



Draft Memo

Date: Friday, March 07, 2025

Project: West Ketchum Traffic Calming

To: Jade Riley
Ketchum Traffic Authority

From: Brett Kohring, PE

Subject: Draft West Ketchum Traffic Calming Summary Memo

Introduction and Background

In response to resident comments and concerns about safety and speed, the City of Ketchum instituted a traffic calming program to identify potential mitigation strategies along Bird Drive. In 2023 the City installed temporary pinch points and a traffic circle on Bird Drive, which reduced vehicle speeds but was not well received by residents. The City and HDR identified new traffic calming plans that were implemented in 2024 based on feedback from the summer 2023 test case. The purpose of this memo is to summarize the summer 2024 traffic calming pilot program results and make a recommendation on continuing the program and or permanent changes. The study area is shown in **Figure 1**.



Figure 1. Project Area



Traffic Calming Improvements

HDR designed temporary traffic calming measures to be placed along Bird Drive and Williams Streets with a goal to reduce vehicular speeds. A conceptual plan of the improvements is in **Appendix A**. Traffic calming measures installed in the summer of 2024 included:

- Speed Humps
- Speed Feedback Signs
- Temporary Traffic Circle at 6th Street and 4th Avenue (Bird Drive)
- Narrowing the Bird Drive and Wood River Drive intersection and tightening the corner radii
- Relocating stop signs for consistency and driver expectations

Speed Data

The City of Ketchum provided HDR with historic speed data collected along Bird Drive. Between 2014 and 2019 the 85th percentile speeds ranged from 21.36 mph to a high of 23.15 mph. In September of 2019, 48.5% of vehicles exceeded the 20 mph posted speed limit. Historical speed data is in **Appendix B**. In preparation for the 2024 the City collected speed data at several points along Bird Drive and Williams Street, and then the City collected data again once traffic calming improvements are in place. Speed Data is shown in **Table 1** and **Appendix B**.

Table 1. Traffic Calming Speed Statistics

Date	Location	Average Daily Traffic	85%-tile Speed (MPH)	95%-tile Speed (MPH)	% Above or Below Speed Limit	Mean Exceeding (MPH)
5/24/24 - 5/31/24	Bird Drive - Access Trail to Bike Path	272	21.47	23.71	Below: 70.9% Above: 29.1%	22.05
8/6/24- 8/14/24	Bird Drive - Access Trail to Bike Path	421	17.45	19.35	Below: 97.2% Above: 2.8%	22.83
7/12/22 - 7/19/22	Bird Drive - Between WR and Rember	388	22.59	24.83	Below: 60.1% Above: 39.9%	22.47
4/8/24 - 4/15/24	Bird Drive - South End	273	23.04	25.5	Below: 56.8% Above: 43.2%	22.7
7/30/24- 8/6/24	Bird Drive - South of Rember	400	20.24	22.15	Below: 83.5% Above: 16.5%	21.88
7/22/24 - 7/19/22	Williams Street - Between Wood River and Sabala	211	19.24	21.36	Below: 89.8% Above: 10.2%	21.58
4/8/24 - 4/15/24	Williams Street - South of Rember	139	21.36	24.38	Below: 77.2% Above: 22.8%	22.83
7/30/24 - 8/6/24	Williams Street - South of Rember	254	16.92	18.9	Below: 97.7% Above: 2.3%	21.61

Changes in Speed are shown in **Table 2**. On Bird Drive, the traffic calming measures succeeded in reducing the 85th percentile speeds by 18.7% on Bird Drive and 20.8% on



Williams Street, respectively. This applies only to relative speeds where data was collected in the same locations before and after. On Bird drive the number of vehicles below the speed limit increased to 97.2% during the traffic calming period.

Table 2. Before and After Speed Changes

Road	Before: 85%-tile Speed (MPH)	After 85%-tile Speed (MPH)	% Change
Bird Drive	21.47	17.45	-18.7%
Williams Street	21.36	16.92	-20.8%

The results show that implemented traffic calming measures were successful in reducing vehicle speeds on the corridor, however the effectiveness may be isolated to near the traffic circle and speed humps. For example, between Wood River Drive and Rember Street, the 85th percentile speeds were found to be 22.59 mph and 39.9% of drivers were found to be traveling above the posted speed limit. This stretch of roadway only contained a speed feedback sign and no speed hump. The absence of a speed hump or traffic circle in this area may be contributing to higher speeds not seen elsewhere in the pilot program.

Public Involvement

A public survey was distributed to residents and stakeholders by the City in the fall of 2024. Residents were asked the five questions to respond on a scale between 0-10 with 10 being the most positive or safe and 0 being the least positive or safe. Residents were also allowed to provide open ended responses to a sixth question. The results the survey, provided by the City, are located in **Appendix C**. The results are also summarized below.

1. *Did you feel safer at the intersection over the summer? (fewer tubular markers installed)*
 - a. 36 Responders, average 4/10
2. *Did Bird Drive feels safer over eth summer? (slower speeds due to speed humps and mobile speed reader).*
 - a. 34 responders, average 5/10
3. *Did Williams Street feel safer over the summer? (slower speeds due to new speed hump installations)*
 - a. 34 responses, average 5/10
4. *Did you feel safer at the 6th & Bird intersection (the roundabout) over the summer? (No changes year over year)*
 - a. 34 responses, average 5/10
5. *Ultimately, do you feel the 2nd year of the program was a success?*
 - a. 34 responses, 50% Yes, 50% No.

The results show an even split between the respondents on the effectiveness of the traffic calming measures in relation to the perceived safety of the corridor. Additional thoughts left by respondents ranged from liking the traffic circle, to calling for its removal, liking the speed bumps to finding them ineffective or loud. Several individuals commented about how the



existing 20 mph speed limit was too fast. Respondents generally disliked the narrowing of the 6th and Wood River intersection.

Crash Data

The Idaho Transportation Department office of Highway Safety publishes a web application showing the previous five-year crash data for the state. Between 2019 and 2023 there were no reported crashes on Bird Drive or Williams Street.

Discussion and Recommendations

The speed humps provided an effective measure to reduce vehicle speeds within the study area. Where the speed radar sign was placed alone on the south end of the Bird Drive corridor, no significant speed reduction was achieved.

In comparing the pinch points of the previous year (2023), the speed humps were less divisive and seen as less intrusive. The traffic circle coupled with the speed humps near the bike path access point was successful in reducing vehicle speeds, but respondents were concerned about the lack of pedestrian space within the intersection. The speed bumps on Williams Street were effective in reducing the vehicle speeds on the corridor.

Short Term Recommendations

In the short term, HDR recommends the following for summer 2025:

- Reinstalling the speed humps and speed feedback signs
- Add two speed humps on Bird Drive between Rember Street and Wood River Drive
- Reinstalling the traffic circle
- Modifying the Bird Drive and Wood River Drive intersection to tighten the corner radii
- Eliminate the narrowing of Wood River Drive

Based on the previous year speed data, these initiatives met the City's goal of reducing speeds and should be considered for installation again. Since the respondents were split on the effectiveness, another year of installation may yield more public support.

Long Term Recommendations

HDR recommends the following improvements for long term safety along the corridor:

- Re-align the Buss Elle Road and Bird Drive intersection.
 - This high skew angle intersection makes it difficult for drivers to detect approaching traffic on Bird Drive, is conducive to high speeds and contributes to non-compliance with currently installed traffic control devices. Turning movements are also difficult to navigate with this configuration. Re-alignment to reduce the existing skew that is closer to a 90-degree intersection will improve sight lines and be more effective at controlling speed.
- Reduce the corner radii at the Wood River Drive and Bird Drive Intersection

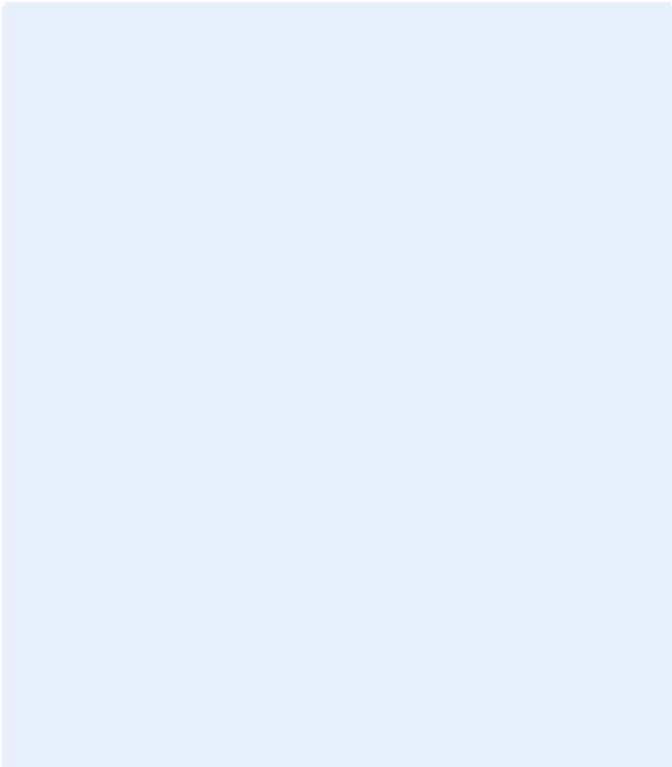


- The large corner radii allow drivers to take the corners at a high speed, increasing the probability of a crash. Tightening of the corner radii will control and slow vehicle speeds.
- Install sidewalk along Bird Drive and Williams Street
 - Providing a dedicated space for pedestrians reduces the risk of crashes.
 - Narrowing the roadway to install sidewalk may also slow vehicle speeds, further increasing safety.
- Design a traffic circle for the 4th Avenue (Bird Drive) and Wood River Drive for a permanent installation.
 - The design should include more pedestrian accommodations such as crosswalks
 - The designs should incorporate planned sidewalk connections along 6th Street and any sidewalk improvements along Bird Drive.
- Trim Trees and ensure setback requirements to increase sight lines at corners and access to the Wood River Trail.

These improvements may be able to occur in conjunction with maintenance projects or added as bid alternates to other work planned in the City.

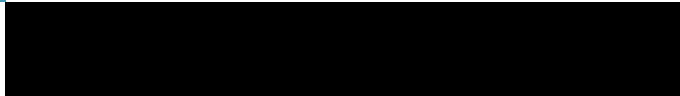
Next Steps

HDR recommends the City of Ketchum staff and Ketchum Traffic Authority review this draft memo and provide comments. HDR will summarize and integrate the comments into a final memo for submittal to the City. The City may then use these results to program projects along the corridor to reduce vehicle speed.



A

2024 Traffic Calming Plans

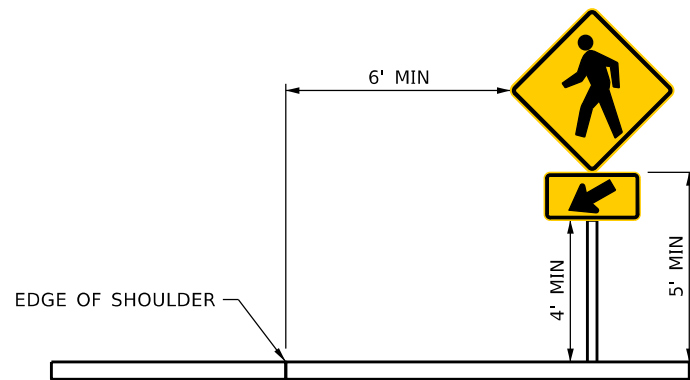


GENERAL NOTES:

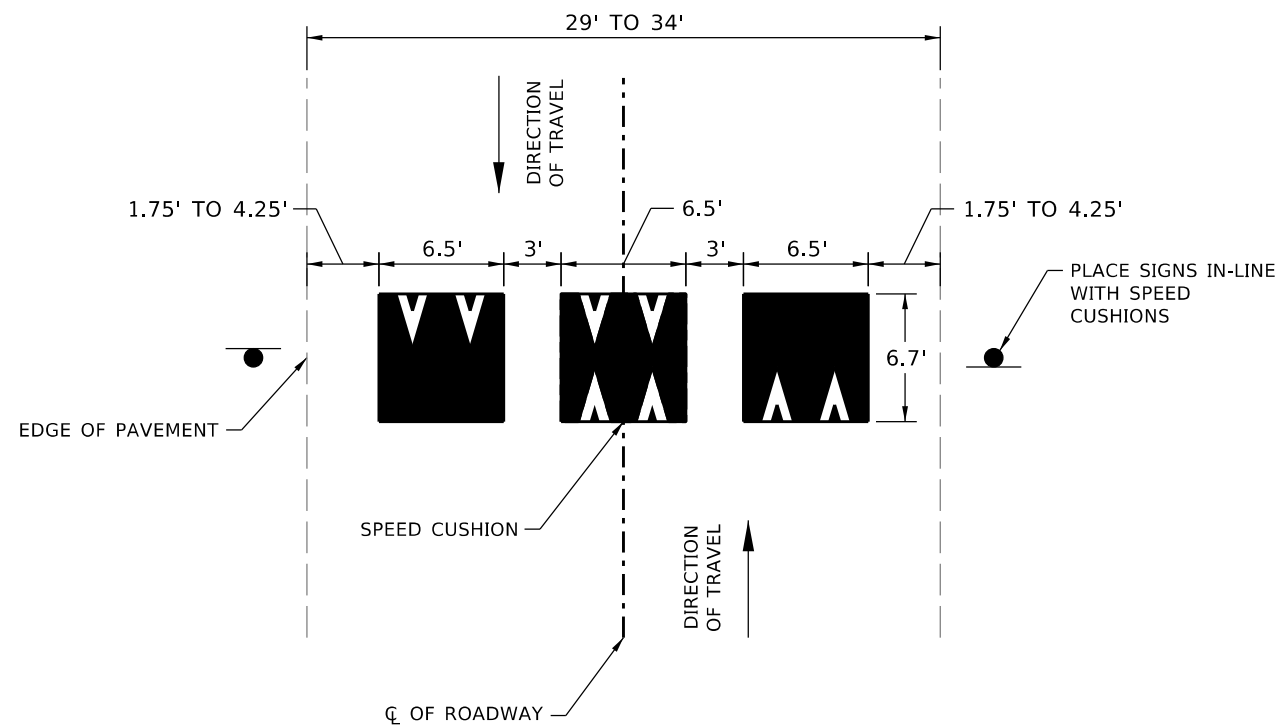
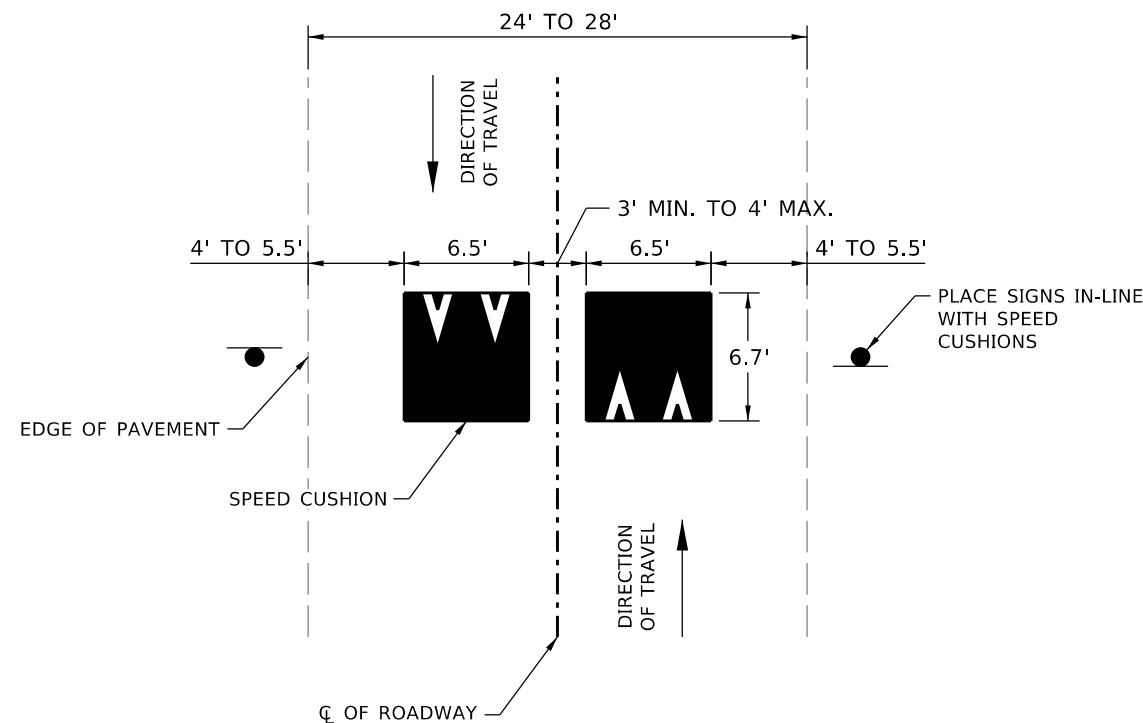
- DESIGN IS CONSIDERED TEMPORARY INSTALLATION TO TEST BENEFITS OF A TRAFFIC CALMING STRATEGY. CITY TO CONFIRM MATERIALS FOR CONSTRUCTION AND APPROPRIATE DURATION OF TRAFFIC CALMING TEST.
- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES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

MATERIAL QUANTITIES

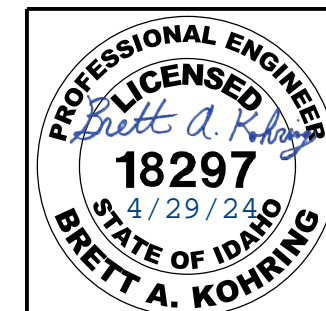
DESCRIPTION	QUANTITY	UNITS
SIGN PANELS	184	SF
6.5'x6.7' SPEED CUSHIONS	11	EA
6' COMPOSITE PARKING BLOCKS	13	EA
18" TUBULAR MARKERS (WHITE)	111	EA
36" TUBULAR MARKERS (YELLOW)	13	EA
PAINTED MARKINGS	236	SF
RADAR SPEED FEEDBACK SIGN	2	EA



TYPICAL SIGN INSTALLATION
N.T.S.



TYPICAL SPEED CUSHION INSTALLATION
N.T.S.



NOTES:

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



YOUR SPEED
FEEDBACK SIGN
 23"x29"

OBLITERATE
 EXISTING
 STOP BAR

RELOCATE EXISTING STOP
 SIGN. SEE ROUNDABOUT
 DETAIL FOR PLACEMENT
 DETAILS.

PROPOSED MINI ROUNDABOUT.
 SEE ROUNDABOUT DETAIL
 FOR PLACEMENT DETAILS.

2 SPEED CUSHIONS

20
 MPH

W17-1
 30"x30"
 W13-1P
 18"x18"

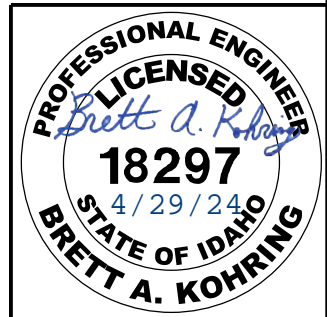
SPEED
 HUMP

W11-2
 30"x30"
 W16-7P
 24"x12"

2'x12' WHITE
 CROSSWALK MARKINGS.
 6' SPACING ON CENTER.

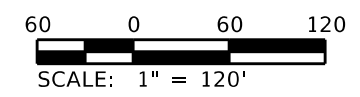
MATCH LINE

- LEGEND:**
- PROPOSED SIGN
 - EXISTING SIGN
 - 18" WHITE TUBULAR MARKER
 - SPEED CUSHION



BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
 NORTH BIRD DR



NOTES:

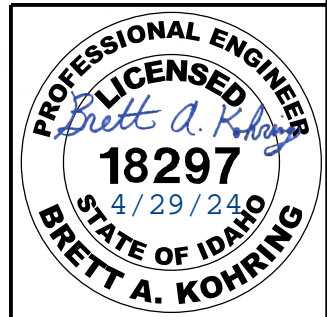
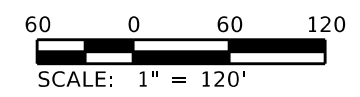
1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.



- LEGEND:**
- PROPOSED SIGN
 - EXISTING SIGN
 - 18" WHITE TUBULAR MARKER
 - SPEED CUSHION

BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW SOUTH BIRD DR







NOTES:

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

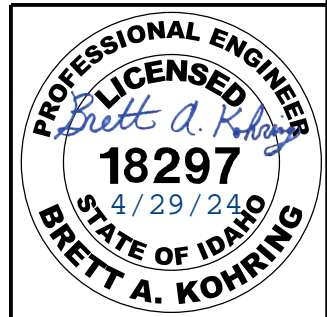
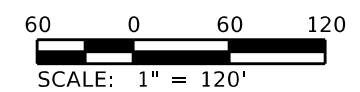


LEGEND:

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

BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
WILLIAMS ST






NOTES:

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

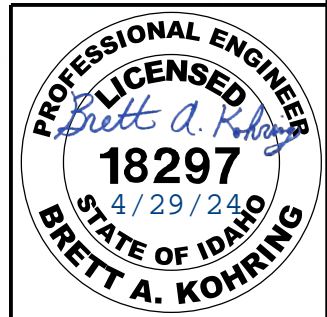
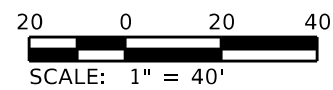


LEGEND:

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

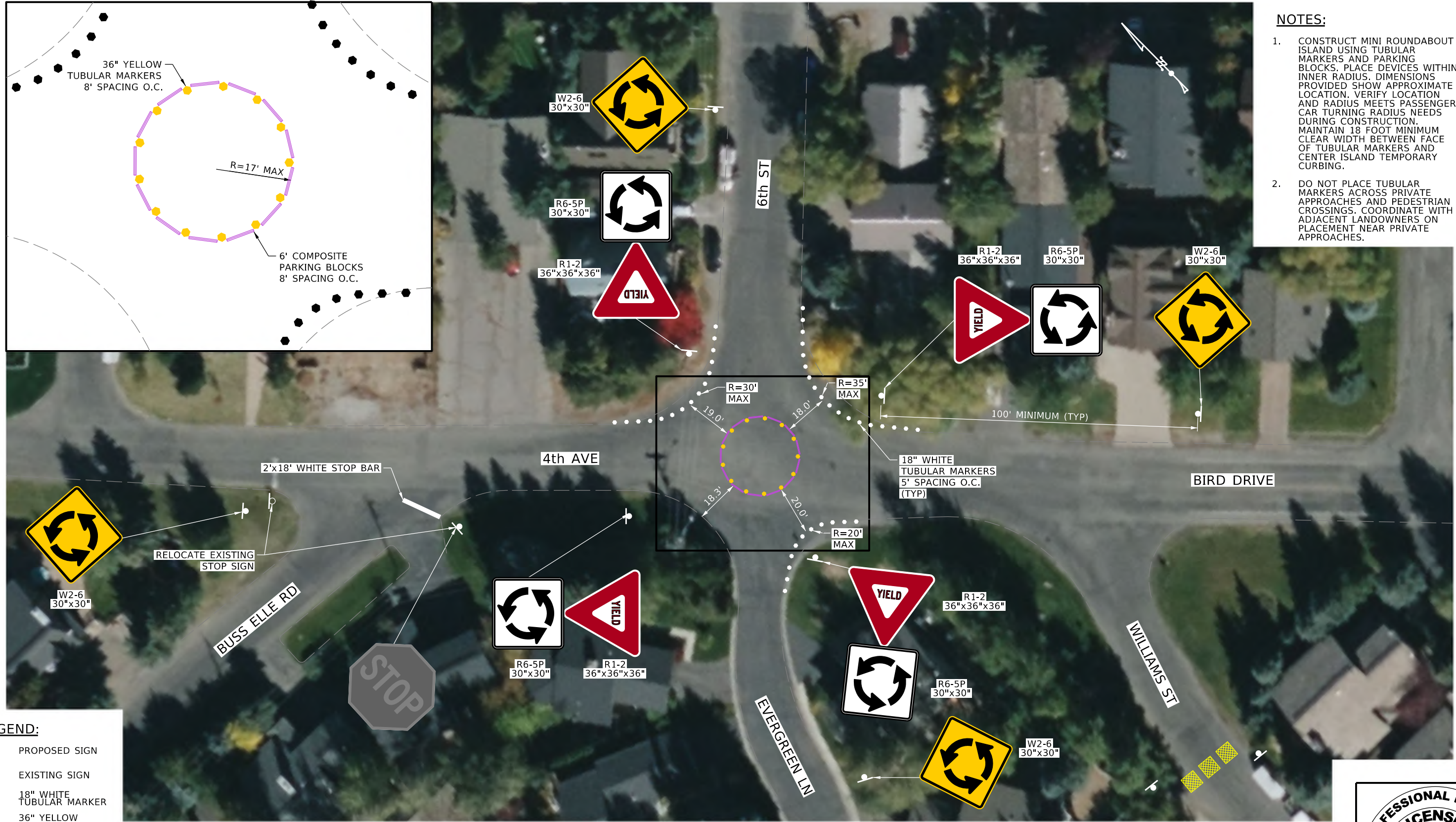
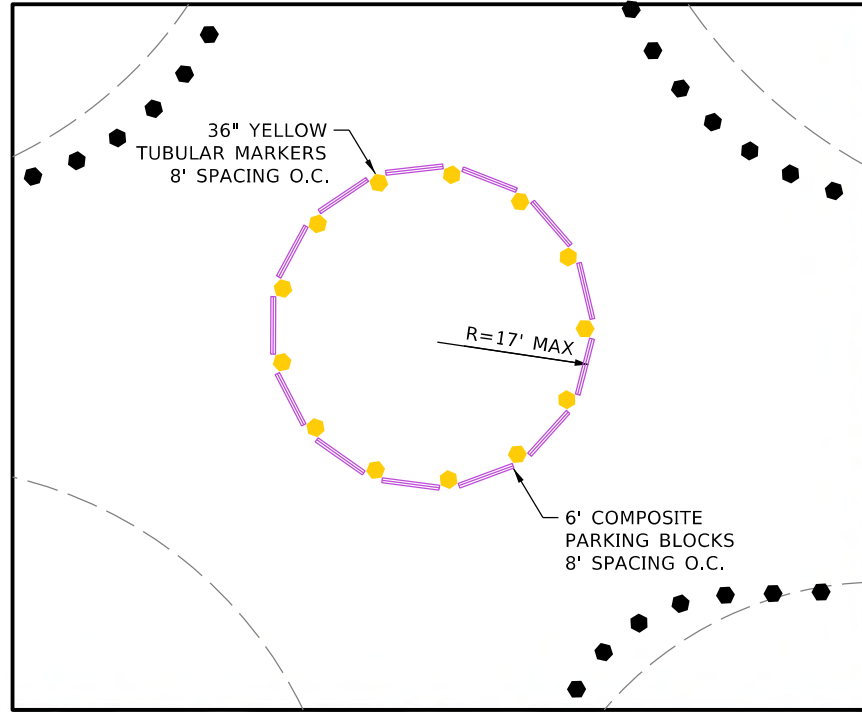
BIRD DRIVE TRAFFIC CALMING TEST

BIRD/WOOD RIVER DETAIL

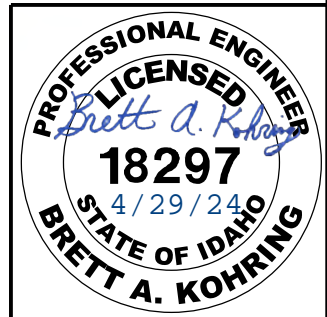


NOTES:

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

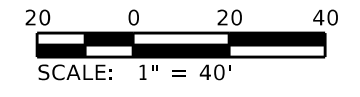


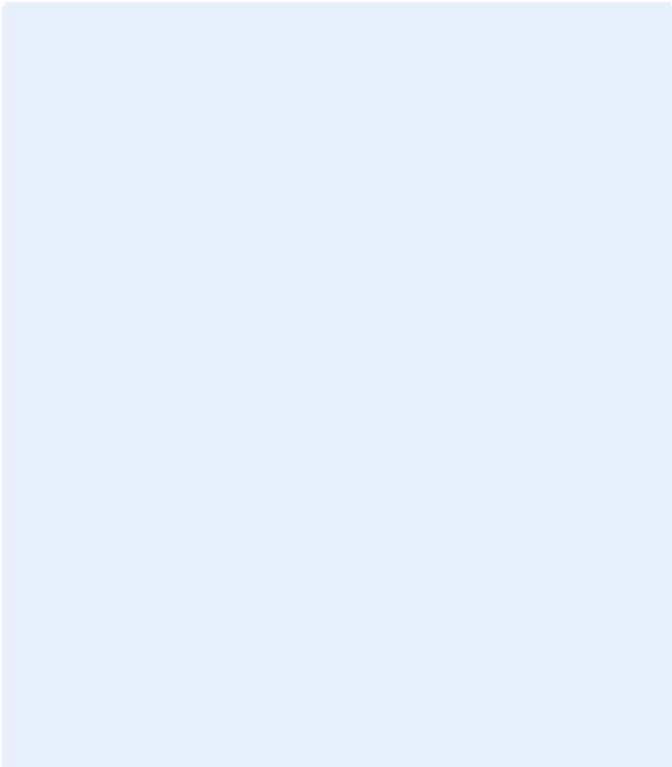
- LEGEND:**
- PROPOSED SIGN
 - EXISTING SIGN
 - 18" WHITE TUBULAR MARKER
 - 36" YELLOW TUBULAR MARKER
 - SPEED CUSHION



BIRD DRIVE TRAFFIC CALMING TEST

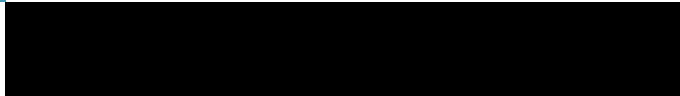
MINI ROUNDABOUT DETAIL





B

Speed Data



KTA 4.8.2021 Agenda Item 6

<u>Bird Drive Speed Statistics</u>				
<u>Date:</u>	<u>Total Traffic Volume Per Week:</u>	<u>85% Speed:</u>	<u>Average Daily Traffic:</u>	<u>Speed Limit Fields:</u>
6.26.2014 to 7.3.2014 N Bound **	2554	21.59 mph	409	Below speed limit: 1792 (70.2%) Above: 762 (29.8%)
6.26.2014 to 7.3.2014 S Bound **	2554	21.59 mph	409	Below speed limit: 1792 (70.2%) Above: 762 (29.8%)
7.12.2016 to 7.19.2016 N Bound **	2374	23.15 mph	358	Below speed limit: 1352 (57%) Above: 1022 (43.0%)
7.12.2016 to 7.19.2016 S Bound **	2374	23.15 mph	358	Below speed limit: 1352 (57%) Above: 1022 (43.0%)
8.9.2019 to 8.16.2019 N Bound	2622	23.71 mph	376	Below speed limit: 1491 (56.9%) Above: 1131 (43.1%)
8.9.2019 to 8.16.2019 S Bound	3261	22.69 mph	477	Below speed limit: 2088 (64.0%) Above: 1173 (36.0%)
9.16.2019 to 9.23.2019 N Bound	2207	23.54 mph	313	Below speed limit: 1136 (51.5%) Above: 1071 (48.5%)
9.16.2019 to 9.23.2019 S Bound	2394	21.36 mph	344	Below speed limit: 1768 (73.9%) Above: 626 (26.1%)
**Only one counter out in 2014 & 2016				

Count by Speed Range Report

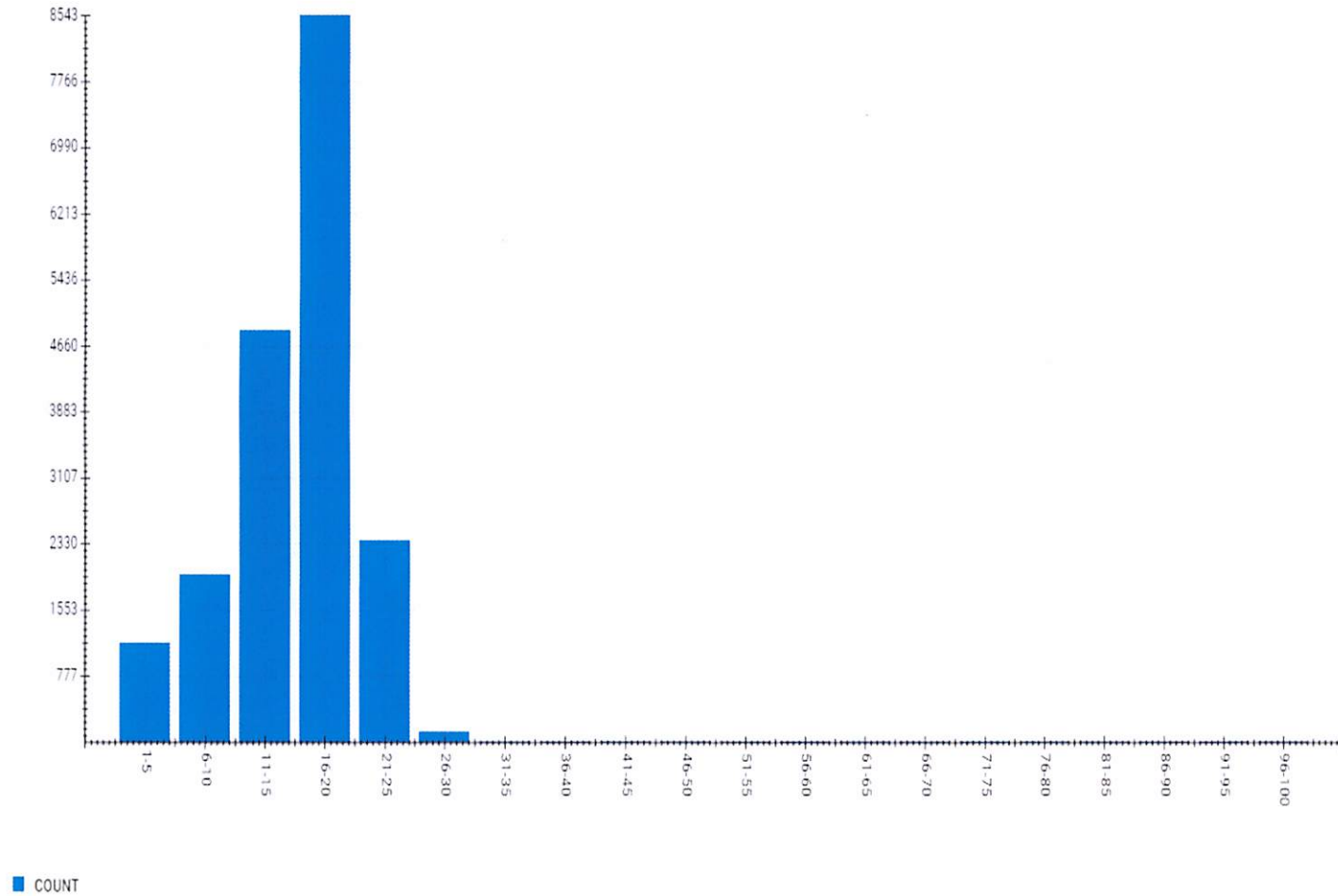
Location: Bird Drive South End

Address: Bird Drive

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

Count By Speed Range

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



Generated on September 13, 2024 at 7:44 AM

SafePace Cloud powered by Web Director®

Count by Speed Range Report

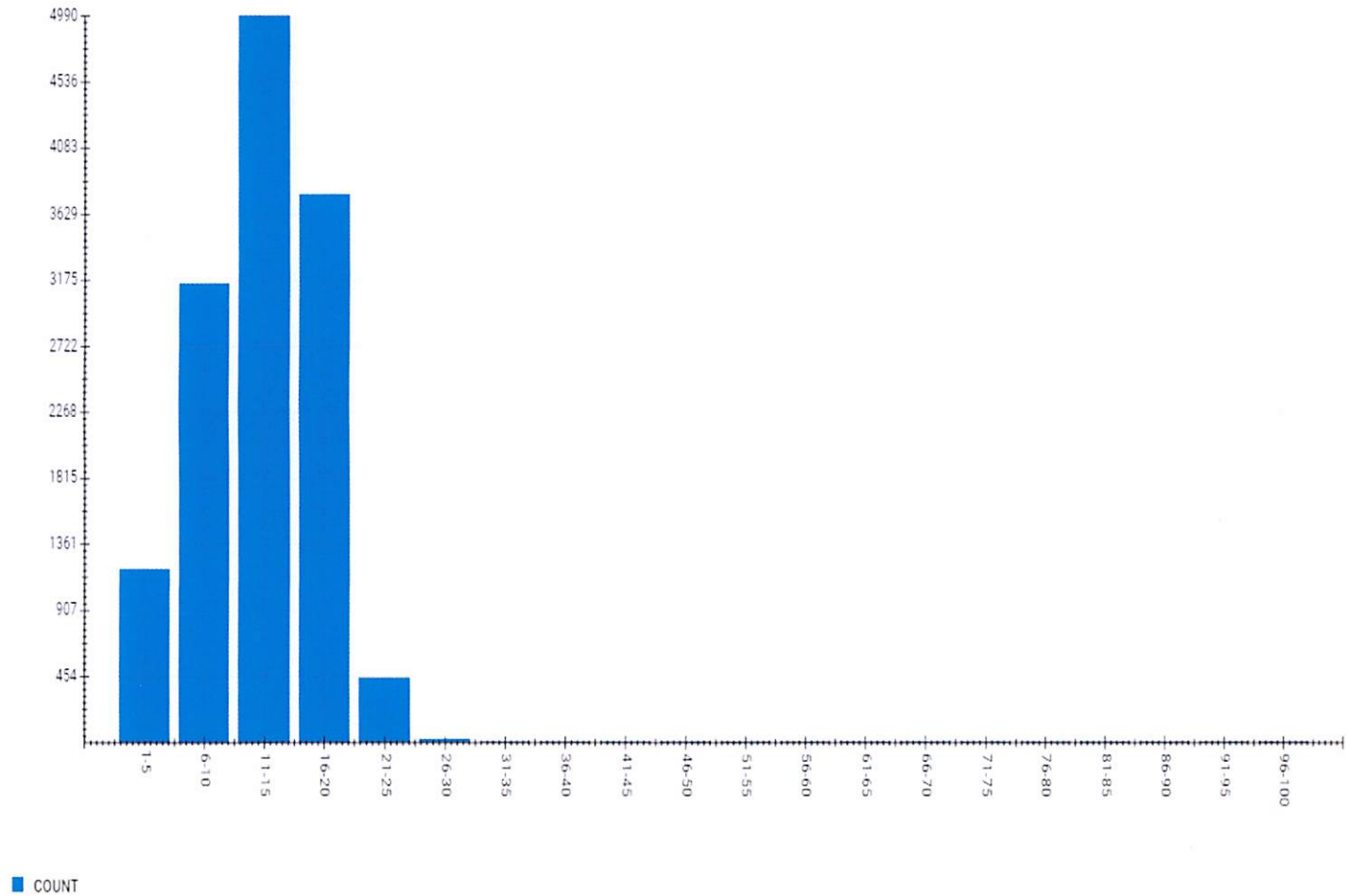
Location: 4th Avenue North

Address: 4th Avenue North

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

Count By Speed Range

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



Generated on September 13, 2024 at 7:40 AM

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MetroCount Traffic Executive Speed Statistics

SpeedStat-31 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-31

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

Vehicles = 1905

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

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

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

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

Variance = 14.61, Standard Deviation = 3.82 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-30 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-30

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

Vehicles = 1914

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

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

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

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

Variance = 17.92, Standard Deviation = 4.23 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-29 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-29

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

Vehicles = 972

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

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

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

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

Variance = 18.23, Standard Deviation = 4.27 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-38 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-38

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

Vehicles = 2949

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

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

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

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

Variance = 9.04, Standard Deviation = 3.01 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-36 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-36

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

Vehicles = 2800

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

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

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

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

Variance = 13.90, Standard Deviation = 3.73 mph

Speed Bins (Partial days)

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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

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

MetroCount Traffic Executive Speed Statistics

SpeedStat-37 -- English (ENU)

Datasets:

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

Profile:

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

Speed Statistics

SpeedStat-37

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

Vehicles = 1777

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

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

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

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

Variance = 9.88, Standard Deviation = 3.14 mph

Speed Bins (Partial days)

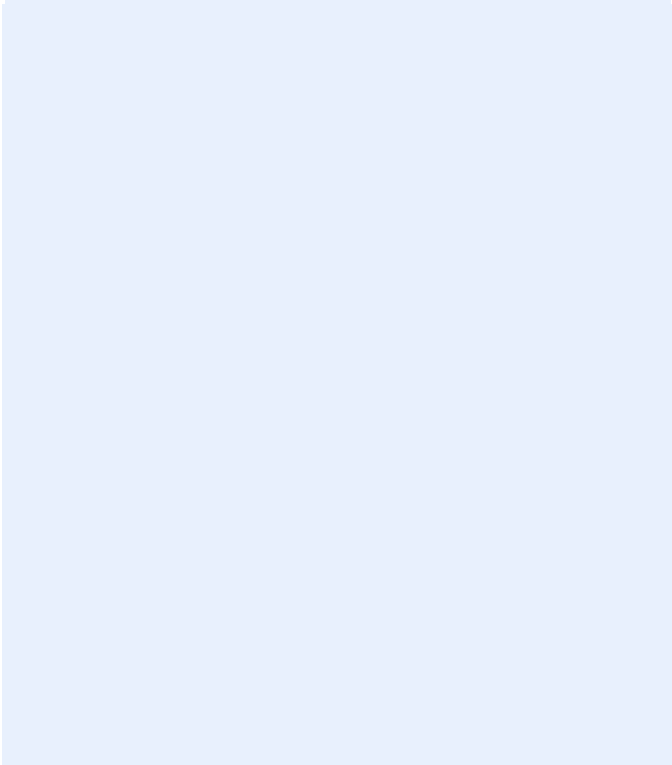
Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.000%	0 0.000%	1777 100.0%	0.00	0.00	0.00
6 - 12	623 35.06%	623 35.06%	1154 64.94%	0.00	0.00	0.00
12 - 19	1052 59.20%	1675 94.26%	102 5.740%	0.00	0.00	0.00
19 - 25	101 5.684%	1776 99.94%	1 0.056%	0.00	0.00	0.00
25 - 31	1 0.056%	1777 100.0%	0 0.000%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

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

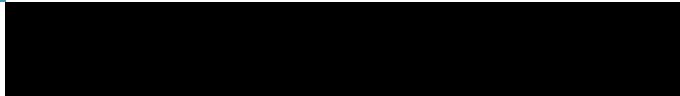
Speed limit fields (Partial days)

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



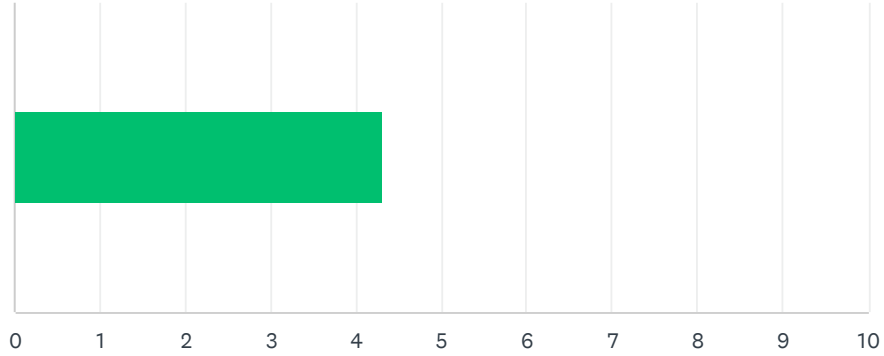
C

Public Involvement Summary



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

Answered: 36 Skipped: 0



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

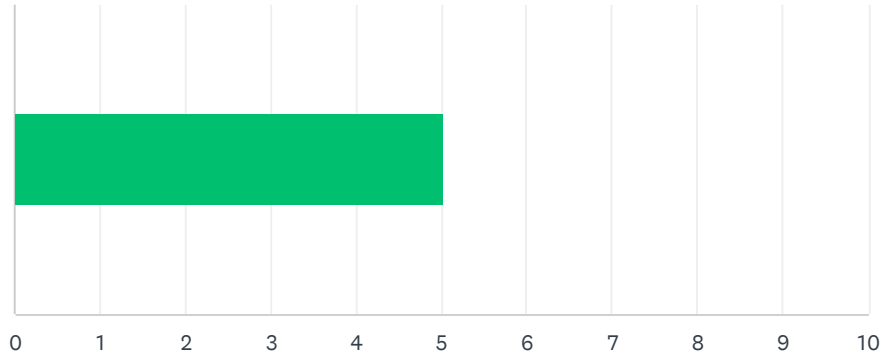
#		DATE
1	10	9/27/2024 1:17 PM
2	5	9/26/2024 10:01 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:31 AM
5	1	9/23/2024 7:25 PM
6	0	9/23/2024 5:03 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:53 PM
9	8	9/20/2024 6:39 PM
10	5	9/20/2024 7:20 AM
11	9	9/20/2024 6:40 AM
12	5	9/20/2024 6:25 AM
13	10	9/20/2024 3:27 AM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

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

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

Answered: 34 Skipped: 2



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

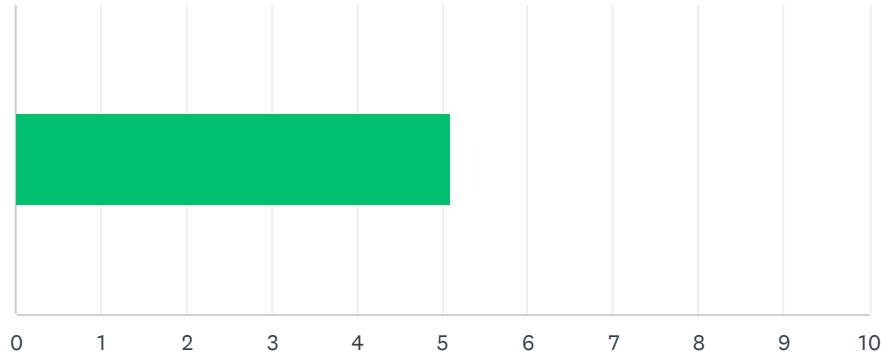
#		DATE
1	10	9/27/2024 1:17 PM
2	7	9/26/2024 10:02 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:31 AM
5	7	9/23/2024 7:25 PM
6	0	9/23/2024 5:04 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:54 PM
9	5	9/20/2024 6:40 PM
10	9	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12	5	9/20/2024 6:26 AM
13	8	9/20/2024 3:28 AM
14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

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

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

Answered: 34 Skipped: 2



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

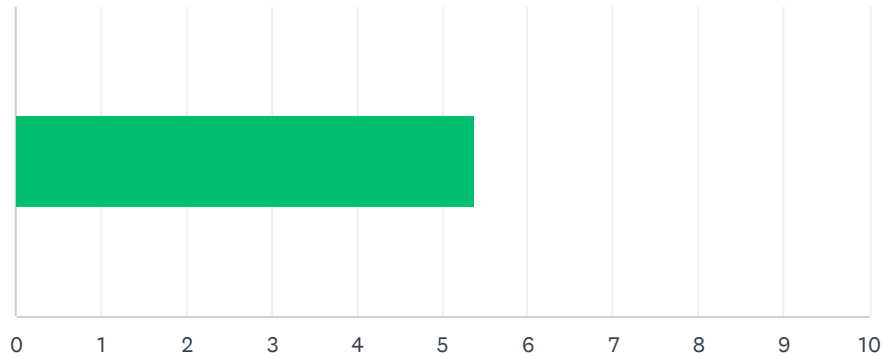
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4	5	9/24/2024 7:31 AM
5	6	9/23/2024 7:25 PM
6	0	9/23/2024 5:04 PM
7	8	9/22/2024 8:57 PM
8	5	9/20/2024 7:54 PM
9	5	9/20/2024 6:40 PM
10	10	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12	5	9/20/2024 6:26 AM
13	9	9/20/2024 3:28 AM
14	4	9/20/2024 2:03 AM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

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

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

Answered: 34 Skipped: 2



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

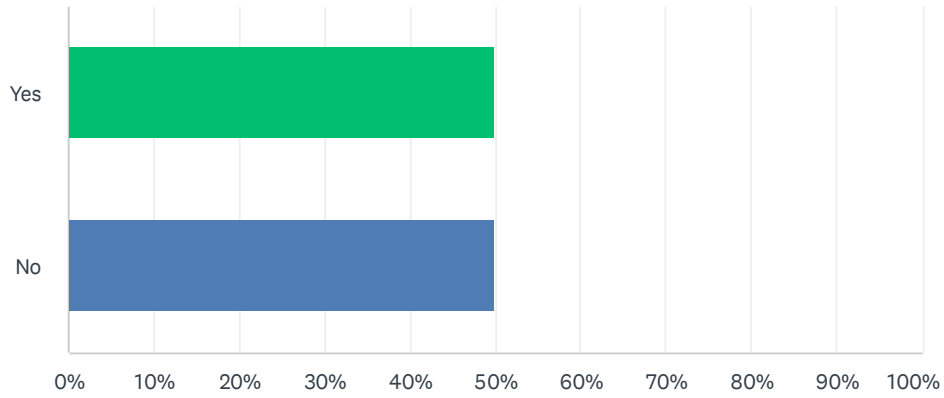
#		DATE
1	10	9/27/2024 1:17 PM
2	1	9/26/2024 10:02 AM
3	0	9/24/2024 9:28 AM
4	5	9/24/2024 7:32 AM
5	1	9/23/2024 7:26 PM
6	0	9/23/2024 5:13 PM
7	8	9/22/2024 8:57 PM
8	0	9/20/2024 7:54 PM
9	9	9/20/2024 6:40 PM
10	10	9/20/2024 7:20 AM
11	9	9/20/2024 6:41 AM
12	5	9/20/2024 6:26 AM
13	10	9/20/2024 3:28 AM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

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20	10	9/18/2024 9:23 AM
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28	9	9/17/2024 5:21 PM
29	0	9/17/2024 5:00 PM
30	10	9/17/2024 4:53 PM
31	8	9/17/2024 4:53 PM
32	0	9/17/2024 4:53 PM
33	6	9/17/2024 4:44 PM
34	9	9/17/2024 4:42 PM

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

Answered: 34 Skipped: 2



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

Q6 Please share any additional thoughts or feedback here:

Answered: 30 Skipped: 6

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

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

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

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