm Springs Rd	No	No	N/A	No Counts	
6th St / 2nd Ave	No	No	N/A	No	
6th St / 1st Ave	No	Yes	N/A	No	
6th St / Washington Ave	No	No	N/A	No Counts	
6th St / Leadville Ave	No	No	N/A	No Counts	
6th St / East Ave	No	No	N/A	No	Vertical Geometry
6th St / Alpine Lane	No	No	N/A	No Counts	
6th St / Walnut Ave	No	No	N/A	No Counts	
6th St / Spruce Ave	No	No	N/A	No Counts	
5th St / 2nd Ave	No	No	N/A	No Counts	
5th St / 1st Ave	No	No	N/A	No Counts	
5th St / Washington Ave	No	No	N/A	No	
5th St / Leadville Ave	No	No	N/A	No Counts	
5th St / East Ave	No	No	N/A	No Counts	Pedestrian activity
5th St / Alpine Lane	No	No	N/A	No Counts	
5th St / Walnut Ave	No	No	N/A	No Counts	
5th St / Spruce Ave	No	No	N/A	No Counts	
4th St / 2nd Ave	No	No	N/A	No	
4th St / 1st Ave	No	No	N/A	No	
4th St / Washington Ave	No	No	N/A	No	Diagonal Pedestrian Crossing



Intersection	Warrant A	Warrant B	Warrant C	Warrant D	Warrant E*
4th St / Leadville Ave	No	No	N/A	No	Diagonal Pedestrian Crossing
4th St / East Ave	No	No	N/A	No	Pedestrian activity
4th St / Alpine Lane	No	No	N/A	No Counts	
4th St / Walnut Ave	No	No	N/A	No	
4th St / Spruce Ave	No	No	N/A	No Counts	
Sun Valley Rd / 2nd Ave	No	No	N/A	No	Volumes approach Warrant D
Sun Valley Rd / 1st Ave	No	No	N/A	No	
Sun Valley Rd / Washington Ave	No	No	N/A	No	
Sun Valley Rd / Leadville Ave	No	No	N/A	No	
Sun Valley Rd / East Ave	No	No	N/A	Yes	
Sun Valley Rd / Alpine Lane	No	No	N/A	No	
Sun Valley Rd / Walnut Ave	No	No	N/A	No	
Sun Valley Rd / Spruce Ave	No	No	N/A	No	
2nd St / 2nd Ave	No	No	N/A	No Counts	
2nd St / 1st Ave	No	No	N/A	No	
2nd St / Washington Ave	No	No	N/A	No	
2nd St / Leadville Ave	No	No	N/A	No	
2nd St / East Ave	No	No	N/A	No	
2nd St / Alpine Lane	No	No	N/A	No Counts	
2nd St / Walnut Ave	No	No	N/A	No	
1st St / 2nd Ave	No	No	N/A	No	Volumes approach Warrant D
1st St / 1st Ave	No	No	N/A	No Counts	
1st St / Washington Ave	No	No	N/A	No	
1st St / Leadville Ave	No	No	N/A	No	
1st St / East Ave	No	No	N/A	No	
1st St / Alpine Lane	No	No	N/A	No Counts	
River St / 2nd Ave	No	No	N/A	No Counts	
River St / 1st Ave	No	No	N/A	No Counts	
River St / Washington Ave	No	No	N/A	No Counts	
River St / Leadville Ave	No	Yes	N/A	No	

*Other factors that may warrant all-way stop control included, but are not limited to, the need to control left turn conflicts, intersecting collector streets of similar characteristics, and pedestrian and/or bicyclist movements.

Minor Road Stop Control

Minor road stop control, also known as TWSC at four-legged intersections, can be used when AWSC is not warranted but other factors may make it desirable to stop control the minor roadway approaches to an intersection. The MUTCD in section 2B.07 outlines that the minor roadway should be based on one or more of the following criteria:

- A. A roadway intersecting with a designated through or numbered highway
- B. A roadway with lower functional classification
- C. A roadway with the lower traffic volume
- D. A roadway with the lower speed limit and/or
- E. A roadway that intersects with a roadway that has a higher priority for one or more modes of travel.

The MUTCD also states that when the intersecting roadways have similar volumes, speeds or other characteristics the following factors should be considered to determine the minor roadway:

- A. Controlling the direction with the most established pedestrian crossing activity or school walking routes
- B. Controlling the direction that has obscured vision, dips or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Since nearly all the intersections throughout the study area did not meet the AWSC warrants, minor road stop control was considered based on the following guidance from Section 2B.11 of the MUTCD:

- A. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street
- B. Crash records indicate that
 - a. For a 4-leg intersection:
 - i. Either three intersection related crashes within a 12-month period
 - ii. **OR** six intersection related crashes within a 36-month period that are a type susceptible to correction by installation of a minor-road stop control.
 - b. For a 3-leg intersection:
 - i. Either three intersection related crashes within a 12-month period
 - ii. **OR** five intersection related crashes within a 36-month period that are a type susceptible to correction by installation of a minor-road stop control.
- C. The intersection is of a lower functional classification road with a higher functional classification road.
- D. Conditions that previously supported the installation of all-way stop control no longer exist.

Based on the most recent five years of crash data, no intersection met the thresholds for minor-road stop control. When developing the stop sign schemes, minor road stop control was considered either where sight triangles indicated that roadside features may be obscuring the vision of drivers on the minor roadway approaches or where a local roadway intersects a collector roadway.

Stop Sign Schemes

Generalized Approach

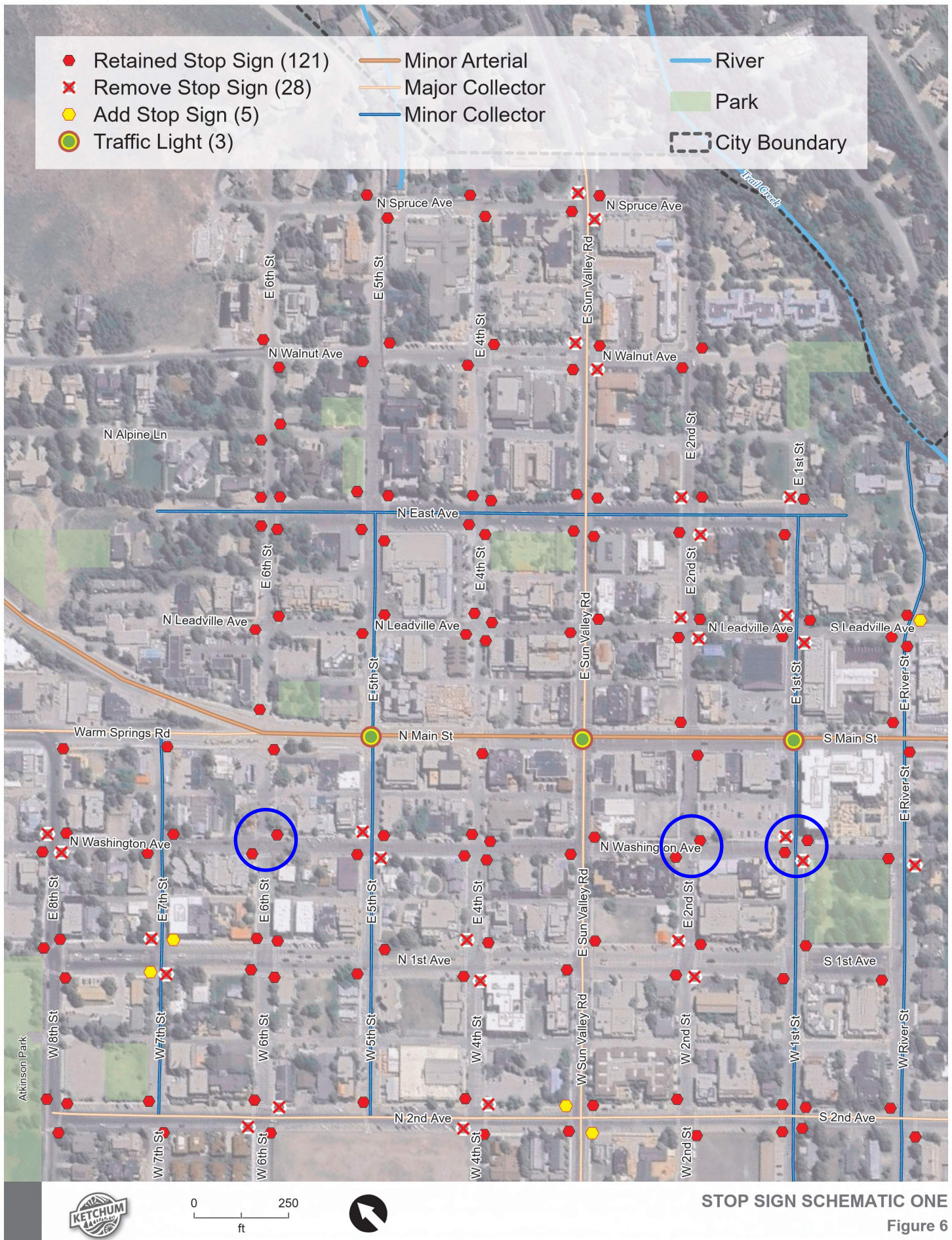
Currently, there is no formal approach for evaluating a citywide or area-wide stop sign scheme. The MUTCD provides the following guidance: “The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all users.” Using this principle, HDR applied the MUTCD warrant criteria and minor road stop control guidance to develop two proposed stop sign schemes. The process generally followed these steps:

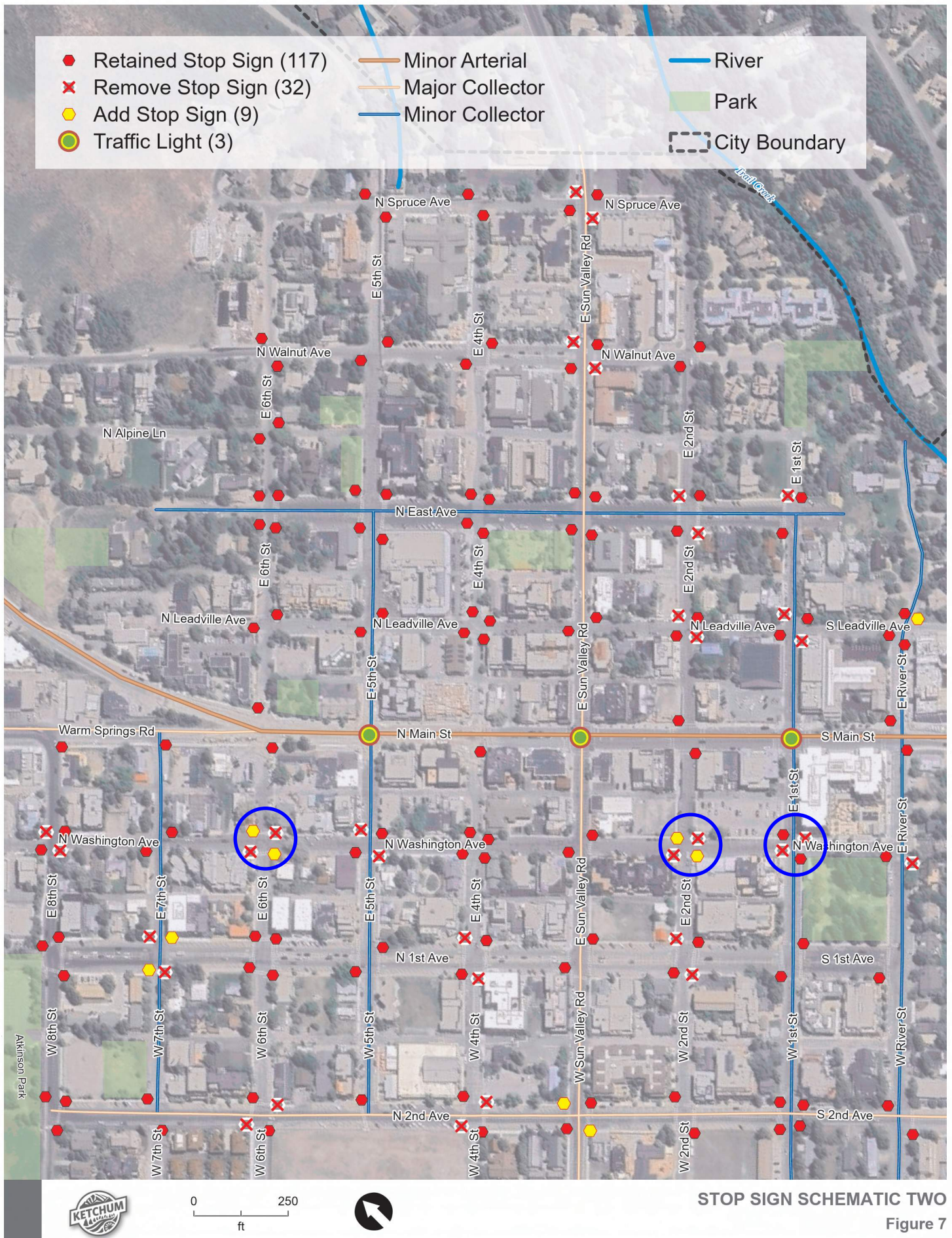
- Intersections meeting at least one warrant were considered for AWSC.
- Where local streets intersect collector roadways, minor road stop control was applied to the local street.
- Stop control was considered on approaches with restricted sight distance that prevented drivers from seeing conflicting traffic.
- At T-intersections, the terminating roadway was assigned stop control.
- More restrictive control was applied near schools and Atkinson’s Market due to anticipated higher pedestrian and bicycle activity.
- At intersections involving steep grades (e.g., 6th Street), the flatter roadway was generally given stop control to reduce the risk of vehicles sliding into the intersection during winter conditions.
- Where two local streets intersected, stop control was alternated throughout the downtown grid to maintain a consistent pattern.

MUTCD Section 2B.06 explicitly states that “Yield or Stop signs shall not be used for speed control.” Downtown approach speeds range from 15 to 25 miles per hour, depending on the roadway. At these speeds, stop control or no-intersection control is generally appropriate. However, the placement of stop signs was not intended as a speed control measure.

Results

Two options are provided for the City’s consideration in **Figure 6** and **Figure 7**. Given the guidance from the MUTCD and the existing conditions, both options are very similar. Both remove 23 stop signs and convert 12 intersections from AWSC to minor road stop control. Alternative Two aims to prioritize more flow on the collector roadways through town when placing stop control on the roadways not constrained by the criteria described above. Each alternative applies AWSC to two intersections which previously did not operate as such. The alternatives differ at two intersections along Washington Avenue – at 2nd and 6th Streets – which are highlighted with blue circles in both figures.





Additional Improvements

HDR reviewed intersections within the study area for potential improvements that could improve safety for all users. Recommended additional improvements are noted below in **Table 2** and include the implementation of bulb-outs, Rectangular Rapid Flashing Beacons (RRFBs), median pedestrian refuge islands, signing modifications, and intersection illumination.

Table 2. Additional Improvements

Intersection	Additional Improvements				
	Major Road RRFB	Bulb-out	Median Refuge Island	Diagonal Pedestrian Crossing Signs	Intersection Illumination
1st Street / 1st Avenue		x	x		x
1st Street / East Avenue		x	x		x
2nd Street / 2nd Avenue	x	x			x
2nd Street / East Avenue		x	x		x
Sun Valley Road / 1st Avenue		x	x		x
Sun Valley Road / Washington Avenue	x	x			x
Sun Valley Road / Leadville Avenue	x	x			x
4th Street / 1st Avenue		x	x		x
4th Street / Leadville Avenue				x	x
4th Street / Washington Avenue				x	x
5th Street / 1st Avenue		x	x		x
5th Street / East Avenue		x	x		x

RRFB Locations

Rectangular Rapid Flashing Beacons (RRFBs) increase pedestrian safety by providing high-visibility, attention-grabbing flashing lights that alert drivers to the presence of pedestrians at crossings. This enhanced visibility significantly improves driver yielding rates and reduces the likelihood of collisions. No national standards exist for warranting the installation of RRFB's however, the Ada County Highway District (ACHD) in Ada County, Idaho has developed easy to implement Level of Traffic Stress (LTS) Standards that can guide practitioners in choosing where RRFB's may be beneficial for installation. These performance measures can be found in **Appendix III**.



ACHD uses a Level of Traffic Stress (LTS) rating system to evaluate bicyclist and pedestrian infrastructure. The LTS score indicates the relative comfort and safety of roads and intersections for these users: lower scores represent greater comfort and safety, while higher scores indicate less. Corridors and intersections are evaluated by the weakest link principle, meaning that the least comfortable quality of a roadway or intersection determines the ranking for that location. The experience a facility provides for active users based on LTS score is defined as follows:

- LTS 1: High Comfort for All
- LTS 2: High Comfort for Adults
- LTS 3: Increasing Stress for Most
- LTS 4: High Stress Experience

The following intersections receive an LTS 2 score and were identified as locations where RRFBs placed on the major road may be beneficial for pedestrian safety and reduce the score to LTS 1:

- 2nd Street and 2nd Avenue
- Sun Valley Road and Washington Avenue
- Sun Valley Road and Leadville Avenue

Bulb-out Locations

HDR reviewed the 2021 Master Transportation Plan and the existing locations of bulb-outs throughout the downtown core to identify the existing locations of bulb outs and locations where bulb-outs could improve pedestrian safety. Bulb-outs extend the curbing out into the intersection at crosswalks, which reduces the distance pedestrians are exposed to traffic while crossing the street, makes them more visible to drivers, and prevents vehicles from parking too close to the intersection.

Bulb-outs currently exist on one or more corners at the following intersections:

- 6th Street and East Avenue
- 5th Street and 2nd Avenue
- 5th Street and 1st Avenue
- 4th Street and 1st Avenue
- 4th Street and Washington Avenue
- 4th Street and Leadville Avenue
- 4th Street and East Avenue
- 4th Street and Walnut Avenue
- 4th Street and Spruce Avenue
- Sun Valley Road and Washington Avenue
- Sun Valley Road and Leadville Avenue
- Sun Valley Road and East Avenue
- Sun Valley Road and Walnut Avenue
- Sun Valley Road and Spruce Avenue

- 2nd Street and 1st Avenue

The following were additional locations where bulb-outs were recommended in the Master Transportation Plan but are not yet installed:

- 1st Street and 1st Avenue
- Sun Valley Road and 1st Avenue
- 2nd Street and East Avenue
- 5th Street and East Avenue

Median Pedestrian Refuge Islands

Refuge islands shorten the distance of travelled roadway that a pedestrian must traverse and can provide those with mobility issues a safe area to rest in the middle of their crossing. This improvement could be especially beneficial in areas where there is existing median parking such as along 1st Avenue and East Avenue. A refuge island would further delineate parking spaces and enhance pedestrian safety.

Diagonal Pedestrian Crossing Signs

The City has indicated that they would like to maintain the existing diagonal pedestrian crossing locations at 4th Street and Leadville Avenue, as well as 4th Street and Washington Avenue. As this intersection operation is not commonly anticipated by drivers, it may be beneficial to provide additional warning signs that alert drivers to this intersection operation.

Intersection Illumination

Intersection illumination enhances visibility for both pedestrians and vehicles. The ACHD methodology identifies lack of intersection illumination as a factor which worsens an intersection's LTS score by 1. This means that providing intersection lighting would change any of the study intersections from "High Comfort for Adults" to "High Comfort for All" and could be beneficial throughout.

Conclusion and Next Steps

Two alternative stop sign schemes for Downtown Ketchum have been developed based on the warrant and minor stop control analysis. The City should review these alternatives and provide feedback on any changes or additions. Sight distance was evaluated through a desktop review using aerial imagery and Google Street View; however, these sources may be outdated. The City should verify proposed stop sign locations in the field and identify any sight distance concerns. HDR will incorporate City comments and update the report and alternatives accordingly. Following this, a public involvement process should be conducted, engaging stakeholders such as local businesses, schools, and members of the Ketchum Traffic Authority to gather input on the proposed plans. After the public involvement period, the City will provide HDR with direction for revising the analysis, report, and stop sign schemes in preparation for City Council adoption and eventual implementation.

The City should consider further investigation of the recommendations for additional improvements provided in **Table 2** above. In general bulb-outs and median refuge island could improve pedestrian safety by shortening crossing distances, particularly at locations with either median parking or angled parking adjacent to the intersection. The RRFBs and diagonal pedestrian crossing signs could be used to provide increased awareness of pedestrian presence at those locations with increased activity.

While HDR considered safety principles during this analysis, no traffic control plan can guarantee the elimination of crashes. After implementing the new stop sign scheme, the City should continue to monitor the roadway network for changes in crash frequency and traffic volumes. Adjustments to the stop sign scheme should be made as necessary to maintain safety and operational efficiency as conditions evolve.

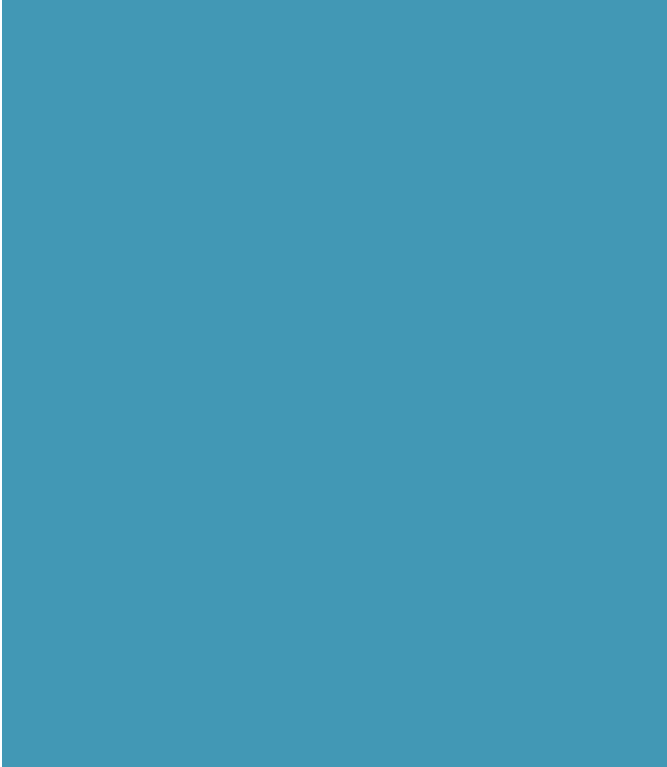
Additionally, to further improve safety, the City should consider working with adjacent landowners to remove sight obstructions at intersection corners by removing obstacles or trimming trees.

Mobility Project Coordination – Bike Lanes

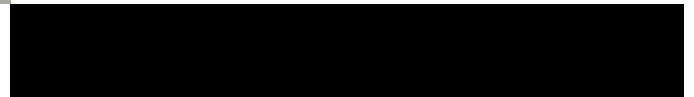
During this study, the City of Ketchum is conducting a comprehensive review of their bike network throughout the town. The results of the project may require changes or adjustments to the stop sign scheme options proposed in this report. The two most significant changes are:

- A curb separated bike and pedestrian pathway on 2nd Avenue with a diagonal bike crossing at 2nd Street and 4th Avenue.
- Reducing the number of travel lanes on Leadville Avenue and Washington Avenue to allow space for a raised bike facility and converting both roadways to one-way operations.

If either of these options are selected for implementation, the design team should take care to evaluate the safety needs of the roadways and revise the stop-sign scheme to accommodate future needs. HDR recommends that at locations where diagonal crossings are to be installed that AWSC be considered. Leadville and Washington Avenues may see a change in traffic volumes and HDR recommends the City repeat the warrant evaluation for stop signs after installation. HDR recommends that the City consider MUTCD AWSC and TWSC guidance during the design of these projects and document decisions that change the stop sign schemes.



Ketchum Stop Sign Existing Conditions Memo



Memo

Date: Friday, November 14, 2025

Project: Ketchum Stop Sign Study

To: City of Ketchum

From: Brett Kohring, PE
Matt Thompson, EIT

Subject: Existing Conditions Memo

Introduction

This project is intended to evaluate the existing characteristics of intersections in Ketchum, Idaho and develop a new traffic control operation for the downtown core. The study area for this project comprises of 58 unsignalized intersections. Recommendations will be made for either all-way stop control (AWSC), two-way stop control (TWSC), or no intersection control. The study area intersections are shown below in **Figure 1**, excluding any intersections located on SH-75.



Figure 1. Study Area

This memo is intended to outline information gathered for each of 58 unsignalized intersections within the study area. The intention of this data collection was to support analyzing the intersections with stop control warrants as outlined in Section 2B of the *11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD)*. The collected intersection characteristics are broken into the following categories: current operations, geometric conditions, crash history,

adjacent conditions, and sight distance analysis. These existing conditions will be used in combination with traffic counts collected by the City of Ketchum to develop intersection control recommendations for the study area.

Current Operations

Existing Stop Signs

Generally, the intersections included in this analysis fall into one of three intersection operation types: uncontrolled, TWSC and AWSC. **Figure 2** shows the locations of the existing intersection control within the study area.

Of the 20 identified AWSC intersections within the study area there is no quantifiable justification to their placement. Twenty-nine intersections are TWSC. All intersections along the alley designated Alpine Lane are currently uncontrolled with exception of the intersection at 6th Street. There are a couple of unique cases where a four-leg intersection has stop control on only three approaches occurring at the intersection of East Avenue and Wood River Drive, and River Street and Leadville Avenue, respectively. The existing control of each intersection within the study area, along with the other recorded factors, is located in **Appendix A**.

Existing Speed Limits

Generally, most roads in the study area have a posted speed limit of 20 mph. Sun Valley Road has a speed limit of 25 mph. Near the Ernest Hemingway STEAM School the following roadways operate at a posted speed of 15mph:

- 2nd Avenue
- 1st Avenue
- Washington Avenue, north of 7th Street
- 8th Street
- Walnut Avenue
- Hemingway Lane

Alpine Lane has a posted speed limit of 10 mph for its entirety.

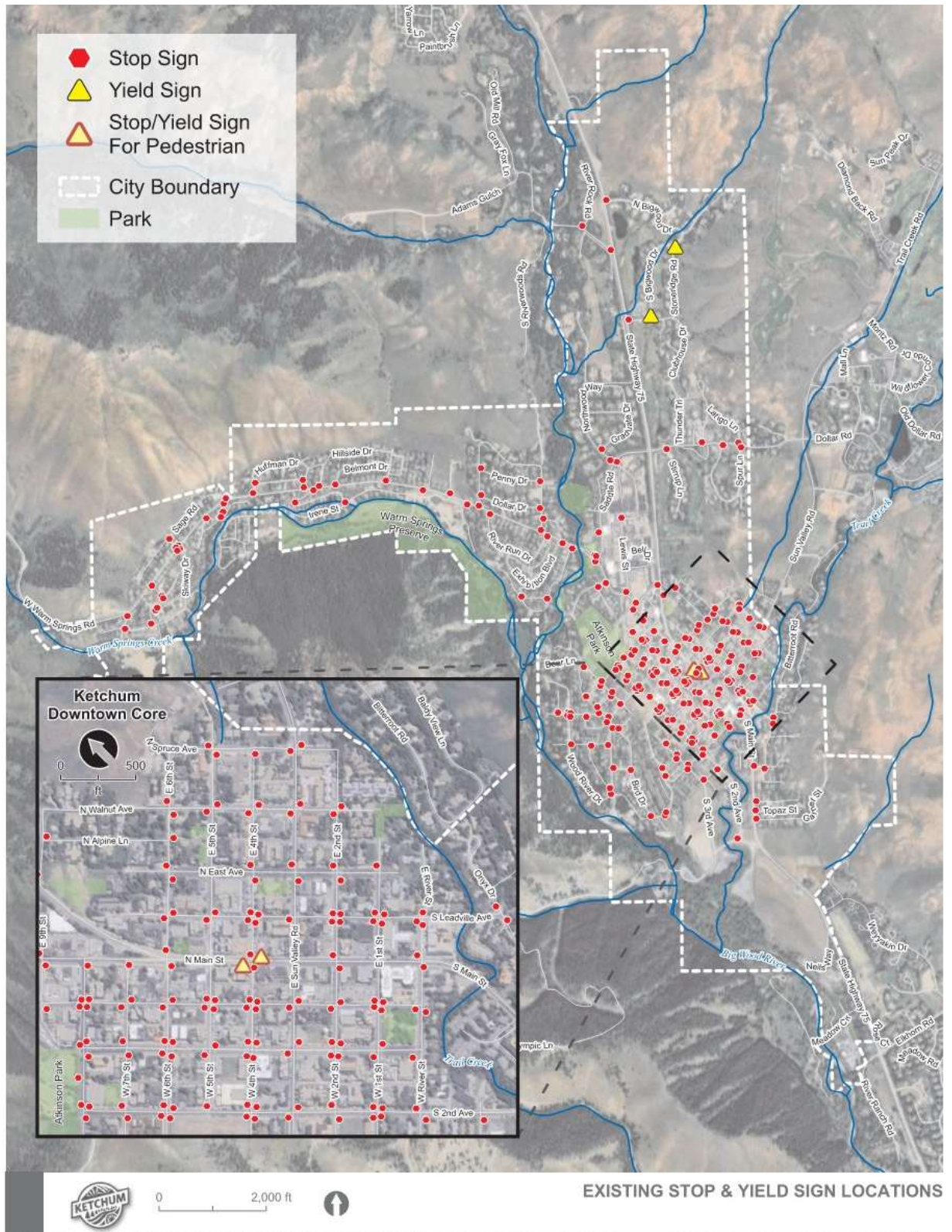


Figure 2: Existing Stop and Yield Sign Locations



Functional Classifications

Each roadway in this study's limits were assigned a functional classification in the Ketchum Transportation Plan, adopted in 2020. These functional classifications identify whether a road is intended to prioritize mobility or accessibility and establish a hierarchy of major vs minor roads at intersections. The functionally classified roads consist of either a Major Collector, Minor Collector, or Local Road as shown in **Figure 3**. SH-75 is the only functionally classified arterial in the City.

The following streets are classified as major collectors:

- Sun Valley Road
- Warm Springs Road
- 2nd Avenue
- 3rd Avenue
- 3rd Street

The following streets are classified as minor collectors:

- River Street
- 1st Street
- 5th Street
- 7th Street
- East Avenue

All remaining roads are classified as local.

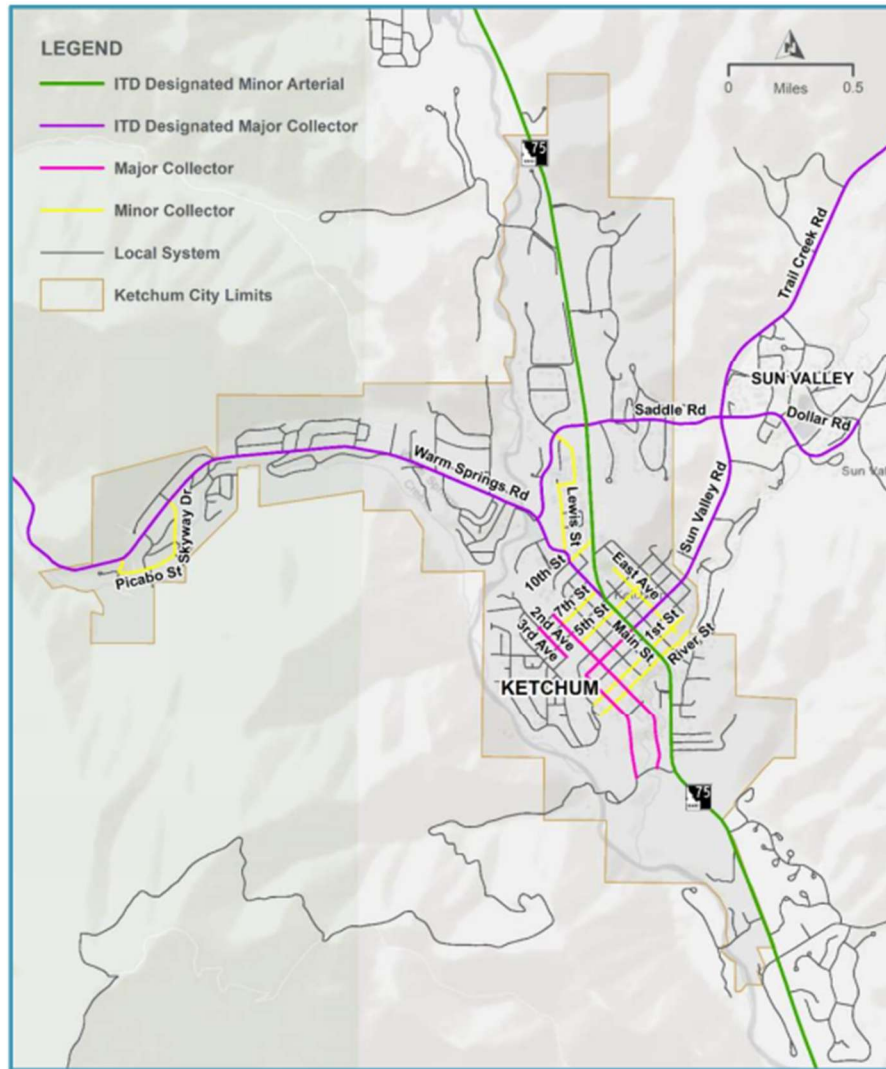


Figure 3: Ketchum Transportation Plan Functional Classifications

Intersection Lighting

Intersection lighting impacts visibility of both pedestrians, as well as approaching vehicles. This data collection process did not evaluate the adequacy of existing lighting but simply records the presence of illumination at an intersection. Thirty-two of the 58 intersections are currently illuminated within the study area. In general, intersections along 4th Street and Sun Valley Road are illuminated, whereas the intersections on the perimeter of the study area, where more residences are located, are not illuminated.

Geometric Conditions

Curb to Curb Width

The curb-to-curb width at the crosswalk of each intersection was collected for estimating the distance crossed by pedestrians. Widths were measured using Bing Maps imagery in Bentley OpenRoads. Each intersection included in the study consists of one travel lane in each

direction, however the presence of on-street parking accommodation increases the crossing distance at many locations. The shortest curb-to-curb width of 19.5' is located at 6th Street and Alpine Lane. The longest curb to curb width of approximately 93' is located at River Street and 1st Ave. **Appendix A** details the curb-to-curb width measurements.

Vertical Approach Geometry and Intersection Skew

Vertical grades near stop-controlled intersections can impact operations, particularly during winter months when stopping is more difficult for vehicles travelling downhill. Moreover, these vertical grades and intersection skews can increase the difficulty for a driver to see other vehicles/pedestrians/bikes. Each intersection was visually inspected in Google Maps street view to determine the presence of a substantial vertical grade. No measurement of the actual grade was performed, but the presence of a grade was visually identified for use in the future analysis. The following intersections were noted as having a substantial grade present on at least one of the intersection legs:

- 8th Street and 1st Avenue
- 8th Street and Washington Avenue
- 7th Street and Warm Springs Road
- 6th Street and Washington Avenue
- 6th Street and Leadville Avenue
- 6th Street and East Avenue
- 6th Street and Alpine Lane
- 6th Street and Walnut Avenue
- 6th Street and Spruce Avenue
- 5th Street and 1st Avenue
- 5th Street and Walnut Avenue
- 4th Street and 2nd Avenue
- River Street and Leadville Avenue

Leadville Avenue and River Street is the only intersection where a significant skew was present based on visual inspection of aerial imagery.

Bulb-Outs and Other Unique Features

Bulb-outs have the potential to increase safety at intersections by increasing visibility of pedestrians, shortening pedestrian crossings and slowing turning vehicles with tighter-turn radii. The following intersections have bulb-outs on at least one corner:

- East Avenue and 6th Street
- 2nd Avenue and 5th Street
- 1st Avenue and 5th Street
- 4th Street and 1st Avenue
- 4th Street and Washington Avenue
- 4th Street and Leadville Avenue
- 4th Street and East Avenue



- 4th Street and Walnut Avenue
- 4th Street and Spruce Avenue
- Sun Valley Road and 1st Avenue
- Sun Valley Road and Washington Avenue
- Sun Valley Road and Leadville Avenue
- Sun Valley Road and Walnut Avenue
- Sun Valley Road and Spruce Avenue
- 1st Avenue and 2nd Street

Crash History

MUTCD's Warrant A: Crash Experience outlines criteria for determining if conversion to AWSC is warranted based on recent crash history. The MUTCD notes that an intersection control may be warranted if the reported crashes exceed a given threshold for a defined time. These thresholds are defined as follows:

- For a 4-leg intersection:
 - Five intersection related crashes within a 12-month period
 - **OR** six intersection related crashes within a 36-month period that are a type susceptible to correction by installation of AWSC.
- For a 3-leg intersection:
 - Either four intersection related crashes within a 12-month period
 - **OR** five intersection related crashes within a 36-month period that are a type susceptible to correction by installation of AWSC.

The crash data was obtained from the Local Highway Safety Improvement Program conducted by the Local Highway Technical Assistance Council which includes crash history for the five-year period from 2019 to 2023. This crash data is located in **Appendix B** and summarized in **Appendix A**.

12-Month Intersection Related Crashes

The 5th Street and 1st Avenue intersection experienced the most crashes, three, with two of the three occurring in 2023. Thirteen intersections had at most one crash during a year. The majority of intersections did not have any recorded crashes during that five-year period. Based on this information no intersections within the study area meet the 12-month crash requirements as outlined in the MUTCD.

36-Month Intersection Related Crashes

One intersection had multiple recorded crashes within a 36-month period. The intersection of 5th Street and 1st Avenue recorded three crashes between 2021 and 2023. The 13 intersections which had a maximum of one crash within a 12-month period did not have any other crashes within the adjacent 24 months. Similar to the 12-month evaluation no intersections meet the 36-month criteria for intersection related crashes.

Adjacent Conditions

Land Use

Adjacent land use affects the types of vehicles that use an intersection and influences the presence of pedestrians, cyclists, delivery trucks and recreational vehicles.

For the purposes of this study intersections were classified as having the following adjacent land uses: Residential, School, Shopping and Restaurants, and Other Businesses. If an intersection was located near both a school and residences, the school took precedence since the school impacts the usage of the intersection to a greater extent. Furthermore, if an intersection was located near both businesses and residences, the businesses took precedence since those businesses were more likely to affect how the intersection is used. Land use at specific intersections is found in **Appendix A**. Generally, the study area is primarily commercial, but the perimeter is largely residential and there are three intersections near the Ernest Hemingway STEAM School and one near the Pioneer Montessori School.

Adjacent Parking

Nearby parking may interfere with intersection operations depending on the configuration of the street parking. Additionally, parked vehicles may prevent drivers from seeing pedestrians or other vehicles due to sight obstruction. The study area contains parking of two primary configurations: angled head-in and parallel parking. There are certain exceptions where some roads also feature parallel parking in the roadway median. In situations where multiple types of street parking layouts are located near an intersection the angled parking is recorded opposed to perpendicular.

Based on our research 43 intersections contain nearby angled parking, 13 have parallel parking, and two are without nearby parking. Median Parking is present on portions of 1st Avenue, East Avenue, and Walnut Avenue.

Proximity to All Way Stop Controlled Intersection

The distance to the nearest AWSC intersection in any direction was also recorded to quantify to what extent vehicles would be free flow travelling. Distances are provided in **Appendix A**. The shortest distance to an AWSC intersection was measured at 199', the longest at 1395' with most ranging between 200' to 400', indicating in most cases an AWSC intersection is located within a block of an intersection.

Sight Distance Analysis

Sight distance of intersections was evaluated by constructing a sight triangle based on guidance contained within Title 12 of the City of Ketchum Code and AASHTO's *Policy on Geometric Design of Highways and Streets* (Green Book). The sight triangle was constructed over Bing Maps aerial imagery in Bentley OpenRoads. These evaluated sight triangles are dependent on the posted speed of the road and the speed on the road which a driver is attempting to turn onto. If vertical visual obstructions such as buildings, vehicles, hedges, trees, or fences are



present within the sight triangle the sight distance may not be adequate. In these instances, a more restrictive intersection control may be considered.

Uncontrolled

Intersections may be considered for no intersection control, meaning no stop or yield signs at the intersection, when drivers on all four approaches are able to see each other and yield the right-of-way, slow or stop as necessary. Per the City of Ketchum's Code, Section 12.04.030.D.4 the minimum clear sight distance for vehicles to be mutually visible was assumed to be 100 feet from the center of the intersection. This exceeds the minimum recommendations found in Table 9-4 in the Green Book. Based on the City's guidelines, no intersections met the minimum guidelines for uncontrolled intersections.

Minor Road Stop Control

If an intersection does not have adequate sightlines for uncontrolled operations, stop control on the minor road may be appropriate. An additional check was performed to evaluate the sight distance of stopped vehicles on the minor road for right or left turns per the AASHTO's guidelines. In this case the sight triangles are dependent on the speed of the uninterrupted direction of travel. Due to the high prevalence of on-street parking, only six intersections have unimpeded sight lines. Some sight line interruptions such as buildings and topography are unavoidable, as is the case for two of the intersections. For the remaining 50 intersections, the only obstructions within the sight triangles are parked vehicles. Results of the sight triangle analysis are presented in **Appendix A**.

Next Steps

This memo summarizes the existing conditions for 58 intersections within the City of Ketchum's downtown core. These existing conditions account for the physical geometry of the roadways, the operation conditions, the safety conditions, and the surrounding context for each intersection. The City of Ketchum is currently collecting vehicle count data for use in the MUTCD warrant analysis. Once completed HDR will use the data summarized in this memo and the appendices to complete the MUTCD warrant analysis for the study area intersections.

HDR recommends that the City review this memo and provide comments. HDR will revise the draft memo and submit a final memo to the City.



A

Appendix A: Ketchum Stop Sign Study Data Collection

Appendix A: Ketchum Stop Sign Study Data Collection													Curb to Curb Width at Crosswalk (ft)				Travel Lanes														Crash Experience (Warrant A)		Sufficient Sight Distance (Warrant B)		
Int #	E/W Street	N/S Street	Existing Intersection Control	Speed Limit Major (MPH)	Speed Limit Minor (MPH)	Functional Classification Major	Functional Classification Minor	Railroad Crossing	Intersection Skew on Minor Legs	Intersection Lighting	Bulb out?	RRFB?	North	South	East	West	North	South	East	West	Distance to Nearest Stop Controlled Intersection (ft)	Adjacent Land Use	Adjacent Parking	Parking in Median?	Diagonal Crossing?	Vertical Approach Geometry	Intersection Related Crashes (12 months)	Intersection Related Crashes (36 months)	Acceptable Uncontrolled?	Acceptable Minor Road Stop Control?	Parking Obstructing Minor Road Stop Control Triangles?				
1	8th St	2nd Ave	All Way Stop	15	15	Major Collector	Local	No	No	No	No	No	-	72	38	27	-	2	2	2	554	School	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
2	8th St	Hemingway Ln	2 - Way Stop	15	15	Local	Local	No	No	No	No	No	30	29	39	38	2	2	2	2	510	School	Parallel	No	No	Flat	0	0	N	N	Y				
3	8th St	1st Ave	All Way Stop	15	15	Local	Local	No	No	No	No	No	21	88	34	39	2	2	2	2	298	School	Parallel	Yes	No	Downward on 1st Ave	0	0	N	Y	Y				
4	8th St	Washington Ave	All Way Stop	15	15	Local	Local	No	No	No	No	No	37.5	46.5	41	43	2	2	2	2	314	Residential	Parallel	No	No	Steep on Washington Ave	0	0	N	N	Y				
5	8th St	Warm Springs Rd	2 - Way Stop	25	15	Major Collector	Local	No	No	No	No	No	50.5	51	-	41	2	2	-	2	286	Shopping and Restaurants	Parallel	No	No	Flat	1	1	N	Y	Y				
6	7th St	2nd Ave	2 - Way Stop	20	20	Major Collector	Minor Collector	No	No	No	No	No	60	59	47.5	35	2	2	2	2	279	Other Businesses	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
7	7th St	1st Ave	2 - Way Stop	20	20	Minor Collector	Local	No	No	Yes	No	No	80	65	34.5	50	2	2	2	2	278	Residential	Angled (Head-in)	Yes	No	Flat	0	0	N	N	Y				
8	7th St	Washington Ave	2 - Way Stop	20	20	Minor Collector	Local	No	No	No	No	No	37.5	48	38	41.5	2	2	2	2	270	Other Businesses	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
9	7th St	Warm Springs Rd	2 - Way Stop	25	20	Major Collector	Minor Collector	No	No	Yes	No	No	38	37.5	-	39.5	2	2	-	2	-	Other Businesses	No	No	No	Steep on Warm Springs Rd & 7th St	0	0	N	Y	Y				
10	6th St	2nd Ave	All Way Stop	20	20	Major Collector	Local	No	No	Yes	No	No	62.5	60	50	40	2	2	2	2	279	Other Businesses	Angled (Head-in)	No	No	Flat	0	0	N	Y	Y				
11	6th St	1st Ave	All Way Stop	20	20	Local	Local	No	No	No	No	No	75	80.5	43.5	48.5	2	2	2	2	425	Other Businesses	Angled (Head-in)	Yes	No	Flat	0	0	N	N	N				
12	6th St	Washington Ave	2 - Way Stop	20	20	Local	Local	No	No	Yes	No	No	52.5	46.5	48.5	43.5	2	2	2	2	286	Shopping and Restaurants	Angled (Head-in)	No	No	Steep on Washington Ave	0	0	N	N	Y				
13	6th St	Leadville Ave	2 - Way Stop	20	20	Local	Local	No	No	Yes	No	No	34.5	46	40	42	2	2	2	2	573	Other Businesses	Angled (Head-in)	No	No	Steep on Leadville	0	0	N	N	Y				
14	6th St	East Ave	All Way Stop	20	20	Minor Collector	Local	No	No	No	Yes	No	30	70	28	32	2	2	2	2	313	Other Businesses	Angled (Head-in)	Yes	No	Steep on 6th St	0	0	N	N	Y				
15	6th St	Alpine Lane	2 - Way Stop	20	10	Local	Local	No	No	No	No	No	19.5	23	24.5	30.5	2	2	2	2	1395	Other Businesses	Parallel	No	No	Steep on Alpine lane	0	0	N	N	Y				
16	6th St	Walnut Ave	2 - Way Stop	15	20	Local	Local	No	No	No	No	No	30	33.5	32	26.5	2	2	2	2	556	Residential	Parallel	No	No	Steep on 6th St	0	0	N	Y	Y				
17	6th St	Spruce Ave	Uncontrolled	20	20	Local	Local	No	No	No	No	No	20	27	-	35.5	2	2	-	2	838	Residential	Parallel	No	No	Steep on Spruce	0	0	N	Y	Y				
18	5th St	2nd Ave	2 - Way Stop	20	20	Major Collector	Minor Collector	No	No	Yes	Yes	No	70.5	-	42.5	65.5	2	-	2	2	272	Other Businesses	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
19	5th St	1st Ave	2 - Way Stop	20	20	Minor Collector	Local	No	No	No	Yes	No	88	69	46.5	40.5	2	2	2	2	281	Residential	Angled (Head-in)	Yes	No	Steep on South leg of 1st Ave and East leg of 5th Ave	2	3	N	N	Y				
20	5th St	Washington Ave	2 - Way Stop	20	20	Minor Collector	Local	No	No	Yes	No	No	47	44.5	44.5	49	2	2	2	2	277	Other Businesses	Angled (Head-in)	No	No	Flat	1	1	N	N	Y				
21	5th St	Leadville Ave	2 - Way Stop	20	20	Minor Collector	Local	No	No	Yes	No	No	40	45.5	39.5	34	2	2	2	2	287	Other Businesses	Parallel	No	No	Flat	0	0	N	N	Y				
22	5th St	East Ave	2 - Way Stop	20	20	Minor Collector	Minor Collector	No	No	Yes	No	No	84	81.5	45	47.5	2	2	2	2	280	Shopping and Restaurants	Angled (Head-in)	Yes	No	Flat	0	0	N	N	Y				
23	5th St	Alpine Lane	Uncontrolled	20	10	Minor Collector	Local	No	No	Yes	No	No	23	33	45.5	45.5	2	2	2	2	1087	Residential	Parallel	No	No	Flat	0	0	N	N	Y				
24	5th St	Walnut Ave	2 - Way Stop	20	15	Minor Collector	Local	No	No	No	No	No	31.5	50.5	34	48.5	2	2	2	2	278	Residential	Angled (Head-in)	No	No	Steep on East leg of 5th St & Nort Leg of Walnut Ave	0	0	N	N	Y				
25	5th St	Spruce Ave	2 - Way Stop	20	20	Minor Collector	Local	No	No	No	No	No	45.5	43	41.5	32	2	2	2	2	564	Residential	Parallel	No	No	Flat	0	0	N	N	Y				
26	4th St	2nd Ave	All Way Stop	20	20	Major Collector	Local	No	No	No	No	No	68.5	71	47	36	2	2	2	2	418	Other Businesses	Angled (Head-in)	No	No	Downward on E 4th St	1	1	N	N	Y				
27	4th St	1st Ave	2 - Way Stop	20	20	Local	Local	No	No	Yes	Yes	No	87	50	40	39.5	2	2	2	2	295	Shopping and Restaurants	Angled (Head-in)	Yes	No	Flat	0	0	N	N	Y				
28	4th St	Washington Ave	All Way Stop	20	20	Local	Local	No	No	Yes	Yes	No	35	37	29.5	44	2	2	2	2	277	Shopping and Restaurants	Angled (Head-in)	No	Yes	Flat	0	0	N	N	Y				
29	4th St	Leadville Ave	All Way Stop	20	20	Local	Local	No	No	Yes	Yes	No	30	36	21	28.5	2	2	2	2	302	Shopping and Restaurants	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
30	4th St	East Ave	All Way Stop	20	20	Minor Collector	Local	No	No	Yes	Yes	No	52	65.5	34.5	33.5	2	2	2	2	280	Shopping and Restaurants	Angled (Head-in)	Yes	Yes	Flat	0	0	N	N	Y				
31	4th St	Alpine Lane	Uncontrolled	10	20	Local	Local	No	No	Yes	No	No	29.5	29	22.5	20.5	2	2	2	2	199	Shopping and Restaurants	No	No	No	Flat	0	0	N	N	Y				
32	4th St	Walnut Ave	2 - Way Stop	15	20	Local	Local	No	No	Yes	Yes	No	58.5	51.5	33	29.5	2	2	2	2	199	Shopping and Restaurants	Angled (Head-in)	Yes	No	Flat	0	0	N	N	Y				
33	4th St	Spruce Ave	2 - Way Stop	20	20	Local	Local	No	No	Yes	Yes	No	42.5	33	35	28	2	2	2	-	314	Other Businesses	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
34	Sun Valley Rd	2nd Ave	2 - Way Stop	20	20	Major Collector	Major Collector	No	No	Yes	No	No	66	66	44	45	2	2	2	2	280	Shopping and Restaurants	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
35	Sun Valley Rd	1st Ave	2 - Way Stop	20	20	Major Collector	Local	No	No	Yes	Yes	No	53.5	83.5	42.5	45.5	2	2	2	2	279	Shopping and Restaurants	Angled (Head-in)	Yes	No	Flat	0	0	N	N	Y				
36	Sun Valley Rd	Washington Ave	2 - Way Stop	20	20	Major Collector	Local	No	No	Yes	Yes	No	42	44.5	42	44	2	2	2	2	282	Shopping and Restaurants	Angled (Head-in)	No	No	Flat	1	1	N	N	Y				
37	Sun Valley Rd	Leadville Ave	2 - Way Stop	20	20	Major Collector	Local	No	No	Yes	Yes	No	36.5	41.5	44	43.5	2	2	2	2	274	Shopping and Restaurants	Angled (Head-in)	No	No	Flat	1	1	N	N	Y				
38	Sun Valley Rd	East Ave	All Way Stop	25	20	Major Collector	Minor Collector	No	No	Yes	No	No	84.5	84	43	45	2	2	2	2	281	Shopping and Restaurants	Angled (Head-in)	Yes	No	Flat	0	0	N	N	Y				
39	Sun Valley Rd	Alpine Lane	Uncontrolled	25	10	Major Collector	Local	No	No	No	No	No	42.5	33	40.5	41.5	2	2	2	2	206	Shopping and Restaurants	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
40	Sun Valley Rd	Walnut Ave	All Way Stop	25	15	Major Collector	Local	No	No	Yes	Yes	No	58	43.5	44.5	44	2	2	2	2	282	Shopping and Restaurants	Angled (Head-in)	Yes	No	Flat	0	0	N	N	Y				
41	Sun Valley Rd	Spruce Ave	All Way Stop	25	20	Major Collector	Local	No	No	Yes	Yes	No	32	43	48	45	2	2	2	2	288	Shopping and Restaurants	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
42	2nd St	2nd Ave	2 - Way Stop	20	20	Major Collector	Local	No	No	Yes	No	No	68	57.5	45	43.5	2	2	2	2	279	School	Angled (Head-in)	No	No	Flat	1	1	N	N	Y				
43	2nd St	1st Ave	All Way Stop	20	20	Local	Local	No	No	No	Yes	No	78	86	44.5	44	2	2	2	2	559	Shopping and Restaurants	Angled (Head-in)	Yes	No	Flat	1	1	N	N	Y				
44	2nd St	Washington Ave	2 - Way Stop	20	20	Local	Local	No	No	Yes	No	No	46.5	41.5	42.5	47.5	2	2	2	2	280	Other Businesses	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
45	2nd St	Leadville Ave	All Way Stop	20	20	Local	Local	No	No	No	No	No	47.5	43.5	43.5	39.5	2	2	2	2	280	Shopping and Restaurants	Angled (Head-in)	No	No	Flat	0	0	N	N	Y				
46	2nd St	East Ave	All Way Stop	20	20	Minor Collector	Local	No	No	No	No	No	84	81	44	46	2	2																	



B

Appendix B: Ketchum Crash Data

FID	serial_number	local_highway_juris	county	highway_system	severity	units	accident_year	accident_date	accident_time	day_of_week	intersection_related	street1	street2	reference_street	dist_from_intersection	intersection_type	road_type	functional_class	speedlimit_street1	speedlimit_street2	direction_of_travel
crash_5yr_mv.1015	19C507990	City of Ketchum	Blaine	state	A Injury Accident	2	2019	1/17/2019	14:10	Thursday	TRUE	Main St	1st St			Four-way Intersection	2-Way & No Divider	Minor Arterial	25	20	N
crash_5yr_mv.3982	19C511449	City of Ketchum	Blaine	local	Property Dmg Report	2	2019	2/15/2019	12:50	Friday	FALSE	1st St		Edelweiss Ave	200 ft E	Not at intersection	2-Way & No Divider	Major Collector	20		E
crash_5yr_mv.4002	19C511484	City of Ketchum	Blaine	state	Property Dmg Report	2	2019	2/19/2019	16:15	Tuesday	FALSE	Main St		4th East St	90 ft NW	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25		S
crash_5yr_mv.10385	19C519026	City of Ketchum	Blaine	state	C Injury Accident	2	2019	3/10/2019	11:01	Sunday	TRUE	Main St	River St			Four-way Intersection	2-Way & No Divider	Minor Arterial	25	20	S
crash_5yr_mv.10412	19C519053	City of Ketchum	Blaine	state	Property Dmg Report	2	2019	2/15/2019	11:50	Friday	TRUE	Main St	Second St			Four-way Intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25	20	S
crash_5yr_mv.16421	19C526059	City of Ketchum	Blaine	local	Property Dmg Report	2	2019	8/27/2019	20:30	Tuesday	TRUE	East Ave		1st St	15 ft N	Four-way Intersection	2-Way & 2 Double Yellow Painted Divider	Local	20		S
crash_5yr_mv.16453	19C526096	City of Ketchum	Blaine	state	Property Dmg Report	3	2019	6/30/2019	17:18	Sunday	FALSE	Main St		6th St	336 ft N	Not at intersection	2-Way & No Divider	Minor Arterial	25		N
crash_5yr_mv.16458	19C526102	City of Ketchum	Blaine	local	B Injury Accident	2	2019	7/2/2019	8:00	Tuesday	TRUE	1st St	2nd Ave			Four-way Intersection	2-Way & No Divider	Local	20		20 N
crash_5yr_mv.17593	19C527327	City of Ketchum	Blaine	local	Property Dmg Report	1	2019	9/11/2019	14:15	Wednesday	FALSE	Sun Valley Rd		Second Ave	50 ft W	Not at intersection	2-Way & No Divider	Local	25		W
crash_5yr_mv.25501	19C535994	City of Ketchum	Blaine	local	Property Dmg Report	2	2019	12/20/2019	11:07	Friday	TRUE	Sun Valley Rd	2nd Ave			Four-way Intersection	2-Way & No Divider	Local	20	20	S
crash_5yr_mv.25600	19C536097	City of Ketchum	Blaine	local	Property Dmg Report	2	2019	6/22/2019	17:17	Saturday	FALSE	1st Ave		1st St	30 ft N	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Local	20		S
crash_5yr_mv.25608	19C536105	City of Ketchum	Blaine	state	Property Dmg Report	2	2019	12/30/2019	9:51	Monday	FALSE	Main St		5th St	20 ft S	Not at intersection	2-Way & No Divider	Minor Arterial	25		S
crash_5yr_mv.26422	19C538798	City of Ketchum	Blaine	state	C Injury Accident	2	2019	11/13/2019	17:26	Wednesday	TRUE	Main St		2nd St	50 ft N	Four-way Intersection	2-Way & No Divider	Minor Arterial	25		S
crash_5yr_mv.26962	19C547162	City of Ketchum	Blaine	local	Property Dmg Report	2	2019	11/25/2019	13:30	Monday	FALSE	5th St		Main St	60 ft E	Not at intersection	2-Way & No Divider	Local	20		E
crash_5yr_mv.29306	20C540845	City of Ketchum	Blaine	state	C Injury Accident	1	2020	2/10/2020	15:12	Monday	FALSE	SH 75		MP 129	0.5 Mile N	Not at intersection	2-Way & No Divider	Minor Arterial	55		S
crash_5yr_mv.34073	20C547141	City of Ketchum	Blaine	local	C Injury Accident	2	2020	1/6/2020	13:57	Monday	TRUE	Sun Valley Rd	Washington Ave			Four-way Intersection	2-Way & No Divider	Local	25	20	E
crash_5yr_mv.34074	20C547143	City of Ketchum	Blaine	state	A Injury Accident	2	2020	3/19/2020	13:42	Thursday	TRUE	Main St		Sun Valley Rd	50 ft N	Four-way Intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25		S
crash_5yr_mv.34113	20C547187	City of Ketchum	Blaine	state	Property Dmg Report	2	2020	2/6/2020	15:21	Thursday	FALSE	Main St		5th St	150 ft N	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25		S
crash_5yr_mv.38354	20C551930	City of Ketchum	Blaine	local	Property Dmg Report	2	2020	8/16/2020	16:42	Sunday	FALSE	5th St		2nd Ave	100 ft E	Not at intersection	2-Way & No Divider	Local	20		NE
crash_5yr_mv.38521	20C552127	City of Ketchum	Blaine	state	C Injury Accident	2	2020	8/15/2020	9:50	Saturday	FALSE	Main St		5th East St	105 ft NW	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25		S
crash_5yr_mv.42067	20C556000	City of Ketchum	Blaine	local	B Injury Accident	2	2020	9/12/2020	13:24	Saturday	TRUE	1st St	Main South St			Four-way Intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25	20	W
crash_5yr_mv.43568	20C557625	City of Ketchum	Blaine	local	B Injury Accident	2	2020	8/11/2020	12:06	Tuesday	TRUE	Sun Valley Rd		Main St	50 ft W	Four-way Intersection	2-Way & No Divider	Local	25		E
crash_5yr_mv.43592	20C557652	City of Ketchum	Blaine	local	Property Dmg Report	3	2020	6/8/2020	13:52	Monday	FALSE	Second Ave		1st St	33 ft S	Not at intersection	2-Way & No Divider	Minor Arterial	20		N
crash_5yr_mv.43594	20C557655	City of Ketchum	Blaine	local	Property Dmg Report	2	2020	8/10/2020	11:21	Monday	FALSE	7th East St	Alley	Washington Ave	128 ft SW	Not at intersection	2-Way & No Divider	Minor Arterial	20		NW
crash_5yr_mv.46528	20C560883	City of Ketchum	Blaine	local	Property Dmg Report	3	2020	11/19/2020	8:42	Thursday	TRUE	1ST St	Washington Ave	Washington Ave	100 ft W	Not at intersection	2-Way & No Divider	Local	25		W
crash_5yr_mv.46577	20C560935	City of Ketchum	Blaine	local	Property Dmg Report	2	2020	12/3/2020	15:51	Thursday	TRUE	1st Ave	6th East St			Four-way Intersection	2-Way & No Divider	Local	20	20	W
crash_5yr_mv.48601	20C563109	City of Ketchum	Blaine	local	C Injury Accident	2	2020	12/27/2020	9:01	Sunday	TRUE	1st St	East Ave			Four-way Intersection	2-Way & No Divider	Local	25	25	E
crash_5yr_mv.49724	21C563792	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	1/7/2021	9:05	Thursday	TRUE	Warm Springs Rd	8th St			T-Intersection	2-Way & 2-Way Left-Turn Lane/Divider	Major Collector	25	20	E
crash_5yr_mv.50081	21C564278	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	1/14/2021	21:44	Thursday	TRUE	River St		2nd Ave	90 ft W	Four-way Intersection	2-Way & No Divider	Local	20		E
crash_5yr_mv.50812	21C565170	City of Ketchum	Blaine	local	Property Dmg Report	1	2021	1/30/2021	17:57	Saturday	TRUE	4th St		Leadville Ave	40 ft S	Four-way Intersection	2-Way & No Divider	Minor Collector	20		W
crash_5yr_mv.50865	21C565226	City of Ketchum	Blaine	state	Property Dmg Report	2	2021	1/4/2021	16:50	Monday	TRUE	Main St	1st East St			Four-way Intersection	2-Way & No Divider	Minor Arterial	25		25 E
crash_5yr_mv.52661	21C567310	City of Ketchum	Blaine	state	B Injury Accident	2	2021	2/16/2021	14:16	Tuesday	TRUE	Main North St	5th St			Four-way Intersection	2-Way & No Divider	Minor Arterial	25		20 S
crash_5yr_mv.53042	21C567740	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	3/1/2021	18:15	Monday	TRUE	1st North Ave		5th West St	30 ft N	Four-way Intersection	Other	Local	25		W
crash_5yr_mv.54194	21C569038	City of Ketchum	Blaine	state	Property Dmg Report	2	2021	2/16/2021	7:49	Tuesday	TRUE	Main St	Warm Springs Rd			Y-Intersection	2-Way & No Divider	Major Collector	25	25	N
crash_5yr_mv.54743	21C569679	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	4/1/2021	20:47	Thursday	TRUE	1st St	1st Ave			Four-way Intersection	2-Way & No Divider	Local	20	20	S
crash_5yr_mv.57452	21C572719	City of Ketchum	Blaine	state	Property Dmg Report	2	2021	4/26/2021	14:30	Monday	FALSE	Main North St		Sun Valley Rd	61 ft S	Not at intersection	2-Way & No Divider	Minor Arterial	25		S
crash_5yr_mv.57463	21C572731	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	5/12/2021	13:30	Wednesday	FALSE	9th St	Parking Lot St	Washington St	15 ft E	Not at intersection	2-Way & No Divider	Local	20		W
crash_5yr_mv.57465	21C572733	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	4/23/2021	11:12	Friday	FALSE	Sun Valley Rd		Washington Ave	122 ft E	Not at intersection	2-Way & No Divider	Major Collector	25		W
crash_5yr_mv.57468	21C572738	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	4/22/2021	11:30	Thursday	FALSE	2nd Ave		5th St	50 ft S	Not at intersection	2-Way & No Divider	Local	20		N
crash_5yr_mv.60479	21C576148	City of Ketchum	Blaine	state	A Injury Accident	2	2021	6/22/2021	13:01	Tuesday	TRUE	Main St	5th St			Four-way Intersection	2-Way & No Divider	Minor Arterial	25	25	S
crash_5yr_mv.62220	21C578025	City of Ketchum	Blaine	state	Property Dmg Report	2	2021	7/10/2021	8:30	Saturday	TRUE	Main St		5th St	50 ft S	Four-way Intersection	2-Way & No Divider	Minor Arterial	25		N
crash_5yr_mv.62233	21C578039	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	6/10/2021	13:10	Thursday	TRUE	2nd Ave	River St			Four-way Intersection	2-Way & No Divider	Principal Arterial - Other	20	20	E
crash_5yr_mv.62544	21C578373	City of Ketchum	Blaine	state	Property Dmg Report	2	2021	5/26/2021	15:15	Wednesday	TRUE	Main St		Sun Valley Rd	80 ft N	Four-way Intersection	2-Way & No Divider	Minor Arterial	25		S
crash_5yr_mv.64049	21C580081	City of Ketchum	Blaine	state	Property Dmg Report	2	2021	7/30/2021	16:38	Friday	FALSE	Main St		5th St	100 ft N	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25		S
crash_5yr_mv.65169	21C581287	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	8/5/2021	16:23	Thursday	FALSE	Leadville St		4th St	80 ft S	Not at intersection	2-Way & No Divider	Local	20		N
crash_5yr_mv.65183	21C581300	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	8/20/2021	16:12	Friday	FALSE	WASHINGTON Ave		SUN VALLEY Rd	20 ft N	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Local			W
crash_5yr_mv.65586	21C581735	City of Ketchum	Blaine	state	Property Dmg Report	2	2021	8/12/2021	17:00	Thursday	FALSE	SH 75		6th Rd	60 Mile S	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25		N
crash_5yr_mv.70437	21C586951	City of Ketchum	Blaine	state	A Injury Accident	3	2021	10/30/2021	16:52	Saturday	TRUE	Sun Valley Rd	Leadville Ave			Four-way Intersection	2-Way & 2 Double Yellow Painted Divider	Major Collector	25	20	W
crash_5yr_mv.70440	21C586954	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	9/24/2021	23:46	Friday	FALSE	Leadville Ave		Second St	75 ft S	Not at intersection	2-Way & No Divider	Local	25		E
crash_5yr_mv.74629	21C591409	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	12/14/2021	14:25	Tuesday	FALSE	Alpine Ln		6th St	270 ft N	Not at intersection	2-Way & No Divider	Local	20		N
crash_5yr_mv.75999	21C593076	City of Ketchum	Blaine	state	Property Dmg Report	3	2021	12/31/2021	13:09	Friday	TRUE	Sun Valley Rd		Main St	80 ft E	Four-way Intersection	2-Way & 2 Double Yellow Painted Divider	Major Collector	25		W
crash_5yr_mv.77028	21C605966	City of Ketchum	Blaine	local	Property Dmg Report	2	2021	12/29/2021	15:08	Wednesday	FALSE	Leadville Ave		4th St	100 ft S	Not at intersection	2-Way & No Divider	Local			S
crash_5yr_mv.77972	22C594389	City of Ketchum	Blaine	local	Property Dmg Report	2	2022	1/21/2022	18:27	Friday	FALSE	Washington Ave		Sun Valley Rd	55 ft S	Not at intersection	2-Way & No Divider	Minor Arterial	25		N
crash_5yr_mv.82932	22C600145	City of Ketchum	Blaine	local	Property Dmg Report	2	2022	4/14/2022	14:52	Thursday	FALSE	4th St		2nd Ave	50 ft E	Not at intersection	2-Way & No Divider	Local	20		W
crash_5yr_mv.82961	22C600175	City of Ketchum	Blaine	state	Property Dmg Report	2	2022	1/7/2022	21:50	Friday	TRUE	Sun Valley Rd	Main St			Four-way Intersection	2-Way & No Divider	Minor Arterial	25	25	N
crash_5yr_mv.88187	22C605889	City of Ketchum	Blaine	local	Property Dmg Report	2	2022	1/15/2022	18:27	Saturday	FALSE	EAST Ave		5th St	100 ft S	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Local	25		S
crash_5yr_mv.88219	22C605922	City of Ketchum	Blaine	state	Property Dmg Report	2	2022	7/8/2022	23:30	Friday	TRUE	SH 75		River St	51 ft N	Four-way Intersection	2-Way & 2 Double Yellow Painted Divider	Minor Arterial	25		S
crash_5yr_mv.88256	22C605959	City of Ketchum	Blaine	local	Property Dmg Report	2	2022	1/30/2022	13:00	Sunday	FALSE	Leadville Ave		First Ave	150 ft W	Not at intersection	2-Way & No Divider	Local	25		W
crash_5yr_mv.88269	22C605974	City of Ketchum	Blaine	local	Property Dmg Report	2	2022	5/25/2022	13:57	Wednesday	TRUE	6th St	Main St			Four-way Intersection	2-Way & No Divider	Major Collector			E
crash_5yr_mv.89130	22C606961	City of Ketchum	Blaine	local	Property Dmg Report	2	2022	7/20/2022	13:00	Wednesday	FALSE	4th St		Washington Ave	101 ft E	Not at intersection	2-Way & 2 Double Yellow Painted Divider	Principal Arterial - Other	20		E
crash_5yr_mv.89867	22C607768	City of Ketchum	Blaine	state	Property Dmg Report	2	2022	7/17/2022	14:29	Sunday	FALSE	Main St		4th St	200 ft N	Not at intersection	2-Way & No Divider	Minor Arterial	25		N
crash_5yr_mv.92488	22C610612	City of Ketchum	Blaine	local	Property Dmg Report	2	2022	7/24/2022	14:43	Sunday	FALSE	7th St		1s Ave	66 ft E	Not at intersection	2-Way & No Divider	Minor Arterial	25		E
crash_5yr_mv.92583	22C610720	City of Ketchum	Blaine	state	Property Dmg Report	2	2022	7/29/2022	20:10	Friday	TRUE	Main St	Warm Springs Rd			Y-Intersection	2-Way & No Divider	Minor Arterial	25	20	S
crash_5yr_mv.92588	22C610725	City of Ketchum	Blaine	local	Property Dmg Report	2	202														

driver_action	vision_obstruction	impaired	lane_dep	first_harmful_event	most_harmful_event	events	contrib_circ_1	contrib_circ_2	contrib_circ_3	road_surface	road_surface_condition	other_road_conditions	weather_condition1	weather_condition2	light_condition	traffic_control_device
Turning Left	None	FALSE	FALSE	Head-On Turning	Head-On Turning	Head-On Turning,	Failed to Yield	None	None	Paved (Asphalt)	Wet	None	Cloudy	Snow	Day	Traffic Signal
Going Straight	None	FALSE	TRUE	Side Swipe Opposite	Side Swipe Opposite	Loss of Control,Side Swipe Opposite,	Speed Too Fast For Conditions	None	None	Paved (Asphalt)	Slush	None	Cloudy	Blowing Snow	Day	None
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Dry	None	Cloudy		Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Wet	None	Clear		Day	None
Slowing In Traffic	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	Speed Too Fast For Conditions	None	Paved (Asphalt)	Snow	None	Snow	Blowing Snow	Day	None
Turning Left	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	None	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Merging	None	FALSE	FALSE	Non-Contact Unit	Non-Contact Unit	Non-Contact Unit,	Failed to Yield	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	FALSE	FALSE	Pedalcycle	Pedalcycle	Pedalcycle,	Failed to Yield	Inattention	None	Paved (Asphalt)	Dry	None	Clear		Day	Stop Signs all Directions
Parked Vehicle	None	FALSE	TRUE	Fence	Fence	Down Hill Runaway,Fence,	Improperly Parked	None	None	Paved (Asphalt)	Dry	None	Cloudy	Rain	Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Angle	Angle		Failed to Yield	None	None	Paved (Asphalt)	Slush	None	Clear		Day	Stop Sign on Cross Street Only
Parking	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	None	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Parked Vehicle	None	FALSE	TRUE	Parked Car	Parked Car		Other	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Dry	None	Clear	Dawn or Dusk	Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	FALSE	FALSE	Overturn	Overturn		Failed to Maintain Lane	Sick	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Turning Left	None	FALSE	FALSE	Head-On Turning	Head-On Turning	Head-On Turning,	Failed to Yield	Improper Turn	None	Paved (Asphalt)	Wet	None	Clear		Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Other	Following Too Close	Failed to Obey Signal	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal
Changing Lanes	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same		Failed to Signal	Inattention	Improper Lane Change	Paved (Asphalt)	Dry	None	Clear		Day	No Passing Barrier Line
Backing	None	FALSE	FALSE	Backed Into	Backed Into	Backed Into,	Improper Backing	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
U-Turn	None	FALSE	FALSE	Same Direction Turning	Same Direction Turning	Same Direction Turning,	Improper Turn	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Turning Left	Bright Sunlight	FALSE	FALSE	Pedestrian	Pedestrian	Pedestrian ,	Inattention	Other	Vision Obstruction	Paved (Asphalt)	Dry	None	Clear	Smoke/Smog	Day	Traffic Signal
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	None	None	None	Paved (Asphalt)	Dry	None	Clear	Smoke/Smog	Day	Traffic Signal
Backing	None	FALSE	FALSE	Backed Into	Backed Into	Backed Into,	Improper Backing	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Entering/Leaving Parking Lot,	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Improper Turn	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Parked Vehicle	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,Ran Off Road,Parked Car ,	None	Improperly Parked	None	Paved (Asphalt)	Snow	Slack Asphalt (Bleeding)	Cloudy		Day	None
Turning Right	None	FALSE	FALSE	Head-On Turning	Head-On Turning	Head-On Turning,	Inattention	Failed to Yield	None	Paved (Asphalt)	Dry	None	Clear	Cloudy	Day	Stop Signs all Directions
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Snow	None	Clear		Day	Stop Sign on Cross Street Only
Turning Left	Parked Vehicle	FALSE	FALSE	Angle Turning	Angle Turning	Angle Turning,	Vision Obstruction	Failed to Yield	None	Paved (Asphalt)	Slush	High/Low Shoulder	Cloudy		Day	Stop Sign on Cross Street Only
Turning Right	None	FALSE	TRUE	Parked Car	Parked Car	Loss of Control,Drove Left of Center,Parked Car ,	Improper Turn	None	None	Paved (Asphalt)	Ice	None	Clear		Day	Dark, No Street Lights
Parking	None	FALSE	TRUE	Utility/Light Support	Utility/Light Support	Drove Left of Center,Utility/Light Support,	Improperly Parked	None	None	Paved (Asphalt)	Snow	None	Clear		Day	Dark, Street Lights On
Going Straight	None	FALSE	FALSE	Angle	Angle	Angle,	Failed to Yield	None	None	Paved (Asphalt)	Snow	None	Snow		Day	Stop Sign on Cross Street Only
Turning Left	None	FALSE	FALSE	Head-On Turning	Head-On Turning	Head-On Turning,	Failed to Yield	None	None	Paved (Asphalt)	Dry	None	Cloudy		Day	Traffic Signal
Turning Right	None	TRUE	TRUE	Parked Car	Parked Car	Parked Car ,	Alcohol Impaired	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Dawn or Dusk
Changing Lanes	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Improper Lane Change	Speed Too Fast For Conditions	None	Paved (Asphalt)	Snow	None	Clear		Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Angle	Angle	Angle,	Failed to Obey Stop Sign	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Dawn or Dusk
Backing	None	FALSE	FALSE	Backed Into	Backed Into	Backed Into,	Improper Backing	None	None	Paved (Asphalt)	Dry	None	Cloudy		Day	Dark, No Street Lights
Backing	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Improper Backing	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal
Other	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same	Side Swipe Same,	Failed to Yield	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
U-Turn	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Improper Turn	Inattention	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Changing Lanes	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same	Side Swipe Same,	Improper Lane Change	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Inattention	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	Parked Vehicle	FALSE	FALSE	Angle	Angle	Angle,	Vision Obstruction	Failed to Yield	None	Paved (Asphalt)	Wet	None	Rain		Day	Traffic Signal
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Foot Slipped Off or Caught On Pedal	None	None	Paved (Asphalt)	Dry	None	Clear	Cloudy	Day	Stop Sign on Cross Street Only
Merging	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same	Side Swipe Same,	Improper Lane Change	None	None	Paved (Asphalt)	Wet	None	Rain		Day	Traffic Signal
Parking	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Inattention	Improper Turn	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Parked Vehicle	None	FALSE	TRUE	Parked Car	Parked Car		Improperly Parked	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same	Side Swipe Same,	Improper Lane Change	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Stop Sign on Cross Street Only
Going Straight	Bright Sunlight	FALSE	FALSE	Pedestrian	Pedestrian	Pedestrian,Pedestrian,	Failed to Yield	Speed Too Fast For Conditions	Vision Obstruction	Paved (Asphalt)	Dry	None	Clear		Day	Stop Sign on Cross Street Only
Backing	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Improper Backing	Inattention	None	Paved (Asphalt)	Dry	None	Clear		Day	Dark, No Street Lights
Going Straight	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Other	None	None	Paved (Asphalt)	Snow	High/Low Shoulder	Snow	Cloudy	Day	None
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Speed Too Fast For Conditions	None	None	Paved (Asphalt)	Ice	None	Clear		Day	Traffic Signal
Going Straight	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Inattention	None	None	Paved (Asphalt)	Snow	None	Snow		Day	None
Entering/Exiting Parked or Sta	None	FALSE				Side Swipe Same,	Inattention	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Dawn or Dusk
Entering/Exiting Parked or Sta	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same	Side Swipe Same,	Failed to Yield	None	None	Paved (Asphalt)	Wet	None	Snow	Cloudy	Day	Stop Sign on Cross Street Only
Parked Vehicle	None	FALSE	TRUE	Parked Car	Parked Car		Improperly Parked	None	None	Paved (Asphalt)	Ice	None	Clear		Day	Dark, Street Lights On
Parked Vehicle	None	FALSE	TRUE	Parked Car	Parked Car		None	None	None	Paved (Asphalt)	Ice	None	Clear		Day	Traffic Signal
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Dark, Street Lights On
	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	None	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Turning Left	Reflection From Surface	FALSE	FALSE	Angle Turning	Angle Turning	Angle Turning,	Vision Obstruction	Inattention	None	Paved (Asphalt)	Dry	None	Clear		Day	Stop Sign on Cross Street Only
Parking	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Inattention	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Merging	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Improper Lane Change	None	None	Paved (Asphalt)	Dry	None	Cloudy		Day	None
Parked Vehicle	None	FALSE	TRUE	Parked Car	Parked Car		None	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
U-Turn	None	FALSE	FALSE	Same Direction Turning	Same Direction Turning	Same Direction Turning,	Improper Turn	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Other
Going Straight	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same		None	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Pedalcycle	Pedalcycle	Pedalcycle,	Inattention	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Stop Signs all Directions
Going Straight	None	FALSE	TRUE	Side Swipe Same	Head-On	Drove Left of Center,Side Swipe Same,Head-On,	Failed to Obey Stop Sign	Failed to Maintain Lane	Asleep, Drowsy, Fatigued	Paved (Asphalt)	Dry	None	Clear		Day	Stop Signs all Directions
Going Straight	None	FALSE	TRUE	Utility/Light Support	Utility/Light Support		Inattention	None	None	Paved (Asphalt)	Ice	None	Clear	Snow	Day	None
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Speed Too Fast For Conditions	Following Too Close	None	Paved (Asphalt)	Snow	None	Clear		Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	Speed Too Fast For Conditions	None	Paved (Asphalt)	Wet	None	Clear		Day	Traffic Signal
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Speed Too Fast For Conditions	None	None	Paved (Asphalt)	Ice	None	Clear	Cloudy	Day	Traffic Signal
Slowing In Traffic	None	FALSE	FALSE	Rear-End	Rear-End		None	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal
Entering/Leaving Parking Lot,	None	TRUE	TRUE	Fence	Angle Turning	Fence,Parked Car ,Parked Car ,Parked Car ,Angle Turning,Ran Off Road,	Alcohol Impaired	Improper Backing	None	Paved (Asphalt)	Snow	None	Snow		Day	Dark, No Street Lights
Going Straight	None	FALSE	FALSE	Angle	Angle	Loss of Control,Angle,	Speed Too Fast For Conditions	Failed to Yield	None	Paved (Asphalt)	Ice	None	Clear		Day	Stop Sign on Cross Street Only
Going Straight	None	TRUE	TRUE	Building/Wall	Building/Wall	Loss of Control,Ran Off Road,Building/Wall,	Alcohol Impaired	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Dark, Street Lights On
Turning Left	None	FALSE	FALSE	Same Direction Turning	Same Direction Turning	Same Direction Turning,	Improper Turn	Inattention	None	Paved (Asphalt)	Snow	None	Clear		Day	None
Going Straight	None	FALSE	FALSE	Angle	Angle		Speed Too Fast For Conditions	Failed to Yield	None	Paved (Asphalt)	Snow	None	Snow	Blowing Snow	Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Inattention	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal
Backing	None	FALSE	FALSE	Backed Into	Backed Into	Backed Into,	Improper Backing	None	None	Paved (Asphalt)	Slush	Other	Clear		Day	Stop Signs all Directions
Backing	None	FALSE	FALSE	Backed Into	Backed Into	Backed Into,	Improper Backing	None	None	Paved (Asphalt)	Snow	None	Cloudy	Blowing Snow	Day	None
Changing Lanes	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same	Side Swipe Same,Side Swipe Same,	Improper Lane Change	None	None	Paved (Asphalt)	Dry	Ruts/Bumps/Holes	Clear		Day	Traffic Signal
	None	FALSE	TRUE	Parked Car	Parked Car	Ran Off Road,Parked Car ,	None	None	None	Paved (Asphalt)	Snow	None	Snow		Day	None
Merging	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same	Side Swipe Same,	Inattention	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Parking	None	TRUE	TRUE	Parked Car	Parked Car	Drove Left of Center,Parked Car ,	Alcohol Impaired	Drove Left of Center	Improper Backing	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	FALSE	TRUE	Fence	Fence	Fence,	Inattention	Other	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Backing	None	FALSE	FALSE	Backed Into	Backed Into	Backed Into,	Improper Backing	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	FALSE	FALSE	Angle Turning	Angle Turning		None	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Stop Sign on Cross Street Only
Backing	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Improper Backing	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	FALSE	FALSE	Pedalcycle	Pedalcycle	Pedalcycle,	Failed to Yield	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal - Pedestrian only
Backing	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Improper Backing	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	TRUE	FALSE	Rear-End	Rear-End	Rear-End,	Alcohol Impaired	Following Too Close	None	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal
Going Straight	None	FALSE	FALSE	Angle	Angle	Angle,	Inattention	Failed to Yield	None	Paved (Asphalt)	Dry	None	Clear		Day	Dark, Street Lights On
Turning Right	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Steering	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	FALSE	FALSE	Angle	Angle	Angle,	Failed to Obey Stop Sign	None	None	Paved (Asphalt)	Dry	None	Clear	Cloudy	Day	Stop Sign on Cross Street Only
Going Straight	None	FALSE	FALSE	Angle	Angle	Angle,	Failed to Yield	None	None	Paved (Asphalt)	Slush	None	Clear		Day	Stop Sign on Cross Street Only
Parking	None	FALSE	TRUE	Parked Car	Parked Car	Parked Car ,	Improper Turn	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
	None	FALSE	FALSE	Rear-End	Rear-End		None	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Turning Left	Bright Sunlight	FALSE	FALSE	Pedalcycle	Pedalcycle	Pedalcycle,	Vision Obstruction	None	None	Paved (Asphalt)	Dry	None	Clear		Day	Traffic Signal
Going Straight	None	FALSE	FALSE	Angle	Angle	Angle,Loss of Control,	Failed to Yield	Speed Too Fast For Conditions	None	Paved (Asphalt)	Ice	None	Clear		Day	Stop Sign on Cross Street Only
Backing	None	FALSE	FALSE	Backed Into	Backed Into	Backed Into,	Improper Backing	None	None	Paved (Asphalt)	Dry	None	Clear		Day	None
Going Straight	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Ice	None	Cloudy	Snow	Day	Traffic Signal

traffic_control_function	workzone_related	workzone_crash_location	workzone_type	workzone_workers_present	geometrics_horizontal	geometrics_vertical	age	state_of_drivers_license	latitude	longitude	city	ltd_dist	legislative_dist	crash_mv_id	the_geom
Functioning	FALSE				Straight	Level	79	Mississippi	43.67955609	-114.362794	Ketchum	4	26	1015	POINT (-12730807.997604541 5415985.927150033)
	FALSE				Straight	Upgrade or Downgrade	44	California	43.67660883	-114.3668801	Ketchum	4	26	3982	POINT (-12731262.85506653 5415532.28543115)
Functioning	FALSE				Straight	Level	18	Idaho	43.68137445	-114.3652327	Ketchum	4	26	4002	POINT (-12731079.465901375 5416265.820119221)
	FALSE				Straight	Level	75	Idaho	43.67900885	-114.3620335	Ketchum	4	26	10385	POINT (-12730723.33035403 5415901.695165687)
	FALSE				Straight	Level	55	Idaho	43.68009816	-114.3635211	Ketchum	4	26	10412	POINT (-12730888.93886691 5416069.365140788)
	FALSE				Straight	Level	999	Unknown	43.68079646	-114.3613065	Ketchum	4	26	16421	POINT (-12730642.409595376 5416176.851531853)
	FALSE				Straight	Level			43.68322975	-114.3670695	Ketchum	4	26	16453	POINT (-12731283.940011688 5416551.406373039)
Functioning	FALSE				Straight	Level	26	Idaho	43.67762638	-114.3654809	Ketchum	4	26	16458	POINT (-12731107.094942247 5415688.903658026)
Functioning	FALSE				Straight	Upgrade or Downgrade			43.67856882	-114.3671652	Ketchum	4	26	17593	POINT (-12731294.592118548 5415833.963777019)
Functioning	FALSE				Straight	Upgrade or Downgrade	24	California	43.67869884	-114.3669819	Ketchum	4	26	25501	POINT (-12731274.192611132 5415853.977949261)
	FALSE				Straight	Level	70	Idaho	43.67854025	-114.3645089	Ketchum	4	26	25600	POINT (-12730998.896042129 5415829.567513807)
Functioning	FALSE				Straight	Level	46	Colorado	43.68163415	-114.3656041	Ketchum	4	26	25608	POINT (-12731120.809560621 5416305.795041861)
Functioning	FALSE				Straight	Level	47	Idaho	43.6801959	-114.3636546	Ketchum	4	26	26422	POINT (-12730903.794756634 5416084.40977748)
	FALSE				Straight	Level	69	New Mexico	43.6818614	-114.3655948	Ketchum	4	26	26962	POINT (-12731119.780604731 5416340.775407978)
	FALSE				Curve	Level	64	Idaho	43.68203253	-114.3661669	Ketchum	4	26	29306	POINT (-12731183.460190186 5416367.117687735)
Functioning	FALSE				Straight	Upgrade or Downgrade	18	Idaho	43.68012388	-114.3650045	Ketchum	4	26	34073	POINT (-12731054.060029402 5416073.324011241)
Functioning	FALSE				Straight	Level	73	Idaho	43.68074384	-114.3643947	Ketchum	4	26	34074	POINT (-12730986.177316641 5416168.750866832)
					Straight	Level	41	Florida	43.68201877	-114.3661475	Ketchum	4	26	34113	POINT (-12731181.305772427 5416364.999063807)
	FALSE				Straight	Level	72	California	43.67955647	-114.3681554	Ketchum	4	26	38354	POINT (-12731404.818195462 5415985.985129741)
	FALSE				Straight	Level	80	Louisiana	43.6819706	-114.3660798	Ketchum	4	26	38521	POINT (-12731173.765310276 5416357.583880573)
Functioning	FALSE				Straight	Level	61	Idaho	43.67955609	-114.362794	Ketchum	4	26	42067	POINT (-12730807.997604541 5415985.927150033)
Functioning	FALSE				Straight	Level	34	Idaho	43.68054714	-114.3644009	Ketchum	4	26	43568	POINT (-12730986.877616983 5416138.473976665)
	FALSE				Straight	Level	70	California	43.67756259	-114.3653955	Ketchum	4	26	43592	POINT (-12731097.592274029 5415679.08598671)
	FALSE				Straight	Level	70	Idaho	43.68204134	-114.3683603	Ketchum	4	26	43594	POINT (-12731427.629370071 5416368.473210696)
	FALSE				Straight	Upgrade or Downgrade	62	Idaho	43.67922435	-114.3632353	Ketchum	4	26	46528	POINT (-12730857.117235344 5415934.865503872)
Functioning	FALSE				Straight	Level	71	California	43.68116342	-114.3680794	Ketchum	4	26	46577	POINT (-12731396.361215007 5416233.336253907)
Functioning	FALSE				Straight	Level	82	Idaho	43.68069897	-114.3611721	Ketchum	4	26	48601	POINT (-12730627.440663826 5416161.845070065)
Functioning	FALSE				Straight	Level	24	Idaho	43.68339631	-114.3679611	Ketchum	4	26	49724	POINT (-12731383.193364354 5416577.045140941)
Functioning	FALSE				Straight	Level	24	Oregon	43.67688153	-114.3649569	Ketchum	4	26	50081	POINT (-12731048.762791803 5415574.259108107)
Functioning	FALSE				Straight	Level	38	California	43.68168729	-114.3643114	Ketchum	4	26	50812	POINT (-12730976.90739733 5416313.974472734)
Functioning	FALSE				Straight	Level	72	Idaho	43.67955609	-114.362794	Ketchum	4	26	50865	POINT (-12730807.997604541 5415985.927150033)
Functioning	FALSE				Straight	Level	16	Idaho	43.6817435	-114.3657605	Ketchum	4	26	52661	POINT (-12731138.217417054 5416322.626588163)
Functioning	FALSE				Straight	Level	40	Iowa	43.68069617	-114.3674679	Ketchum	4	26	53042	POINT (-12731328.287824092 5416161.413810543)
	FALSE				Straight	Level	21	Idaho	43.6823438	-114.3664645	Ketchum	4	26	54194	POINT (-12731216.590714768 5416415.030774124)
Functioning	FALSE				Straight	Level	48	Idaho	43.6784185	-114.364349	Ketchum	4	26	54743	POINT (-12730981.095346114 5415810.826580642)
Functioning	FALSE				Straight	Level	26	Idaho	43.68052403	-114.3641026	Ketchum	4	26	57452	POINT (-12730953.668100316 5416134.916771853)
	FALSE				Straight	Level	61	Idaho	43.68339694	-114.3694691	Ketchum	4	26	57463	POINT (-12731551.062892755 5418577.142257575)
	FALSE				Straight	Level	63	Idaho	43.68033551	-114.3647027	Ketchum	4	26	57465	POINT (-12731020.468823249 5416105.898939992)
	FALSE				Straight	Level	65	Idaho	43.6796752	-114.3683163	Ketchum	4	26	57468	POINT (-12731422.737970382 5416004.260573047)
Functioning	FALSE				Straight	Level	67	Idaho	43.6817435	-114.3657605	Ketchum	4	26	60479	POINT (-12731138.217417054 5416322.626588163)
Functioning	FALSE				Straight	Level	57	California	43.68164782	-114.3656236	Ketchum	4	26	62220	POINT (-12731122.985542633 5416307.8989851065)
Functioning	FALSE				Straight	Level	41	Idaho	43.67703803	-114.3646937	Ketchum	4	26	62233	POINT (-12731019.464451047 5415598.347684152)
Functioning	FALSE				Straight	Level	25	Idaho	43.68080162	-114.3644689	Ketchum	4	26	62544	POINT (-12730994.445843441 5416177.645499765)
	FALSE				Straight	Level	71	Washington	43.68194307	-114.3660411	Ketchum	4	26	64049	POINT (-12731169.456474762 5416353.346633112)
	FALSE				Straight	Level	85	Idaho	43.68160378	-114.3639848	Ketchum	4	26	65169	POINT (-12730940.547806352 5416301.119178783)
Functioning	FALSE				Straight	Upgrade or Downgrade			43.68000669	-114.3648974	Ketchum	4	26	65183	POINT (-12731042.142570255 5416055.285115493)
	FALSE				Straight	Level	80	Oregon	43.68218781	-114.3663501	Ketchum	4	26	65586	POINT (-12731203.851783343 5416391.019407578)
Functioning	FALSE				Straight	Level	38	Unknown	43.68122231	-114.3634581	Ketchum	4	26	70437	POINT (-12730981.918989686 5416242.400336124)
	FALSE				Curve	Level	999	Unknown	43.68052965	-114.3625217	Ketchum	4	26	70440	POINT (-12730777.680721505 5416135.781506971)
	FALSE				Straight	Upgrade or Downgrade	48	Idaho	43.68439135	-114.3650531	Ketchum	4	26	74629	POINT (-12731059.470044447 5416730.21722751)
Functioning	FALSE				Straight	Level	46	Idaho	43.68080141	-114.3640438	Ketchum	4	26	75999	POINT (-12730947.122474408 5416177.613196887)
	FALSE				Straight	Level	46	Idaho	43.6817633	-114.364205	Ketchum	4	26	77028	POINT (-12730965.065311497 5416325.674331164)
Functioning	FALSE				Straight	Level	63	Idaho	43.67999978	-114.3648877	Ketchum	4	26	77972	POINT (-12731041.059125816 5416054.221795561)
	FALSE				Straight	Upgrade or Downgrade	80	Idaho	43.67934561	-114.3675848	Ketchum	4	26	82932	POINT (-12731341.30712879 5415953.530025161)
Functioning	FALSE				Straight	Level			43.68064271	-114.3642647	Ketchum	4	26	82961	POINT (-12730971.707394857 5416153.1852591885)
	FALSE				Straight	Level	52	Montana	43.68269411	-114.3638651	Ketchum	4	26	88187	POINT (-12730927.229971722 5416468.954935311)
	FALSE				Straight	Upgrade or Downgrade	56	Idaho	43.67910583	-114.3621682	Ketchum	4	26	88219	POINT (-12730738.33467683 5415916.622352705)
	FALSE				Straight	Level	999	Unknown	43.6804244	-114.362379	Ketchum	4	26	88256	POINT (-12730761.80051424 5416119.581033872)
Functioning	FALSE				Straight	Upgrade or Downgrade	78	Idaho	43.68234206	-114.3664479	Ketchum	4	26	88269	POINT (-12731214.739941737 5416414.762332657)
	FALSE				Straight	Upgrade or Downgrade	39	Colorado	43.68082862	-114.3655125	Ketchum	4	26	89130	POINT (-12731110.612163713 5416181.801806321)
	FALSE				Straight	Level	50	Idaho	43.68158631	-114.3655357	Ketchum	4	26	89867	POINT (-12731113.193623297 5416298.431240429)
	FALSE				Straight	Level			43.68184016	-114.3686414	Ketchum	4	26	92488	POINT (-12731458.927471858 5416337.505513303)
Functioning	FALSE				Straight	Upgrade or Downgrade	56	Idaho	43.68214444	-114.3663184	Ketchum	4	26	92583	POINT (-12731200.323900033 5416384.342706289)
Functioning	FALSE				Straight	Level	28	Idaho	43.6804036	-114.3670598	Ketchum	4	26	92588	POINT (-12731282.854567394 5416116.3798227515)
Functioning	FALSE				Straight	Level	77	Hawaii	43.67924218	-114.3677293	Ketchum	4	26	96142	POINT (-12731357.383497251 5415937.608956182)
Functioning	FALSE				Straight	Level	95	Idaho	43.68118867	-114.365522	Ketchum	4	26	96343	POINT (-12731222.99592973 5416237.222734323)
	FALSE				Straight	Level	33	Idaho	43.67953986	-114.3650412	Ketchum	4	26	100729	POINT (-12731058.15013325 5415983.428393938)
Functioning	FALSE				Straight	Level	34	Idaho	43.67922292	-114.3617339	Ketchum	4	26	101507	POINT (-12730689.982871104 5415934.644452641)
Functioning	FALSE				Straight	Level	46	California	43.68072217	-114.3643668	Ketchum	4	26	103596	POINT (-12730983.076619094 5416165.41537946)
Functioning	FALSE				Straight	Level	64	Oregon	43.68076001	-114.3641014	Ketchum	4	26	103611	POINT (-12730953.53593191 5416171.240691306)
Functioning	FALSE				Straight	Level	31	Idaho	43.68074384	-114.3643947	Ketchum	4	26	103991	POINT (-12730986.177316641 5416168.750866832)
	FALSE				Straight	Level	32	Idaho	43.6808308	-114.3629292	Ketchum	4	26	104424	POINT (-12730823.042902712 5416182.137036878)
Functioning	FALSE				Straight	Upgrade or Downgrade	38	No License	43.68060251	-114.3673266	Ketchum	4	26	106157	POINT (-12731312.55962838 5416146.996939316)
	FALSE				Straight	Level	31	No License	43.67777661	-114.3652662	Ketchum	4	26	106183	POINT (-12731083.198467167 5415712.0269710105)
	FALSE				Straight	Level	38	Utah	43.68017496	-114.363626	Ketchum	4	26	109101	POINT (-12730900.611351708 5416081.185926643)
Functioning	FALSE				Straight	Level	15	Idaho	43.68064997	-114.371807	Ketchum	4	26	109568	POINT (-12731811.313106496 5416154.303069151)
Functioning	FALSE				Straight	Level	76	Idaho	43.67945911	-114.3626593	Ketchum	4	26	109573	POINT (-12730792.993281629



Traffic Count Data and Warrant D Analysis

Ketchum Stop Sign Warrant D: 8 Hour Volume Analysis																				
East/West Road	North/South Road	Max 8 Hours Major								Corresponding 8 Hours Minor								Major Hours Greater than 300	Minor Hours Greater than 200	Warrant Met
8th St	2nd Ave	221	217	203	168	156	124	121	121	38	43	31	34	37	18	32	32	0	0	No
8th St	1st Ave	274	224	181	163	144	143	137	121	142	103	48	44	75	58	43	41	0	0	No
8th St	Washington Ave	150	141	129	124	121	119	117	109	17	29	14	18	16	13	14	15	0	0	No
6th St	2nd Ave	274	255	254	252	229	227	212	194	140	77	95	74	95	67	64	69	0	0	No
6th St	1st Ave	99	97	94	89	87	84	80	80	59	76	77	57	91	84	53	53	0	0	No
6th St	East Ave	69	68	62	42	37	35	34	29	35	47	36	37	32	26	42	22	0	0	No
5th St	Washington Ave	291	290	280	274	256	251	222	169	96	95	86	103	79	101	62	53	0	0	No
4th St	2nd Ave	385	343	331	325	298	266	240	234	114	110	97	74	91	35	77	76	4	0	No
4th St	1st Ave	204	188	182	159	155	151	120	118	108	113	149	102	91	114	65	60	0	0	No
4th St	Washington Ave	164	163	159	144	136	125	118	113	108	138	129	131	124	89	83	117	0	0	No
4th St	Leadville Ave	261	260	239	228	208	206	193	187	191	228	234	200	234	158	179	162	0	3	No
4th St	East Ave	397	395	359	321	319	302	287	226	143	156	133	141	201	163	108	93	6	1	No
4th St	Walnut Ave	293	293	274	271	258	206	186	156	126	126	116	161	174	124	148	76	0	0	No
Sun Valley Rd	2nd Ave	369	353	347	339	328	271	271	261	382	329	332	271	356	248	248	340	5	8	No
Sun Valley Rd	1st Ave	425	406	386	372	357	330	325	302	174	143	189	197	219	152	144	128	8	1	No
Sun Valley Rd	Washington Ave	488	473	431	430	412	406	384	354	130	177	126	121	159	138	111	116	8	0	No
Sun Valley Rd	Leadville Ave	686	664	591	580	562	528	514	431	213	212	147	133	146	185	124	177	8	2	No
Sun Valley Rd	East Ave	737	701	659	606	595	574	566	498	503	451	323	338	339	378	283	262	8	8	Yes
Sun Valley Rd	Walnut Ave	579	574	569	551	550	520	456	439	192	196	125	178	166	160	118	119	8	0	No
Sun Valley Rd	Spruce Ave	567	562	561	544	523	464	423	381	139	139	144	146	119	135	93	88	8	0	No
2nd St	1st Ave	105	94	93	91	75	70	55	53	98	104	76	78	87	64	51	82	0	0	No
2nd St	Leadville Ave	117	111	104	103	100	96	85	67	106	73	108	85	73	59	67	54	0	0	No
2nd St	East Ave	249	235	212	178	173	168	161	150	159	194	185	167	126	156	186	159	0	0	No
2nd St	Walnut Ave	139	132	117	116	113	111	105	88	25	16	18	13	7	11	17	11	0	0	No
1st St	2nd Ave	513	443	406	380	365	333	306	285	325	285	258	227	217	151	238	224	7	7	No
1st St	Washington Ave	368	348	334	321	321	283	281	240	87	77	63	85	85	93	87	61	5	0	No
1st St	Leadville Ave	290	237	232	213	209	200	166	162	98	98	79	87	95	71	74	68	0	0	No
1st St	East Ave	110	109	98	94	90	82	82	80	23	26	17	21	12	16	16	10	0	0	No
River St	Leadville Ave	71	70	67	65	62	58	55	54	22	51	26	32	31	17	20	35	0	0	No

Summary
Study Name
Project
Project Code
Log and Measurements
Log Date
Time Zone
Start Time
End Time
Location
Latitude and Longitude

2nd Ave & 8th Street
Stop Control Study
ADP/Processed Log & Measurements
12/1/2016
America/Denver
9/10/2016 0:00
4:00:00:000
2nd Ave & 8th Street
43.884536, -111.370671

APR Peak (Overall Peak Hour)
Morning Peak
PM Peak
Vehicle

7 (10 AM - 12 AM) (0.42)
1 (PM 1-2 PM) (0.05)
3 (3 PM - 4:30 PM) (0.88)
Vehicle

Entry	Direction	East	West	South	West
Direction	Through	Left	Right	Through	Left
Start Time	Thru	Left	Right	Thru	Left
9/10/2016 0:00	1	0	0	0	0
9/10/2016 0:05	1	0	0	0	0
9/10/2016 0:10	0	0	0	0	0
9/10/2016 0:15	1	0	0	0	0
9/10/2016 0:20	2	0	0	0	0
9/10/2016 0:25	4	40	0	0	0
9/10/2016 0:30	2	21	0	0	0
9/10/2016 0:35	2	2	0	0	0
9/10/2016 0:40	4	6	0	0	0
9/10/2016 0:45	5	4	0	0	0
9/10/2016 0:50	4	7	0	0	0
9/10/2016 0:55	2	6	0	0	0
9/10/2016 1:00	4	8	0	0	0
9/10/2016 1:05	2	7	0	0	0
9/10/2016 1:10	4	8	0	0	0
9/10/2016 1:15	4	11	0	0	0
9/10/2016 1:20	3	8	0	0	0
9/10/2016 1:25	3	8	0	0	0
9/10/2016 1:30	6	9	0	0	0
9/10/2016 1:35	4	7	0	0	0
9/10/2016 1:40	1	8	0	0	0
9/10/2016 1:45	3	5	0	0	0
9/10/2016 1:50	2	5	0	0	0
9/10/2016 1:55	5	7	0	0	0
9/10/2016 2:00	6	38	0	0	0
9/10/2016 2:05	5	12	0	0	0
9/10/2016 2:10	2	14	0	0	0
9/10/2016 2:15	9	14	0	0	0
9/10/2016 2:20	2	23	0	0	0
9/10/2016 2:25	4	17	0	0	0
9/10/2016 2:30	80	8	0	0	0
9/10/2016 2:35	5	14	0	0	0
9/10/2016 2:40	11	25	0	0	0
9/10/2016 2:45	4	20	0	0	0
9/10/2016 2:50	7	28	0	0	0
9/10/2016 2:55	8	38	0	0	0
9/10/2016 3:00	7	28	0	0	0
9/10/2016 3:05	17	38	0	0	0
9/10/2016 3:10	7	8	0	0	0
9/10/2016 3:15	9	12	0	0	0
9/10/2016 3:20	5	15	0	0	0
9/10/2016 3:25	8	7	0	0	0
9/10/2016 3:30	6	14	0	0	0
9/10/2016 3:35	5	8	0	0	0
9/10/2016 3:40	2	11	0	0	0
9/10/2016 3:45	2	3	0	0	0

Entry	Direction	East	West	South	West
Direction	Through	Left	Right	Through	Left
Start Time	Thru	Left	Right	Thru	Left
9/10/2016 0:00	0	0	0	0	0
9/10/2016 0:05	0	0	0	0	0
9/10/2016 0:10	0	0	0	0	0
9/10/2016 0:15	0	0	0	0	0
9/10/2016 0:20	0	0	0	0	0
9/10/2016 0:25	0	0	0	0	0
9/10/2016 0:30	0	0	0	0	0
9/10/2016 0:35	0	0	0	0	0
9/10/2016 0:40	0	0	0	0	0
9/10/2016 0:45	0	0	0	0	0
9/10/2016 0:50	0	0	0	0	0
9/10/2016 0:55	0	0	0	0	0
9/10/2016 1:00	0	0	0	0	0
9/10/2016 1:05	0	0	0	0	0
9/10/2016 1:10	0	0	0	0	0
9/10/2016 1:15	0	0	0	0	0
9/10/2016 1:20	0	0	0	0	0
9/10/2016 1:25	0	0	0	0	0
9/10/2016 1:30	0	0	0	0	0
9/10/2016 1:35	0	0	0	0	0
9/10/2016 1:40	0	0	0	0	0
9/10/2016 1:45	0	0	0	0	0
9/10/2016 1:50	0	0	0	0	0
9/10/2016 1:55	0	0	0	0	0
9/10/2016 2:00	0	0	0	0	0
9/10/2016 2:05	0	0	0	0	0
9/10/2016 2:10	0	0	0	0	0
9/10/2016 2:15	0	0	0	0	0
9/10/2016 2:20	0	0	0	0	0
9/10/2016 2:25	0	0	0	0	0
9/10/2016 2:30	0	0	0	0	0
9/10/2016 2:35	0	0	0	0	0
9/10/2016 2:40	0	0	0	0	0
9/10/2016 2:45	0	0	0	0	0
9/10/2016 2:50	0	0	0	0	0
9/10/2016 2:55	0	0	0	0	0
9/10/2016 3:00	0	0	0	0	0
9/10/2016 3:05	0	0	0	0	0
9/10/2016 3:10	0	0	0	0	0
9/10/2016 3:15	0	0	0	0	0
9/10/2016 3:20	0	0	0	0	0
9/10/2016 3:25	0	0	0	0	0
9/10/2016 3:30	0	0	0	0	0
9/10/2016 3:35	0	0	0	0	0
9/10/2016 3:40	0	0	0	0	0
9/10/2016 3:45	0	0	0	0	0
9/10/2016 3:50	0	0	0	0	0
9/10/2016 3:55	0	0	0	0	0
9/10/2016 4:00	0	0	0	0	0

Entry	Direction	East			South			West		
		Westbound	Thru	Left	Northbound	Thru	Left	Eastbound	Thru	Left
Start Time	Start Time	Left	U-Turn	Peds	Left	U-Turn	Peds	Left	U-Turn	Peds
9/10/2016 0:00	0	0	0	0	0	0	0	0	0	0
9/10/2016 0:05	0	0	0	0	0	0	0	0	0	0
9/10/2016 0:10	0	1	0	0	0	0	0	0	0	0
9/10/2016 0:15	0	0	0	0	0	0	0	0	0	0
9/10/2016 0:20	0	0	0	0	0	0	0	0	0	0
9/10/2016 0:25	0	0	0	0	0	0	0	0	0	0
9/10/2016 0:30	0	2	0	0	0	1	0	0	0	0
9/10/2016 0:35	0	0	0	0	0	1	0	0	0	0
9/10/2016 0:40	0	1	0	0	0	7	0	0	0	0
9/10/2016 0:45	0	2	0	0	0	0	0	0	0	0
9/10/2016 0:50	0	0	0	0	0	0	0	0	0	0
9/10/2016 0:55	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:00	0	0	0	0	0	2	0	0	0	0
9/10/2016 1:05	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:10	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:15	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:20	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:25	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:30	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:35	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:40	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:45	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:50	0	0	0	0	0	0	0	0	0	0
9/10/2016 1:55	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:00	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:05	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:10	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:15	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:20	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:25	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:30	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:35	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:40	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:45	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:50	0	0	0	0	0	0	0	0	0	0
9/10/2016 2:55	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:00	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:05	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:10	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:15	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:20	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:25	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:30	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:35	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:40	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:45	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:50	0	0	0	0	0	0	0	0	0	0
9/10/2016 3:55	0	0	0	0	0	0	0	0	0	0
9/10/2016 4:00	0	0	0	0	0	0	0	0	0	0

Entry	Direction	East	West	South	West	East	West	South	West
Direction	Through	Left	Right	Through	Left	Through	Left	Through	Left
Start Time	Thru	Left	Right	Thru	Left	Thru	Left	Thru	Left
9/10/2016 0:00	0	0	0	0	0	0	0	0	0
9/10/2016 0:05	0	0	0	0	0	0	0	0	0
9/10/2016 0:10	0	0	0	0	0	0	0	0	0
9/10/2016 0:15	0	0	0	0	0	0	0	0	0
9/10/2016 0:20	0	0	0	0	0	0	0	0	0
9/10/2016 0:25	0	0	0	0	0	0	0	0	0
9/10/2016 0:30	0	0	0	0	0	0	0	0	0
9/10/2016 0:35	0	0	0	0	0	0	0	0	0
9/10/2016 0:40	0	0	0	0	0	0	0	0	0
9/10/2016 0:45	0	0	0	0	0	0	0	0	0
9/10/2016 0:50	0	0	0	0	0	0	0	0	0
9/10/2016 0:55	0	0	0	0	0	0	0	0	0
9/10/2016 1:00	0	0	0	0	0	0	0	0	0
9/10/2016 1:05	0	0	0	0	0	0	0	0	0
9/10/2016 1:10	0	0	0	0	0	0	0	0	0
9/10/2016 1:15	0	0	0	0	0	0	0	0	0
9/10/2016 1:20	0	0	0	0	0	0	0	0	0
9/10/2016 1:25	0	0	0	0	0	0	0	0	0
9/10/2016 1:30	0	0	0	0	0	0	0	0	0
9/10/2016 1:35	0	0	0	0	0	0	0	0	0
9/10/2016 1:40	0	0	0	0	0	0	0	0	0
9/10/2016 1:45	0	0	0	0	0	0	0	0	0
9/10/2016 1:50	0	0	0	0	0	0	0	0	0
9/10/2016 1:55	0	0	0	0	0	0	0	0	0
9/10/2016 2:00	0	0	0	0	0	0	0	0	0
9/10/2016 2:05	0	0	0	0	0	0	0	0	0
9/10/2016 2:10	0	0	0	0	0	0	0	0	0
9/10/2016 2:15	0	0	0	0	0	0	0	0	0
9/10/2016 2:20	0	0	0	0	0	0	0	0	0
9/10/2016 2:25	0	0	0	0	0	0	0	0	0
9/10/2016 2:30	0	0	0	0	0	0	0	0	0
9/10/2016 2:35	0	0	0	0	0	0	0	0	0
9/10/2016 2:40	0	0	0	0	0	0	0	0	0
9/10/2016 2:45	0	0	0	0	0	0	0	0	0
9/10/2016 2:50	0	0	0	0	0	0	0	0	0
9/10/2016 2:55	0	0	0	0	0	0	0	0	0
9/10/2016 3:00	0	0	0	0	0	0	0	0	0
9/10/2016 3:05	0	0	0	0	0	0	0	0	0
9/10/2016 3:10	0	0	0	0	0	0	0	0	0
9/10/2016 3:15	0	0	0	0	0	0	0	0	0
9/10/2016 3:20	0	0	0	0	0	0	0	0	0
9/10/2016 3:25	0	0	0	0	0	0	0	0	0
9/10/2016 3:30	0	0	0	0	0	0	0	0	0
9/10/2016 3:35	0	0	0	0	0	0	0	0	0
9/10/2016 3:40	0	0	0	0	0	0	0	0	0
9/10/2016 3:45	0	0	0	0	0	0	0	0	0
9/10/2016 3:50	0	0	0	0	0	0	0	0	0
9/10/2016 3:55	0	0	0	0	0	0	0	0	0
9/10/2016 4:00	0	0	0	0	0	0	0	0	0

Study Name

Washington & 8th Street

Project

Stop Control Study

Project Code

920205-030

Log and Measurements

25 minutes

Bin Size

15 minutes

Time Zone

America/Denver

Start Time

9/20/2025 6:30

End Time

9/20/2025 7:15

Location

Washington & 8th Street

Latitude and Longitude

43.8432, -111.587078

APRPA#

BAM - 12AM (0.84)

History Peak (Overall Peak Hour)

12:00 PM - 1:00 PM (0.87)

PHRPA#

1796 - 2794 (0.85)

Vehicles

Direction

Start Time

Direction

Start Time

Thru

Left

U-Turn

Peds CW

Peds CCW

East

Westbound

Right

Thru

Left

U-Turn

Peds CW

Peds CCW

South

Northbound

Right

Thru

Left

U-Turn

Peds CW

Peds CCW

West

Eastbound

Right

Thru

Left

U-Turn

Peds CW

Peds CCW

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U-Turn

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Summary
Study Name
Project
Project Code
Legs and Movements
Bicycles
Time Zone
Start Time
End Time
Location
Latitude and Longitude

2nd Ave & 5th Street
Stop Control Study

All Permitted Lanes & Movements
All Permitted Lanes & Movements

6:00 AM - 6:00 PM (S.B.S.)
6:00 AM - 6:00 PM (S.B.S.)

2 S EPH - 3 S EPH (S.B.S.)
2 S EPH - 3 S EPH (S.B.S.)

AP Peak
Midday Peak (Period Peak Hour)
PM Peak
Vehicle
Entry
Direction
Start Time

North
Southwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

East
West
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

South
Northwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

West
Southwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

Procedments
Entry
Direction
Start Time

North
Southwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

East
West
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

South
Northwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

West
Southwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

Bicycles on Road
Entry
Direction
Start Time

North
Southwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

East
West
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

South
Northwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

West
Southwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

Bicycles on Crosswalk
Entry
Direction
Start Time

North
Southwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

East
West
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

South
Northwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

West
Southwest
Right

Thru
Left

U-Turn
Pedals CW
Pedals CCW

Summary
Date/Name
Project
Project Code
Legs and Movements
Big City
Time Zone
Start Time
End Time
Location
Latitude and Longitude

East Ave & 6th Street
Stop Control Study
AD Processed Legs & Movements
City Streets
America/Alaska

East Ave & 6th Street
63.63421, -154.34483

APR Peak
Midday Peak (Overall Peak Hour)
Entry
Direction
Start Time

8:45 AM - 10:45 AM (0.76)
12 PM - 1 PM (0.88)
1 PM - 2 PM (0.88)

North
South
East
West

Right
Thru
Left
U-Turn

Peak-DW
Peak-CW
Peak-DW
Peak-CW

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U-Turn

Peak-DW
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U-Turn

Peak-DW
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Summary
Date/Time Washington & 4th Street
Project Stop Control Study
Project Code
Legs and Movements
Bicycle AD Processed Legs & Movements
Time Zone America/Alaska
Start Time 9/30/2025 8:00
End Time 9/30/2025 8:00
Location Washington & 4th Street
Latitude and Longitude 43.684026, -124.382777

APR Peak 8:45 AM - 10:45 AM (8:00)
Midday Peak (Overall Peak Hour) 12 PM - 1 PM (8:00)
PM Peak 3:15 PM - 4:15 PM (8:00)

Vehicle

Entry

Direction

Start Time

Right

Thru

Left

U-Turn

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Pedestrian

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Study Name

Project

Project Code

Legs and Movement

Bin Size

Time Zone

Start Time

End Time

Location

Latitude and Longitude

Leadville 4th Street

Sky Center (Sky)

ADP/Access/Log & Movement

15-minute

America/Denver

10/1/2024 10

10/1/2024 10:15

Leadville 4th Street

43.411717, -105.565858

API Peak

Policy Peak

PM Peak (Control Peak Time)

9:45 AM - 10:45 AM (2:00T)

12PM - 1PM (1:00T)

3PM - 4PM (1:00T)

Vehicles

Entry

Direction

Start Time

North

South

Thru

Left

U-Turn

Peds CW

Peds CCW

East

Eastbound

Right

Thru

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U-Turn

Peds CW

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Stop Coordinates

Project

Legal and Measurements

Block Size

20' increments

AS Processed Legal & Measurements

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Summary
Study Name
Project
Project Code
Lap and Measurements
City
Time Zone
Start Time
End Time
Location
Latitude and Longitude

Sun Valley & First Ave
Stop Control Study
ADP/Accessed Lap & Measurements
12/1/2016
America/Alaska
01/03/2016 08:00
08:00:00:000
Sun Valley & First Ave
43.876643, -114.360707

APR Peak
Heavy Peak
Veh Peak
PM Peak (Overall Peak Hour)

10 AM - 11 AM (0.00)
11:15 AM - 12:15 PM (0.00)
3:05 PM - 4:05 PM (0.00)
3:05 PM - 4:05 PM (0.00)

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Summary
Study/Name
Project
Project Code
Legs and Movements
Bridges
Time Zone
Start Time
End Time
Location
Latitude and Longitude

San Valley & Wilmington
Stop Control Study
AD Processed Legs & Movements
IS - mshs
America/Sao
02/20/2025 12:00
04/04/04/04
San Valley & Wilmington
43.680000, -114.380110

APR Peak
Heavy Peak (Overall Peak Hour)
PM Peak
Vehicle
Entry
Direction
Start Time

IS AM - 15 AM (IS 742)
13.34 AM - 15.30 PM (IS 802)
3 PM - 4 PM (IS 805)

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

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Peak-CW

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

West
Eastbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

West
Eastbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

West
Eastbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

West
Eastbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

West
Eastbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

West
Eastbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

West
Eastbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

North
Southbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

East
Westbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

South
Northbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

West
Eastbound

Right
Thru
Left
U Turn
Peak-DW
Peak-CW

[illegible]

Summary
Study/Name Star Valley & East Ave
Project Stop Control Study
Project/Code
Legs and Movements
B/C/D/E
Time Zone America/Asia
Start Time 8/27/2025 12:00
End Time
Location Star Valley & East Ave
Latitude and Longitude 43.63766, -114.38273

AP/FPeak 10 AM - 11 AM (0.86)
Midday/FPeak (Second Peak/Floor) 12:30 PM - 1:30 PM (0.86)
PM/FPeak 3 PM - 4 PM (0.86)
Vehicle

Entry Direction Start Time	North					East					South					West									
	Southbound Right	Thru	Left	U-Turn	Peak-DW	Peak-CW	Peak-CW	Right	Thru	Left	U-Turn	Peak-DW	Peak-CW	Peak-CW	Southbound Right	Thru	Left	U-Turn	Peak-DW	Peak-CW					
8/27/2025 8:00	4	1	2	0	0	0	0	1	15	0	0	0	2	2	0	0	0	0	0	0					
8/27/2025 8:45	4	2	2	2	0	0	0	3	12	0	0	0	1	1	0	2	2	0	0	0					
8/27/2025 9:00	3	2	7	0	0	0	0	8	10	1	0	0	1	5	1	0	0	0	2	25	0	0			
8/27/2025 9:15	5	3	2	0	0	0	0	9	15	2	0	0	0	5	1	2	0	0	0	25	6	0			
8/27/2025 9:30	8	1	2	0	0	0	0	3	19	2	0	0	0	1	2	1	0	0	0	2	30	0			
8/27/2025 9:45	9	2	0	0	0	0	0	8	20	1	0	0	0	3	1	0	0	0	0	1	38	0			
8/27/2025 9:00	6	4	12	1	0	0	0	12	26	3	0	0	0	2	5	1	0	0	0	2	29	12	0		
8/27/2025 9:15	12	4	2	0	0	0	0	17	30	0	0	0	1	4	0	0	0	0	0	2	33	10	0		
8/27/2025 9:30	8	5	2	1	0	0	0	2	30	1	0	0	0	2	4	1	0	0	0	2	26	13	0		
8/27/2025 9:45	9	6	0	0	0	0	0	9	40	6	0	0	6	4	0	0	0	0	0	3	31	12	0		
8/27/2025 9:00	8	4	7	1	0	0	0	6	30	3	0	0	0	6	4	2	0	0	0	0	2	32	5	0	
8/27/2025 9:15	13	6	7	0	0	0	0	11	30	2	0	0	0	2	5	0	0	0	0	0	4	30	12	0	
8/27/2025 9:30	8	9	10	4	0	0	0	7	34	1	0	0	0	8	6	2	0	0	0	0	7	41	8	0	
8/27/2025 9:45	13	3	8	0	0	0	0	5	20	5	0	0	3	5	3	0	0	0	0	0	7	37	4	0	
8/27/2025 9:00	9	7	9	0	0	0	0	5	25	2	0	0	4	6	0	0	0	0	0	0	1	42	11	0	
8/27/2025 9:15	14	6	7	3	0	0	0	11	30	2	0	0	7	4	0	0	0	0	0	0	3	52	9	0	
8/27/2025 9:30	14	7	6	0	0	0	0	9	30	4	0	0	0	3	5	3	0	0	0	0	6	49	11	0	
8/27/2025 9:45	14	7	5	0	0	0	0	9	30	4	0	0	0	3	5	3	0	0	0	0	6	49	11	0	
8/27/2025 9:00	20	14	6	4	0	0	0	18	51	8	0	0	0	11	6	5	2	0	0	0	7	50	15	0	
8/27/2025 9:15	14	17	3	3	0	0	0	12	47	5	0	0	0	11	6	0	0	0	0	0	8	53	16	0	
8/27/2025 9:30	16	12	6	2	0	0	0	22	53	9	0	0	0	12	10	10	0	0	0	0	7	43	9	0	
8/27/2025 9:45	18	11	3	0	0	0	0	17	51	5	0	0	0	11	16	8	0	0	0	0	8	53	14	0	
8/27/2025 9:00	16	13	10	4	0	0	0	12	56	10	0	0	0	15	12	7	12	0	0	0	10	42	16	0	
8/27/2025 9:15	24	11	9	0	0	0	0	14	54	7	0	0	9	10	7	0	0	0	0	0	9	64	16	0	
8/27/2025 9:30	17	12	10	0	0	0	0	19	45	11	0	0	0	12	10	11	10	0	0	0	10	46	10	0	
8/27/2025 9:45	18	16	2	0	0	0	0	16	40	5	0	0	0	10	10	11	10	0	0	0	10	44	12	0	
8/27/2025 9:00	20	13	9	2	0	0	0	19	58	4	0	0	0	11	6	10	5	0	0	0	8	56	14	0	
8/27/2025 9:15	18	12	8	2	0	0	0	15	52	5	0	0	0	10	5	10	5	0	0	0	9	50	14	0	
8/27/2025 9:30	19	8	9	4	0	0	0	11	47	13	0	0	0	12	12	6	2	0	0	0	0	27	14	0	
8/27/2025 9:45	18	8	4	0	0	0	0	13	50	10	0	0	0	13	10	5	0	0	0	0	5	26	5	0	
8/27/2025 9:00	14	8	7	2	0	0	0	11	49	3	0	0	0	13	10	8	2	0	0	0	2	33	13	0	
8/27/2025 9:15	16	8	9	4	0	0	0	10	47	7	0	0	0	13	10	8	2	0	0	0	0	26	10	0	
8/27/2025 9:30	10	6	6	5	0	0	0	13	49	6	0	0	0	9	9	9	0	0	0	0	2	37	11	0	
8/27/2025 9:45	15	11	8	0	0	0	0	15	54	1	0	0	0	9	9	9	0	0	0	0	0	37	16	0	
8/27/2025 9:00	14	11	5	2	0	0	0	12	54	1	0	0	0	9	9	5	0	0	0	0	0	45	13	0	
8/27/2025 9:15	15	10	1	0	0	0	0	12	53	5	0	0	0	9	9	5	0	0	0	0	0	4	35	0	
8/27/2025 9:30	15	14	1	2	0	0	0	9	60	5	0	0	0	5	14	5	0	0	0	0	0	6	37	7	0
8/27/2025 9:45	16	11	1	0	0	0	0	9	57	7	0	0	0	5	14	5	0	0	0	0	0	6	37	7	0
8/27/2025 9:00	18	6	8	1	0	0	0	12	48	10	0	0	0	5	4	2	0	0	0	0	0	3	39	10	0
8/27/2025 9:15	15	10	10	1	0	0	0	10	48	10	0	0	0	5	4	2	0	0	0	0	0	3	39	10	0
8/27/2025 9:30	11	11	9	1	0	0	0	9	50	1	0	0	0	7	8	7	0	0	0	0	0	11	34	12	0
8/27/2025 9:45	13	10	7	0	0	0	0	10	47	7	0	0	0	7	8	7	0	0	0	0	0	11	34	12	0
8/27/2025 9:00	11	10	9	0	0	0	0	9	50	1	0	0	0	7	8	7	0	0	0	0	0	11	34	12	0
8/27/2025 9:15	13	10	9	0	0	0	0	11	48	8	0	0	0	2	10	3	0	0	0	0	0	16	47	10	0
8/27/2025 9:30	14	10	8	0	0	0	0	11	48	8	0	0	0	2	10	3	0	0	0	0	0	16	47	10	0
8/27/2025 9:45	14	7	7	6	0	0	0	9	47	4	0	0	0	5	5	3	0	0	0	0	0	8	28	10	0
8/27/2025 9:00	14	7	7	6	0	0	0	9	47	4	0	0	0	5	5	3	0	0	0	0	0	8	28	10	0
8/27/2025 9:15	14	4	6	3	0	0	0	10	52	4	0	0	0	3	7	2	0	0	0	0	4	24	3	0	0

Procedures

Entry Direction	North				East				South				West							
	Right	Thru	Left	U-Turn	Peak-DW	Peak-CW	Peak-CW	Right	Thru	Left	U-Turn	Peak-DW	Peak-CW	Peak-CW	Right	Thru	Left	U-Turn	Peak-DW	Peak-CW
8/27/2025 8:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
8/27/2025 8:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
8/27/2025 9:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8/27/2025 9:15	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0
8/27/2025 9:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0
8/27/2025 9:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0
8/27/2025 9:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1
8/27/2025 9:15	0	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0
8/27/2025 9:30	0	0	0	0	0	1	4	0	0	0	0	0	0	0	1	4	0	0	2	0
8/27/2025 9:45	0	0	0	0	0	2	2	0	0	0	0	2	2	0	0	2	0	0	4	3
8/27/2025 9:00	0	0	0	0	0	2	0	0	1	1	0	0	0	0	1	1	0	0	2	3
8/27/2025 9:15	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	2	3
8/27/2025 9:30	0	0	0	0	0	2	0	0	0	4	0	0	0	0	3	2	0	0	4	6
8/27/2025 9:45	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	2	0	0	4	6
8/27/2025 9:00	0	0	0	0	0	2	6	0	0	0	0	0	0	0	2	2	0	0	3	2
8/27/2025 9:15	0	0	0	0	0	2	6	0	0	0	0	0	0	0	2	2	0	0	3	2
8/27/2025 9:30	0	0	0	0	0	3	7	0	0	0	0	0	0	0	3	4	0	0	5	1
8/27/2025 9:45	0	0	0	0	0	10	10	0	0	0	0	0	0	0	7	7	0	0	12	14
8/27/2025 9:00	0	0	0	0	0	13	11	0	0	0	0	4	6	0	0	0	0	0	7	12
8/27/2025 9:15	0	0	0	0	0	5	5	0	0	0	0	8	7	0	0	0	0	0	8	10
8/27/2025 9:30	0	0	0	0	0	10	5	0	0	0	0	4	8	0	0	0	0	0	6	16
8/27/2025 9:45	0	0	0	0	0	10	7	0	0	0	0	4	8	0	0	0	0	0	6	16
8/27/2025 9:00	0	0	0	0	0	13	12	0	0	0	0	5	3	0	0	0	0	0	5	10
8/27/2025 9:15	0	0	0	0	0	10	10	0	0	0	0	8	3	0	0	0	0	0	10	14
8/27/2025 9:30	0	0	0	0	0	13	12	0	0	0	0	5	3	0	0	0	0	0	5	10
8/27/2025 9:45	0	0	0	0	0	10	10	0	0	0	0	8	3	0	0	0	0	0	10	14
8/27/2025 9:00	0	0	0	0	0	11	11	0	0	0	0	2	4	0	0	0	0	0	13	14
8/27/2025 9:15	0	0	0	0	0	14	11	0	0	0	0	7	6	0	0	0	0	0	12	10
8/27/2025 9:30	0	0	0	0	0	10	10	0	0	0	0	7	6	0	0	0	0	0	12	10
8/27/2025 9:45	0	0	0	0	0	5	8	0	0	0	0	5	1	0	0	0	0	0	10	7
8/27/2025 9:00	0	0	0	0	0	11	10	0	0	0	0	4	4	0	0	0	0	0	10	4
8/27/2025 9:15	0	0	0	0	0	13	13	0	0	0	0	6	2	0	0	0	0	0	9	4
8/27/2025 9:30	0	0	0	0	0	7	6	0	0	0	0	1	1	0	0	0	0	0	9	4
8/27/2025 9:45	0	0	0	0	0	7	6	0	0	0	0	3	4	0	0	0	0	0	9	4
8/27/2025 9:00	0	0	0	0	0	7	6	0	0	0	0	3	4	0	0	0	0	0	10	5
8/27/2025 9:15	0	0	0	0	0	10	11	0	0	0	0	5	3	0	0	0	0	0	10	5
8/27/2025 9:30	0	0	0	0	0	10	6	0	0	0	0	5	3	0	0	0	0	0	6	5
8/27/2025 9:45	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	6	5
8/27/2025 9:00	0	0	0	0	0	7	13	0	0	0	0	0	0	0	1	4	0	0	3	14
8/27/2025 9:15	0	0	0	0	0	6	10	0	0	0	0	0	0	0	1	0	0	0	5	6
8/27/2025 9:30	0	0	0	0	0	12	7	0	0	0	0	4	6	0	0	0	0	0	9	4
8/27/2025 9:45	0	0	0	0	0	2	5	0	0	0	0	2	2	0	0	0	0	0	2	2
8/27/2025 9:00	0	0	0	0	0	6	10	0	0	0	0	7	4	0	0	0	0	0	7	4
8/27/2025 9:15	0	0	0	0	0	6	6	0	0	0	0	4	4	0	0	0	0	0	7	3
8/27/2025 9:30	0	0	0	0	0	8	11	0	0	0	0	2	1	0	0	0	0	0	7	5
8/27/2025 9:45	0	0	0	0	0	5	7	0	0	0	0	1	1	0	0	0	0	0	7	3
8/27/2025 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0
8/27/2025 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/27/2025 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/27/2025 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name

Project

Project Code

Legal and Measurements

Site Data

Start Time

End Time

Location

Latitude and Longitude

APRPH

Highway Peak (Overall Peak Hour)

PH Peak

Vehicles

Direction

Start Time

San Valley & Walnut

Stop Control Study

All Phases Left & Movement

25 minutes

Accession/Location

9/4/2025 8:30

9/4/2025 10:00

San Valley & Walnut

43.82077, -124.86155

[0 AM - 11 AM (BNC)]

2:45 PM - 3:45 PM (BNC)

Direction

Start Time

North

Thru

Left

U-Turn

Peds/CW

Peds/CCW

East

Westbound

Thru

Left

U-Turn

Peds/CW

Peds/CCW

South

Northbound

Thru

Left

U-Turn

Peds/CW

Peds/CCW

West

Eastbound

Thru

Left

U-Turn

Peds/CW

Peds/CCW

9/4/2025 8:30

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9/4/2025 9:15	3	2	1	0	0	0	0	42	0	0	0	0	1	0	0	0	0	0	0	0		
9/4/2025 9:30	7	1	3	0	0	0	0	6	62	3	0	0	1	0	1	0	0	0	61	11	0	
9/4/2025 9:45	4	1	3	0	0	0	0	6	59	0	0	0	1	0	1	0	0	0	55	4	0	
9/4/2025 10:00	4	2	6	0	0	0	0	7	54	3	0	0	1	3	2	0	0	0	61	8	0	
9/4/2025 8:30	6	1	1	0	0	0	0	7	56	0	0	0	1	0	0	0	0	0	51	5	0	
9/4/2025 8:45	7	1	4	1	0	0	0	1	53	1	0	0	2	2	0	0	0	0	1	54	5	0
9/4/2025 9:00	2	1	7	0	0	0	0	2	57	0	0	0	0	0	0	0	0	0	42	12	0	
9/4/2025 9:15	0	0	2	0	0	0	0	4	55	1	0	0	0	5	0	0	0	0	2	51	0	0
9/4/2025 9:30	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Direction

Start Time

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U-Turn

Peds/CW

Peds/CCW

East

Westbound

Thru

Left

U-Turn

Peds/CW

Peds/CCW

South

Northbound

Thru

Left

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9/4/2025 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 10:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/4/2025 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Summary
Study Name Sun Valley & Service
Project Stop Control Study
Project Code
Legs and Movements
Bicycles
Time Zone America/Alaska
Start Time 06/2025 06:20
End Time 06/2025 06:20
Location Sun Valley & Service
Latitude and Longitude 43.68271, 114.36056

APR Peak 10 AM - 11 AM (8:00)
Midday Peak 12 PM - 1 PM (8:00)
PM Peak (Overall Peak Hour) 3 PM - 4 PM (8:00)
Vehicle

Direction Start Time	North				East				South				West					
	Through	Left	U-Turn	Paths C/W	Paths C/W	Through	Left	U-Turn	Paths C/W	Paths C/W	Through	Left	U-Turn	Paths C/W	Paths C/W			
06/2025 06:20	0	0	1	0	0	0	1	7	13	2	0	0	0	0	25	0		
06/2025 06:45	0	0	2	0	0	0	2	13	0	0	0	0	0	0	25	0		
06/2025 07:00	0	0	4	0	0	0	2	13	0	0	0	0	0	0	25	0		
06/2025 07:15	1	0	7	0	0	0	3	14	0	0	0	0	0	0	30	3		
06/2025 07:30	1	0	6	0	0	0	2	13	1	0	0	0	0	0	30	0		
06/2025 07:45	1	0	7	0	0	0	0	42	0	0	0	0	0	0	53	1		
06/2025 08:00	0	1	8	0	0	0	2	20	2	0	0	0	0	0	48	1		
06/2025 08:15	0	0	9	0	0	0	7	46	0	0	0	0	0	0	38	3		
06/2025 08:30	0	0	7	0	0	0	2	28	2	0	0	0	0	0	34	1		
06/2025 08:45	2	0	2	0	0	0	9	49	4	0	0	0	0	0	39	2		
06/2025 09:00	1	0	4	0	0	0	2	39	2	0	0	0	0	0	38	1		
06/2025 09:15	2	1	9	0	0	0	2	32	2	0	0	0	0	0	33	1		
06/2025 09:30	0	2	9	0	0	0	0	27	5	0	0	0	0	0	42	0		
06/2025 09:45	1	0	6	0	0	0	0	30	3	0	0	0	0	0	46	3		
06/2025 10:00	3	1	88	0	0	0	0	88	7	0	0	0	0	0	39	2		
06/2025 10:15	2	1	7	0	0	0	0	46	8	0	0	0	0	0	39	5		
06/2025 10:30	1	1	6	0	0	0	0	47	3	0	0	0	0	0	39	1		
06/2025 10:45	2	2	5	0	0	0	0	35	3	0	0	0	0	0	49	10		
06/2025 11:00	0	0	6	0	0	0	0	47	3	0	0	0	0	0	49	5		
06/2025 11:15	0	0	11	0	0	0	0	47	3	0	0	0	0	0	1	35	5	
06/2025 11:30	7	1	6	0	0	0	0	102	4	0	0	0	0	0	49	2		
06/2025 11:45	5	2	10	0	0	0	0	105	17	11	0	0	0	0	1	46	0	
06/2025 12:00	3	1	18	0	0	0	0	111	15	0	0	0	0	0	1	46	3	
06/2025 12:15	4	1	14	0	0	0	0	101	6	0	0	0	0	0	2	45	4	
06/2025 12:30	4	1	21	0	0	0	0	109	9	0	0	0	0	0	2	54	2	
06/2025 12:45	3	2	14	0	0	0	0	144	10	0	0	0	0	0	1	48	0	
06/2025 1:00	1	2	20	0	0	0	0	111	7	0	0	0	0	0	1	53	1	
06/2025 1:15	4	0	13	0	0	0	0	92	5	0	0	0	0	0	2	53	3	
06/2025 1:30	2	1	12	0	0	0	0	96	8	0	0	0	0	0	1	51	2	
06/2025 1:45	10	1	7	0	0	0	0	48	11	0	0	0	0	0	2	51	2	
06/2025 1:00	2	0	13	0	0	0	0	101	11	0	0	0	0	0	0	54	0	
06/2025 1:15	3	1	16	0	0	0	0	101	10	0	0	0	0	0	0	57	7	
06/2025 1:30	8	1	14	0	0	0	0	111	14	0	0	0	0	0	1	52	1	
06/2025 1:45	4	1	20	0	0	0	0	106	10	0	0	0	0	0	0	59	3	
06/2025 1:00	0	0	12	0	0	0	0	75	14	0	0	0	0	0	0	43	0	
06/2025 1:15	8	1	13	0	0	0	0	7	148	10	0	0	0	0	0	47	0	
06/2025 1:30	4	2	18	0	0	0	0	11	139	14	0	0	0	0	0	47	1	
06/2025 1:45	4	2	18	0	0	0	0	102	15	0	0	0	0	0	0	47	3	
06/2025 1:00	4	1	18	0	0	0	0	1	141	15	0	0	0	0	0	48	1	
06/2025 1:15	2	1	15	0	0	0	0	8	142	10	0	0	0	0	0	1	48	0
06/2025 1:30	1	1	11	0	0	0	0	11	133	13	0	0	0	0	0	11	1	
06/2025 1:45	0	1	13	0	0	0	0	7	46	8	0	0	0	0	0	1	44	2
06/2025 1:00	0	1	10	0	0	0	0	10	5	0	0	0	0	0	0	1	44	1
06/2025 1:15	0	1	9	0	0	0	0	4	50	3	0	0	0	0	0	0	42	2
06/2025 1:30	1	0	9	0	0	0	0	7	48	5	0	0	0	0	0	0	32	0
06/2025 1:45	2	0	8	0	0	0	0	4	52	6	0	0	0	0	0	0	30	1
06/2025 1:00	2	1	11	0	0	0	0	0	4	51	5	0	0	0	0	0	31	0

Entry Direction Start Time	North Southbound Right				East Westbound Right				South Northbound Right				West Eastbound Right				
	Thru	Left	U-Turn	Paths C/W	Paths C/W	Right	Thru	Left	U-Turn	Paths C/W	Paths C/W	Right	Thru	Left	U-Turn	Paths C/W	Paths C/W
06/2025 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 07:30	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
06/2025 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 08:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06/2025 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 08:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 08:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1
06/2025 09:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 09:15	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
06/2025 09:30	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0
06/2025 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 10:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06/2025 11:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
06/2025 11:15	0	0	0	0	2	1	0	0	0	1	1	0	0	0	0	0	1
06/2025 11:30	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
06/2025 11:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06/2025 12:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06/2025 12:15	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1
06/2025 12:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06/2025 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06/2025 1:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	4	5	0	0	0	0	1	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	4	4	0	0	0	2	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06/2025 1:00	0	0	0	0	0	0	0	0	0	0	0	0					

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Summary
Study Name
Project
Project Code
Log and Measurements
City
Time Zone
Start Time
End Time
Location
Latitude and Longitude

East Ave & 2nd Street
Stop Control Study
ADP/Access Log & Measurements
12 Hours
America/Sao
08/02/2015 08:00
08:00:00:000
East Ave & 2nd Street
43.682256, -114.363805

APR Peak
Morning Peak
PM Peak (Overall Peak Hour)
Vehicle

8:45 AM - 10:45 AM (8:00)
1:00 PM - 4:00 PM (3:00)
1:05 PM - 2:05 PM (3:05)

Entry
Direction
Start Time

North
Southbound
Right

Thru
Left

U-Turn
Peds CW

Peds CCW
Right

East
Westbound
Thru

Left

U-Turn
Peds CW

Peds CCW
Right

South
Northbound
Thru

Left

U-Turn
Peds CW

Peds CCW
Right

West
Eastbound
Thru

Left

U-Turn
Peds CW

Peds CCW

Precedence
Entry
Direction
Start Time

North
Southbound
Right

Thru
Left

U-Turn
Peds CW

Peds CCW
Right

East
Westbound
Thru

Left

U-Turn
Peds CW

Peds CCW
Right

South
Northbound
Thru

Left

U-Turn
Peds CW

Peds CCW
Right

West
Eastbound
Thru

Left

U-Turn
Peds CW

Peds CCW

Bi-Phase on Red
Entry
Direction
Start Time

North
Southbound
Right

Thru
Left

U-Turn
Peds CW

Peds CCW
Right

East
Westbound
Thru

Left

U-Turn
Peds CW

Peds CCW
Right

South
Northbound
Thru

Left

U-Turn
Peds CW

Peds CCW
Right

West
Eastbound
Thru

Left

U-Turn
Peds CW

Peds CCW

Bi-Phase on Chromat
Entry
Direction
Start Time

North
Southbound
Right

Thru
Left

U-Turn
Peds CW

Peds CCW
Right

East
Westbound
Thru

Left

U-Turn
Peds CW

Peds CCW
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South
Northbound
Thru

Left

U-Turn
Peds CW

Peds CCW
Right

West
Eastbound
Thru

Left

U-Turn
Peds CW

Peds CCW

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Summary
Study Name 2nd Ave & 1st Street
Project Ad Processed Legs & Movements
Project Code 15 minutes
Legs and Movements AmericaBonne
Bus Size
Start Time
End Time
Location
Latitude and Longitude 43.67553,-114.35543

AdPeak (0.844)
7:50 AM - 8:30 AM (0.844)
Main Peak
1 PM - 2 PM (0.822)

PM Peak (Overall Peak)
7:30 PM - 3:30 PM (0.363)

Vehicle
Hour

Entry
Direction

Start Time

Rate

Thru

Left

U-Turn

Peds CW

Peds CCW

Rate

Thru

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U-Turn

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Study Name

Project

Log and Measurements

Bin Size

Time Base

Start Time

End Time

Location

Latitude and Longitude

AP Peak

Midday Peak (Overall Peak Hour)

PM Peak

Vehicles

Direction

Start Time

Leadsite & Bus Street

Stop Control Study

All Processed Logs & Measurements

25 minutes

Automatic/Bus

#####

#####

Leadsite & Bus Street

42.5702, -111.8117

9:35 AM - 10:35 AM (0.758)

11:30 AM - 12:30 PM (0.820)

3:45 PM - 5:00 PM (0.875)

North

Thru

Left

U-Turn

Peds CW

Peds CCW

East Westbound Right

Thru

Left

U-Turn

Peds CW

Peds CCW

South Westbound Right

Thru

Left

U-Turn

Peds CW

Peds CCW

West Westbound Right

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Left

U-Turn

Peds CW

Peds CCW

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10/19/2025 16:30	1	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
10/19/2025 16:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/19/2025 17:00	2	7	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	2	0	0	0	0
10/19/2025 17:15	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Direction

Start Time

North

Thru

Left

U-Turn

Peds CW

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U-Turn

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ACHD Livable Streets Performance Measures

Ada County Highway District

Livable Streets Performance Measures



DECEMBER 2024



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Livable Streets

ACHD’s Commitment to LIVABLE STREETS was articulated through its 2009 Transportation Land Use Integration Plan (TLIP). This Plan included four guiding documents that help inform all activities of the District:

- ◆ Complete Streets Policy
- ◆ Livable Streets Design Guide
- ◆ Master Street Map
- ◆ Cost Share Ordinance

Since 2009, ACHD has adopted a series of various foundational documents that further articulate the vision of TLIP as it applies to various modes of travel:

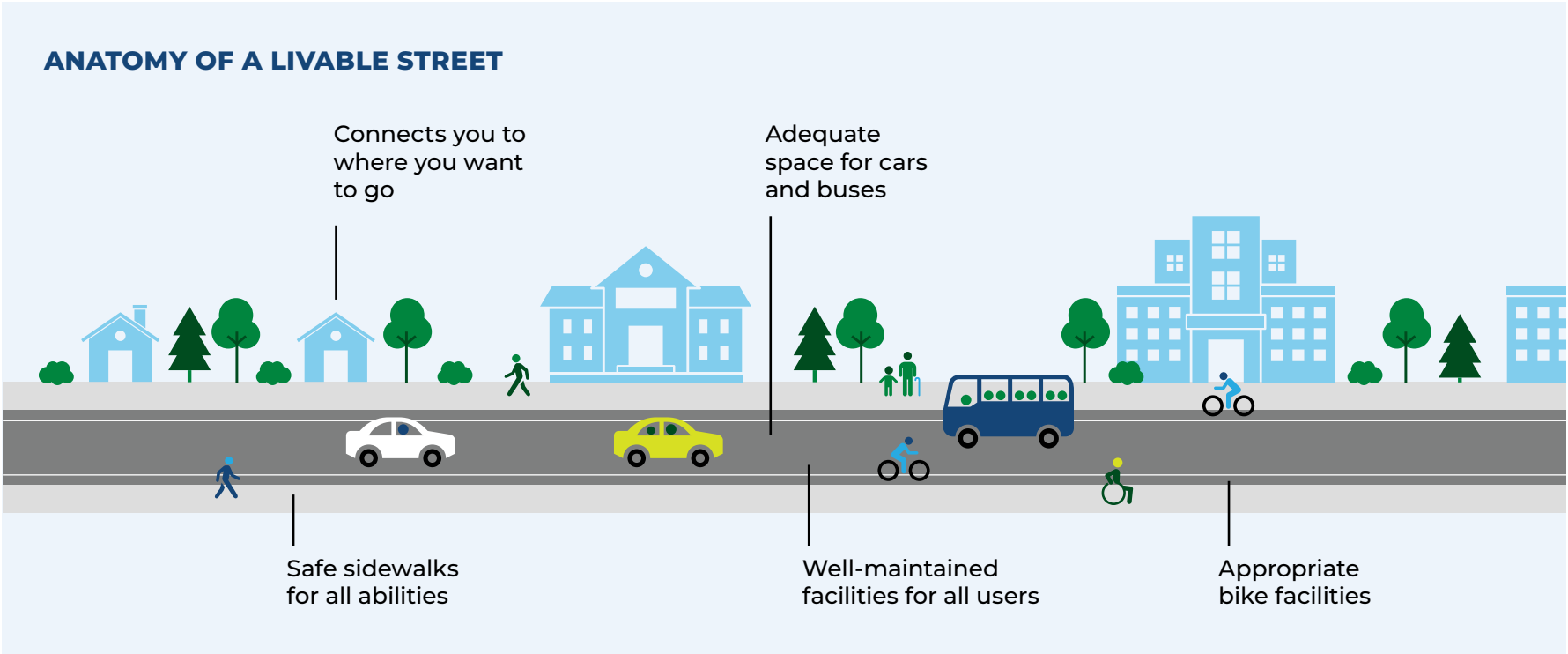
- ◆ Bike Master Plan - 2018 Addendum
- ◆ Neighborhood Bike and Pedestrian Plans
- ◆ Americans with Disability Act Transition Plan Update
- ◆ Capital Improvement Plans

In September 2021, ACHD adopted the “Livable Streets Performance Measures”, which outlined metrics and procedures to measure the experience of users of various transportation modes. After three years of implementation, ACHD conducted an evaluation of these measures to identify areas of improvement; this document reflects the updated measures that resulted from this evaluation.

ACHD is committed to providing a safe and comfortable experience for all roadway users. For Level of Traffic Stress (LTS), this means achieving LTS 1 or 2 for new bicycle and pedestrian facilities; however, ACHD recognizes that this may not be feasible in some circumstances.

ACHD’S COMPLETE STREETS GUIDING PRINCIPLE

Streets, bridges and transit stops within Ada County should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities can travel safely and independently. (ACHD Policy Manual Section 3110.2)





DRIVERS

Level of Service (LOS)

A-C	High Comfort Driving
D	Some Traffic
E	Growing Traffic
F	Large Delays



BICYCLISTS

Level of Traffic Stress (BLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only



PEDESTRIANS

Level of Traffic Stress (PLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience

A Measurement for Drivers



DRIVERS

Level of Service (LOS)

A-C	High Comfort Driving
D	Some Traffic
E	Growing Traffic
F	Large Delays

- Adopted minimum acceptable planning threshold for Arterials is E
- Adopted minimum acceptable planning threshold for Collectors is D
- No adopted threshold for Local roads

Vehicular Level of Service Description

The Vehicular Level of Service performance measure provides a transparent framework to guide assessment of vehicular networks. The LOS reflects relative comfort of roads and intersections. The original methodology was developed by the Florida Department of Transportation. This methodology has been adapted to reflect local experience.

Planning LOS thresholds based on peak hour volumes and specific facility design components (typically the number of travel lanes) help determine the relative comfort for drivers on a corridor. Separate measures for arterial roadways and

intersections are derived from tables adopted through the most current Capital Improvement Plan. The most recent Capital Improvement Plan can be found [here](#).

Vehicular LOS is evaluated for the future condition using the travel demand model. This ensures that projects that are built meet the needs for the expected growth projected by the land use jurisdictions for the next 20 years.

A Measurement for Bicyclists



BICYCLISTS

Level of Traffic Stress (BLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

Bicycle Level of Traffic Stress Description

The Bicycle Level of Traffic Stress (BLTS) analysis provides a framework for assessing the experience of bicyclists as it relates to comfort and safety on a given roadway or intersection. The metrics used in this tool are derived from federal design guidance, including publications from FHWA and AASHTO, and examples from other jurisdictions and agencies across the country. The original BLTS methodology was developed and documented in the 2012 Mineta Transportation Institute Report 11-19: Low-Stress Bicycling and Network Connectivity. This methodology considered national best practices and has been adapted to reflect local context and experience.

To identify the BLTS for a specific road segment or intersection, the user

would select the appropriate table on the following pages.

SEGMENTS

- ♦ Mixed Traffic
- ♦ Bike Lanes
- ♦ Separated Bike Lanes
- ♦ Multi-use Paths

INTERSECTIONS

- ♦ Unsignalized & Enhanced Crossing Locations
- ♦ Signalized Intersections
- ♦ Roundabouts

In all cases, scores are determined by the weakest link principle, meaning that the least comfortable quality of a roadway or intersection determines the score or ranking for that location.



Mixed Traffic

Used in situations where there is no dedicated bike facility, or the dedicated facility is frequently blocked forcing the bicyclist to take the lane.

NOTES

- ♦ Traffic calming may be used and will lower LTS to the degree that actual speeds and volumes are decreased, based on the table

	LEVEL OF TRAFFIC STRESS (BLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

# OF AUTO LANES	AVERAGE DAILY TRAFFIC	POSTED SPEED (85TH PERCENTILE WHEN AVAILABLE)						
		≤ 20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	≥ 50 MPH
2-Way Street (no centerline)	≤750	1	1	2	2	3	4	4
	751–1,500	1	2	2	3	3	4	4
	1,501–3,000	2	2	2	3	4	4	4
	> 3,000	2	3	3	3	4	4	4
1–3 (with centerline)	≤ 750	1	1	2	2	3	4	4
	751–1,500	2	2	2	3	3	4	4
	1,501–3,000	2	3	3	3	4	4	4
	> 3,000	3	3	3	3	4	4	4
4–5	≤ 8,000	3	3	3	3	4	4	4
	> 8,000	3	3	4	4	4	4	4
6+	Any ADT	3	4	4	4	4	4	4

ADJUSTMENT FACTORS

- ♦ Roadway Pavement Condition Index Rating < 70 - Add 1 LTS



Bike Lanes

Used in situations where there is a dedicated bike lane with or without a painted buffer. Bike lane width is measured exclusive of the gutter pan. Minimum acceptable bike lane width is 4’.

NOTES

- ◆ For bike lanes that are frequently blocked, use ‘Mixed Traffic’ table for LTS scoring.
- ◆ Bike lanes < 4’, use ‘Mixed Traffic’ table for LTS scoring
- ◆ When bike lane widths differ between both sides of the street, use the narrower width for LTS scoring

	LEVEL OF TRAFFIC STRESS (BLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

# OF AUTO LANES	AVERAGE DAILY TRAFFIC	POSTED SPEED (85TH PERCENTILE WHEN AVAILABLE)						
		≤ 20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	≥ 50 MPH
2-3	< 3,000	1	2	2	3	3	4	4
	3,001–7,000	2	2	2	3	4	4	4
	> 7,000	2	2	3	4	4	4	4
4-5	< 7,000	2	2	3	4	4	4	4
	≥ 7,000	3	3	3	4	4	4	4
6+	Any ADT	3	3	4	4	4	4	4

ADJUSTMENT FACTORS

- ◆ Heavily utilized or high-turnover parking adjacent to bike lane < 6’ - Add 1 LTS
- ◆ Roadway Pavement Condition Index Rating < 70 – Add 1 LTS
- ◆ Frequent Commercial Driveway Crossings – Add 1 LTS
- ◆ Bike lanes ≥ 6’ with flexible delineator posts (candlesticks) on roads ≤ 35mph - Lower 1 LTS
- ◆ Adequate traffic calming - Lower 1 LTS
- ◆ 2’ min. painted buffer on streets < 7,000 ADT and ≤ 35 mph - Lower 1 LTS



Separated Bike Lanes

Used in situations where a bike lane is physically separated from vehicle travel lanes, parking lanes, and sidewalks.

SEPARATED BIKE LANE TYPES INCLUDE

- ◆ Fixed bollards + 2' painted buffer
- ◆ Concrete curbing
- ◆ On-street vehicle parking with 2' buffer between bike lane and parking
- ◆ Planters + painted buffer, min. 2' wide
- ◆ Raised / sidewalk level bike lane with 3' min. buffer
- ◆ One- or two-way cycle track with any of the above separation methods

	LEVEL OF TRAFFIC STRESS (BLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

# OF AUTO LANES	AVERAGE DAILY TRAFFIC	POSTED SPEED (85TH PERCENTILE WHEN AVAILABLE)						
		≤ 20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	≥ 50 MPH
2-3	< 7,000	1	1	1	1	2	2	3
	≥ 7,000	1	1	1	2	2	2	3
4-5	< 7,000	1	1	1	2	2	2	3
	≥ 7,000	1	1	2	2	2	3	3
6+	Any ADT	1	1	2	2	2	3	3

ADJUSTMENT FACTORS

- ◆ Frequent commercial driveways - Add 1 LTS
- ◆ Raised bike lane, < 3' buffer - Add 1 LTS
- ◆ Raised bike lane, ≥ 5' buffer - Lower 1 LTS
- ◆ Raised bike lane ≥ 30 mph, mountable curb - Add 1 LTS
- ◆ Crashworthy barrier - Lower 1 LTS



Multi-Use Paths

Used in situations where a paved facility is separated from the street and provides two-way travel for non-motorized users. This table is for BLTS only. PLTS analysis for multi-use paths should use the sidewalk tables in ‘A Measurement for Pedestrians’.

NOTES

- ◆ Buffer width is measured from face of curb to edge of multi-use path; when no curb is present, buffer width is measured from edge of pavement to edge of multi-use path.
- ◆ Where on-street parking or other curbside activity is present (e.g. mailboxes, waste pick-up, etc.), a minimum buffer width of 3’ should be provided.

	LEVEL OF TRAFFIC STRESS (BLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

BUFFER WIDTH	POSTED SPEED (85TH PERCENTILE WHEN AVAILABLE)						
	≤ 20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	≥ 50 MPH
>15’	1	1	1	1	1	1	1
11-15’	1	1	1	1	1	1	2
5-10’	1	1	1	1	1	2	2
<5’	1	1	1	2	2	3	3

ADJUSTMENT FACTORS

- ◆ Buffer with vertical element (barrier, street trees, bollards, etc.) - Lower 1 LTS; on roads ≥ 50 mph, vertical barrier must be crash worthy to lower LTS
- ◆ Effective MUP width < 10’ - Add 1 LTS
- ◆ Frequent commercial driveways - Add 1 LTS
- ◆ High pedestrian volumes without increased width or user separation* - Add 1 LTS
- ◆ Attached MUP (no buffer), ≥ 30 mph - Add 1 LTS
- ◆ Mountable curb, ≥ 30 mph - Add 1 LTS

**Appropriate width and user separation TBD based on FHWA Shared Use Path LOS Calculator*



Unsignalized & Enhanced Crossing Locations

Uncontrolled crossing locations or mid-block crossings where full signalization is not provided. Table assumes marked crosswalk and signage at minimum, although some local street crossings may not require markings and signage.

NOTES

- ♦ Engineering judgment should be used on a case-by-case basis to determine the most appropriate safety countermeasures

	LEVEL OF TRAFFIC STRESS (BLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

# OF TOTAL LANES, VOLUME, AND SPEED OF CROSS STREET									
# OF AUTO LANES	ADT < 9,000			ADT 9,000–15,000			ADT > 15,000		
	≤ 30 MPH	35 MPH	≥ 40 MPH	≤ 30 MPH	35 MPH	≥ 40 MPH	≤ 30 MPH	35 MPH	≥ 40 MPH
2	1	2	3	2	3	4	3	4	4
3	2	3	4	3	3	4	3	4	4
4+	3	4	4	4	4	4	4	4	4

ADJUSTMENT FACTORS

- ♦ No illumination present - Add 1 LTS
- ♦ Curb bulbouts - Lower 1 LTS
- ♦ Refuge island (must be 8’ wide for roads ≥ 35 mph and ≥ 9,000 ADT) - Lower 1 LTS
- ♦ RRFB on roads < 15,000 ADT and ≤ 35 mph - Lower 1 LTS
- ♦ PHB or full signal - Lower 1 LTS
- ♦ Raised crossing on roads ≤ 30 mph - Lower 1 LTS



Roundabouts

Used in situations where bicycle facilities travel through roundabouts. Table assumes an on-street bicycle facility where bicyclists merge with vehicle traffic through the roundabout. Sidewalk level facilities such as raised bike lanes, multi-use paths, or ramps to multi-use paths should be scored using the PLTS Roundabout table.

CIRCULATING LANES	ADT	ADT 9000-15,000
1	< 9,000	2
1	≥ 9,000	3
2+ (Partial or Full)	ANY	4

ADJUSTMENT FACTORS

- ◆ Slip lane present – Add 1 LTS
- ◆ Ramp to sidewalk level facility - use PLTS Roundabout table for scoring

	LEVEL OF TRAFFIC STRESS (BLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only



Signalized Intersections

Used in situations where full signalization is present. Each intersection leg should be considered. Following the weakest link principle, the leg with the highest LTS should be used.

	LEVEL OF TRAFFIC STRESS (BLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

SIGNALIZED INTERSECTIONS

Straight & Right Turns

APPROACH FEATURES	ADT OF INTERSECTION LEG	POSTED SPEED (85TH PERCENTILE WHEN AVAILABLE)				
		≤ 20 MPH	25 MPH	30 MPH	35 MPH	≥ 40 MPH
Floating bike lane (left of RTL)	< 3,000	2	2	3	3	4
	≥ 3,000	3	3	3	4	4
Mixing zone or shared right turn lane	< 3,000	2	3	3	3	4
	≥ 3,000	3	4	4	4	4

ADJUSTMENT FACTORS

- ◆ Meets protected intersection/corner standards (see ACHD design guidance) - LTS 1
- ◆ Right turn slip lane - Add 1 LTS
- ◆ Bike Signal - Lower 1 LTS
- ◆ Standard bike box with restriction of right turn on red - Lower 1 LTS
- ◆ Commercial driveway or side street within intersection influence area - Add 1 LTS

SIGNALIZED INTERSECTIONS

Left Turns

LANE MERGE MOVEMENTS*	ADT OF INTERSECTION LEG	POSTED SPEED (85TH PERCENTILE WHEN AVAILABLE)				
		≤ 20 MPH	25 MPH	30 MPH	35 MPH	≥ 40 MPH
0-1	< 3,000	2	2	3	4	4
	≥ 3,000	2	3	3	4	4
2	< 3,000	2	3	4	4	4
	≥ 3,000	3	4	4	4	4
3+	Any ADT	4	4	4	4	4

ADJUSTMENT FACTORS

- ◆ Meets protected intersection/corner standards (see ACHD design guidance) - LTS 1
- ◆ Two-stage left turn queue box or jug handle provided - Lower 1 LTS
- ◆ Bike Signal - Lower 1 LTS

*A lane merge movement is moving from one lane of travel to an adjacent lane of travel

A Measurement for Pedestrians



PEDESTRIANS

Level of Traffic Stress (PLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience

Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

Pedestrian Level of Traffic Stress Description

The Pedestrian Level of Traffic Stress (PLTS) analysis provides a framework for assessing the experience of pedestrians as it relates to comfort and safety on a given roadway or intersection. The metrics used in this tool are derived from federal design guidance, including publications from AASHTO, and examples from other jurisdictions and agencies across the country. This methodology considered national best practices and has been adapted to reflect local context and experience.

To identify the PLTS for a specific road segment or intersection, the user would review the appropriate table(s) as noted below. In all cases, scores are determined by the weakest link principle, meaning that the least

comfortable quality of a roadway or intersection determines the ranking for that location.

SEGMENTS

For segments, all below tables would be reviewed. The highest stress score for any of the tables would be the assigned PLTS for the segment.

- ◆ Sidewalk Presence
- ◆ Sidewalk Buffer

INTERSECTIONS

Only the applicable table would be used to describe the intersection.

- ◆ Unsignalized & Enhanced Crossing Locations
- ◆ Signalized Intersections
- ◆ Roundabouts



Sidewalk Presence & Sidewalk Buffer

NOTES

- ◆ Extruded curb evaluate as sidewalk
- ◆ Buffer width is measured from face of curb to edge of sidewalk. If separated bike lane is present, measure from face of bike lane barrier. If on-street parking or sidewalk width beyond 5' is present, this width should be added to the sidewalk buffer measurement.
- ◆ No sidewalks - exclude sidewalk buffer scoring

	LEVEL OF TRAFFIC STRESS (PLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience

SIDEWALK PRESENCE

SIDEWALK PRESENCE	# OF TRAVEL LANES	POSTED SPEED (85TH PERCENTILE WHEN AVAILABLE)				
		20 MPH	25 MPH	30 MPH	35 MPH	≥ 40 MPH
Complete, Both Sides	2 lanes	1	1	1	1	1
	3+ lanes	1	1	1	1	1
Complete, 1 Side	2 lanes	1	1	2	2	3
	3+ lanes	2	2	3	3	4
Incomplete, Both Sides	2 lanes	3	4	4	4	4
	3+ lanes	3	4	4	4	4

ADJUSTMENT FACTOR

- ◆ Frequent commercial driveways - Add 1 LTS
- ◆ Residential street < 25 mph and < 1500 ADT - Lower 1 LTS
- ◆ Sidewalk < 4' wide evaluate as incomplete sidewalk
- ◆ Multi-use path with high volume of wheeled devices and no user separation (i.e., low LOS) - Add 1 LTS

SIDEWALK BUFFER

BUFFER WIDTH	POSTED SPEED (85TH PERCENTILE WHEN AVAILABLE)						
	≤ 20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	≥ 50 MPH
≥ 15'	1	1	1	1	1	2	2
11'-14'	1	1	1	1	2	2	3
5'-10'	1	1	1	2	3	3	4
< 5'	1	2	2	3	4	4	4

ADJUSTMENT FACTORS

- ◆ Residential street < 1,500 ADT - Lower 1 LTS
- ◆ Buffer with vertical element (barrier, street trees, bollards, etc.) - Lower 1 LTS; on roads ≥ 50 mph, vertical barrier must be crash worthy to lower LTS
- ◆ Sidewalk width beyond 5' - count towards buffer width



Unsignalized & Enhanced Crossing Locations

Uncontrolled crossing locations or mid-block crossings where full signalization is not provided. Table assumes marked crosswalk and signage at minimum, although some local street crossings may not require markings and signage.

NOTES

- ♦ Engineering judgment should be used on a case-by-case basis to determine the most appropriate safety countermeasures

	LEVEL OF TRAFFIC STRESS (PLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience

# OF TOTAL LANES, VOLUME, AND SPEED OF CROSS STREET									
# OF AUTO LANES	ADT < 9,000			ADT 9,000–15,000			ADT > 15,000		
	≤ 30 MPH	35 MPH	≥ 40 MPH	≤ 30 MPH	35 MPH	≥ 40 MPH	≤ 30 MPH	35 MPH	≥ 40 MPH
2	1	2	3	2	3	4	3	4	4
3	2	3	4	3	4	4	3	4	4
4+	3	4	4	4	4	4	4	4	4

ADJUSTMENT FACTORS

- ♦ No illumination present - Add 1 LTS
- ♦ Curb bulbouts - Lower 1 LTS
- ♦ Pedestrian refuge island (must be 8’ wide for roads ≥ 35 mph and ≥ 9,000 ADT) - Lower 1 LTS
- ♦ RRFB on roads < 15,000 ADT and ≤ 35 mph - Lower 1 LTS
- ♦ PHB or full signal - Lower 1 LTS
- ♦ Raised intersection or crosswalk on roads ≤ 30 mph - Lower 1 LTS



Roundabouts

Used in situations where pedestrian facilities travel through roundabouts. Table assumes marked crosswalk, signage, and pedestrian refuge/raised median are present on all legs.

NOTES

- ♦ Engineering judgment should be used on a case-by-case basis to determine the most appropriate safety countermeasures.

TOTAL # OF LANES CROSSED	ADT OF CROSS STREET		
	< 9,000	9,000–15,000	> 15,000
2	1	1	2
4+	2	3	3

ADJUSTMENT FACTORS

- ♦ No illumination present - Add 1 LTS
- ♦ RRFB when approaching segment ≤ 35 mph - Lower 1 LTS
- ♦ PHB - Lower 1 LTS
- ♦ Raised crosswalk - Lower 1 LTS
- ♦ No pedestrian refuge - Add 1 LTS

 LEVEL OF TRAFFIC STRESS (PLTS)	
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience



Signalized Intersections

NOTES

- ◆ Parking lane counts towards number of lanes crossed. May be reduced through the use of curb bulbouts

	NUMBER OF LANES CROSSED			
	2-3	4	5	≥ 6
Signalized Intersection	1	2	3	4

ADJUSTMENT FACTORS

- ◆ Leading Pedestrian Interval (LPI) provided - Lower 1 LTS
- ◆ Leading Through Interval (LTI) programmed - Lower 1 LTS
- ◆ Permissive left turn movements restricted during WALK phase - Lower 1 LTS
- ◆ No right on red - Lower 1 LTS
- ◆ Raised intersection - Lower 1 LTS
- ◆ No illumination present - Add 1 LTS
- ◆ > 15 mph right turn speeds - Add 1 LTS

	LEVEL OF TRAFFIC STRESS (PLTS)
1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience