

COMMISSION MEMBERS:

RANDALL                      BRADY                      DENNIS                      TED  
WATSON                      DICKINSON                      MAGILL                      WARREN

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*Chairman*

*Co-Chairman*



**Agenda**  
**Meeting of the Twin Falls Traffic Safety Commission**  
**October 13, 2016**  
**City Council Chambers**  
**305 3<sup>rd</sup> Avenue East Twin Falls, Idaho**

<b>CONFIRMATION OF QUORUM</b>		
<b>CALL MEETING TO ORDER:</b>		
<b>CONSIDERATION OF THE AMENDMENTS TO THE AGENDA:</b>		
<b>AGENDA ITEMS</b>	<b>Purpose</b>	<b>By:</b>
<b>I. <u>CONSENT CALENDAR:</u></b> 1. Consideration of the Minutes for August 11, 2016		Randall Watson
<b>II. <u>ITEMS FOR CONSIDERATION:</u></b> 1. Lynwood Boulevard speed/volume concern of Mr. Nathan Boist 2. Speed reduction on Hankins Road between Falls Ave East and Filer Ave East	Discussion Discussion	Mike Sullivan Jackie Fields
<b>III. <u>PUBLIC HEARINGS</u></b>	<b>None</b>	
<b>IV. <u>ADJOURNMENT</u></b>		

COMMISSION MEMBERS:

RANDALL

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*Chairman*

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**Agenda**

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<b>IV. <u>ADJOURNMENT</u></b>		

Cc: Ryan Howe <Rhowe@tfid.org>

Subject: Lynwood Blvd. Speed/Volume Concern

Kathy,  
Could you add the above subject to the agenda for the next TFTSC meeting and forward this email, with attachment, to the members so they have time to review it before the meeting?

Some background;

Mr. Nathan Boist, who lives on Lynwood, called me and complained that speeds and volumes on Lynwood are high. He also feels that SB traffic is using Lynwood as a bypass for the Locust St. school zone. It looks like that is the case. Attached is a document that contains an overview of the area with Lynwood Blvd. highlighted and eight pages of NB and SB speed & volume data I got from a radar counter I recently placed on Lynwood. This shows there is considerably more SB traffic than NB traffic and there may be a speed issue here also. I would like to discuss with the group possible options to remedy this situation. Mr. Boist had asked about speed bumps/tables to reduce speeds/volumes. Other possibilities are;

1. Setting the Locust school beacons (20 mph) to run only when kids are present in the am, noon and pm period that apply, not all day. This means that the rest of the day Locust is back to 30 mph.
2. Fully actuating the signal at Locust & Filer to reduce delay. It is currently a fixed time signal.
3. Modifying the curbing on the west side of the Locust & Lynwood intersection to make the SB right turn onto Lynwood not so fast and less inviting.

I will also invite Mr. Boist to the meeting.

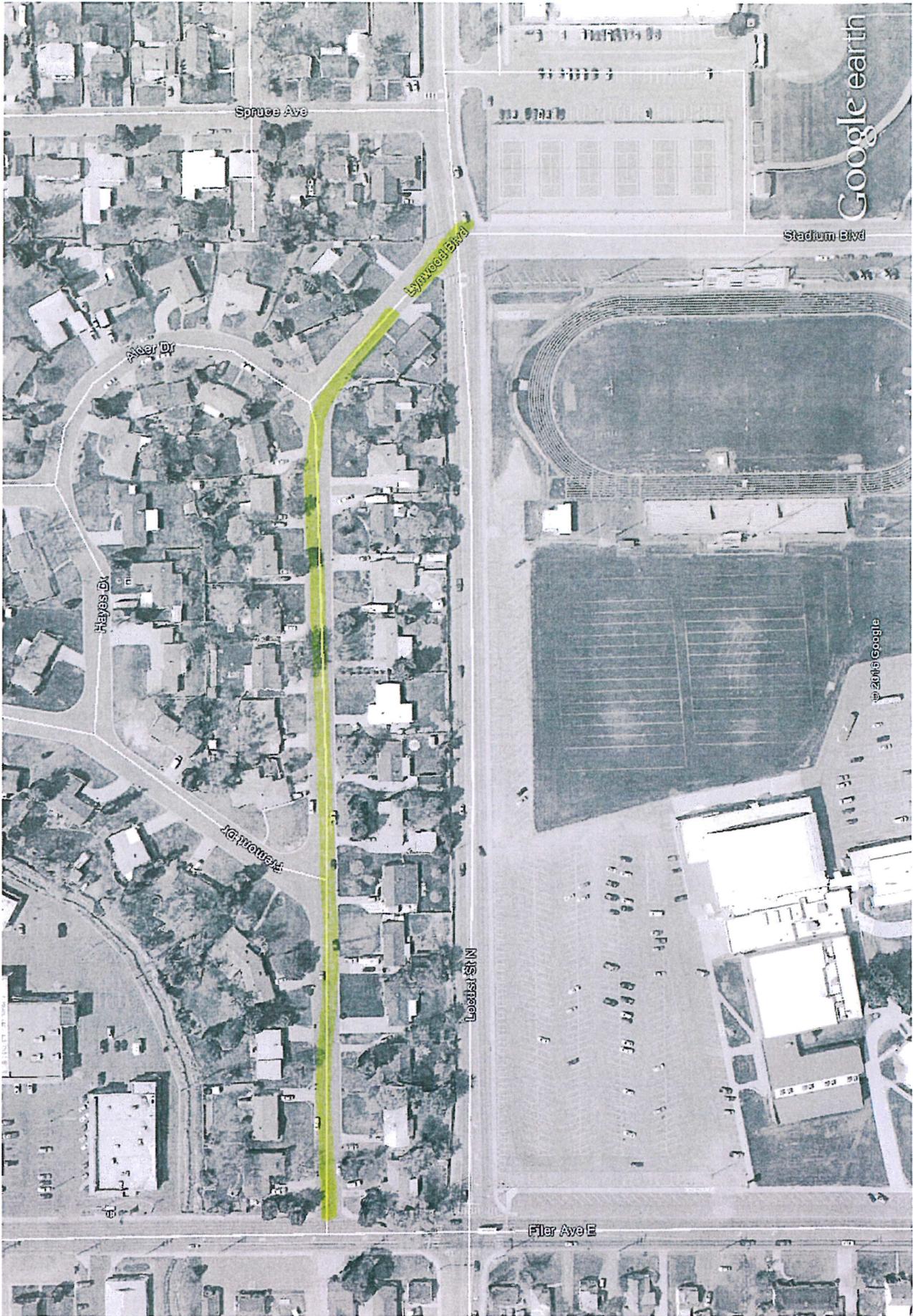
Thanks.

Mike

Mike Sullivan  
Traffic Engineering Technician  
324 Hansen St. E.  
Twin Falls ID 83301  
208-735-7254 - Phone  
208-308-7254 - Cell  
208-736-2256 - Fax

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[Not spam](#)  
[Forget previous vote](#)



1000  
300

feet  
meters

Google earth

# City of Twin Falls

Engineering Dept.  
On Lynnwood Blvd.

on lynnwood blvd.

															Northbound
Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
8/22/2016	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:00	0	0	1	6	6	2	2	0	0	0	0	0	0	0	17
15:00	0	3	2	6	7	2	0	0	0	0	0	0	0	0	20
16:00	0	0	2	4	5	2	0	0	0	0	0	0	0	0	13
17:00	0	1	0	4	4	3	0	0	0	0	0	0	0	0	12
18:00	0	4	2	4	6	3	0	0	0	0	0	0	0	0	19
19:00	0	0	3	0	2	3	1	0	0	0	0	0	0	0	9
20:00	0	3	0	0	2	2	0	0	0	0	0	0	0	0	7
21:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Day Total	0	12	10	25	36	18	3	0	0	0	0	0	0	0	104
8/23/2016	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	2	1	1	0	2	0	1	0	0	0	0	0	0	7
07:00	0	1	3	1	2	2	0	0	0	0	0	0	0	0	9
08:00	0	0	2	3	4	0	0	0	0	0	0	0	0	0	9
09:00	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
10:00	0	1	0	1	1	2	0	0	0	0	0	0	0	0	5
11:00	0	1	1	1	4	2	1	0	0	0	0	0	0	0	10
12:00	0	2	2	1	4	1	1	0	0	0	0	0	0	0	11
13:00	0	0	1	5	4	0	0	0	0	0	0	0	0	0	10
14:00	0	0	1	2	4	5	0	0	0	0	0	0	0	0	12
15:00	0	2	2	0	4	0	0	1	0	0	0	0	0	0	9
16:00	0	3	1	6	7	2	0	0	0	0	0	0	0	0	19
17:00	0	1	5	3	4	3	2	0	0	0	0	0	0	0	18
18:00	0	1	2	4	4	4	0	0	0	0	0	0	0	0	15
19:00	0	1	2	2	1	1	2	0	0	0	0	0	0	0	9
20:00	0	1	0	3	2	1	0	0	0	0	0	0	0	0	7
21:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	16	26	38	50	28	6	2	0	0	0	0	0	0	166

# City of Twin Falls

Engineering Dept.  
On Lynnwood Blvd.

on lynnwood blvd.

Northbound															
Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
8/24/2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	1	2	0	0	0	0	0	0	0	0	4
07:00	0	2	2	1	5	2	0	0	0	0	0	0	0	0	12
08:00	0	1	1	2	3	2	1	0	0	0	0	0	0	0	10
09:00	0	1	0	1	1	2	1	0	0	0	0	0	0	0	6
10:00	0	2	0	3	3	4	3	0	0	0	0	0	0	0	15
11:00	0	1	0	2	3	0	0	0	0	0	0	0	0	0	6
12:00	0	1	1	5	6	2	1	0	0	0	0	0	0	0	16
13:00	0	1	0	1	3	6	0	0	0	0	0	0	0	0	11
14:00	0	0	0	5	5	3	1	0	0	0	0	0	0	0	14
15:00	0	0	2	2	4	3	1	0	0	0	0	0	0	0	12
16:00	0	0	2	1	4	3	2	0	0	0	0	0	0	0	12
17:00	0	0	1	3	4	5	1	0	0	0	0	0	0	0	14
18:00	0	1	1	0	3	1	3	0	0	0	0	0	0	0	9
19:00	0	2	5	7	3	1	0	0	0	0	0	0	0	0	18
20:00	0	1	1	2	1	2	0	0	0	0	0	0	0	0	7
21:00	0	0	2	1	4	1	0	0	0	0	0	0	0	0	8
22:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
23:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
Day Total	0	14	21	37	54	40	15	0	0	0	0	0	0	0	181
8/25/2016	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
06:00	0	2	0	0	1	3	0	0	0	0	0	0	0	0	6
07:00	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7
08:00	0	1	0	4	2	3	0	0	0	0	0	0	0	0	10
09:00	0	0	1	1	5	1	0	0	0	0	0	0	0	0	8
10:00	0	1	1	1	3	3	0	0	0	0	0	0	0	0	9
11:00	0	0	3	6	1	2	0	0	0	0	0	0	0	0	12
12:00	0	0	2	4	7	3	3	0	0	0	0	0	0	0	19
13:00	0	1	2	2	5	0	1	0	0	0	0	0	0	0	11
14:00	0	2	2	0	2	3	2	0	0	0	0	0	0	0	11
15:00	0	5	1	7	5	3	0	0	0	0	0	0	0	0	21
16:00	0	1	2	3	6	1	0	0	1	0	0	0	0	0	14
17:00	0	0	1	1	5	1	0	0	0	0	0	0	0	0	8
18:00	0	0	3	2	3	6	0	0	0	0	0	0	0	0	14
19:00	0	1	3	1	4	1	0	0	0	0	0	0	0	0	10
20:00	0	0	2	3	5	0	0	0	0	0	0	0	0	0	10
21:00	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
Day Total	0	15	27	44	63	32	8	0	1	0	0	0	0	0	190

x      ^      ^

# City of Twin Falls

Engineering Dept.  
On Lynnwood Blvd.

on lynnwood blvd.

															Northbound
Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
8/26/2016	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	1	0	1	1	1	0	0	0	0	0	0	0	0	4
07:00	0	0	1	0	1	3	0	0	0	0	0	0	0	0	5
08:00	0	0	2	0	3	6	2	1	0	0	0	0	0	0	14
09:00	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
10:00	0	1	1	0	2	3	0	0	0	0	0	0	0	0	7
11:00	0	1	1	2	4	0	3	1	0	0	0	0	0	1	13
12:00	0	3	2	1	5	2	2	0	0	0	0	0	0	0	15
13:00	0	1	3	3	4	0	1	0	0	0	0	0	0	0	12
14:00	0	1	1	3	5	5	2	0	0	0	0	0	0	0	17
15:00	0	1	1	3	6	1	3	1	0	0	0	0	0	0	16
16:00	0	2	0	2	5	6	0	1	0	0	0	0	0	0	16
17:00	0	0	5	3	4	3	3	0	0	0	0	0	0	0	18
18:00	0	0	1	1	3	6	2	0	0	0	0	0	0	0	13
19:00	0	0	2	2	2	2	0	0	0	0	0	0	0	0	8
20:00	0	0	0	3	0	2	1	0	0	0	0	0	0	0	6
21:00	0	1	0	2	1	2	0	0	0	0	0	0	0	0	6
22:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	12	21	32	50	43	19	4	0	0	0	0	0	1	182
8/27/2016	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	1	1	2	1	0	0	0	0	0	0	0	6
09:00	0	1	2	1	5	1	0	0	0	0	0	0	0	0	10
10:00	0	2	1	1	2	2	2	0	0	0	0	0	0	0	10
11:00	0	0	1	0	3	2	1	0	0	0	0	0	0	0	7
12:00	0	0	1	4	13	5	1	0	0	0	0	0	0	0	24
13:00	0	0	3	3	8	7	1	0	0	0	0	0	0	0	22
14:00	0	1	1	3	0	4	0	0	0	0	0	0	0	0	9
15:00	0	0	1	0	2	5	2	0	0	0	0	0	0	0	10
16:00	0	0	1	1	5	3	0	0	0	0	0	0	0	0	10
17:00	0	1	0	2	5	3	0	0	0	0	0	0	0	0	11
18:00	0	0	1	1	7	0	1	0	0	0	0	0	0	0	10
19:00	0	3	3	3	1	0	0	0	0	0	0	0	0	0	10
20:00	0	1	2	0	5	0	0	0	0	0	0	0	0	0	8
21:00	0	0	1	5	1	3	0	0	0	0	0	0	0	0	10
22:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
23:00	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
Day Total	0	11	18	31	65	38	9	1	0	0	0	0	0	0	173

# City of Twin Falls

Engineering Dept.  
On Lynnwood Blvd.

on lynnwood blvd.

Northbound

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
8/28/2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Northbound Total	0	80	123	207	318	199	60	7	1	0	0	0	0	1	996

85 percentile = 27

# City of Twin Falls

Engineering Dept.  
On Lynnwood Blvd.

on lynnwood blvd.

Southbound

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
8/22/2016	0	0	1	1	4	3	0	0	0	0	0	0	0	0	9
14:00	0	0	1	2	15	20	4	1	0	0	0	0	0	0	43
15:00	0	0	2	10	20	14	1	0	3	0	0	0	0	0	50
16:00	0	1	1	6	9	19	4	0	0	0	0	0	0	0	40
17:00	0	0	2	7	8	18	3	0	0	0	0	0	0	0	38
18:00	0	0	2	6	5	7	2	0	0	0	0	0	0	0	22
19:00	0	0	3	3	6	4	0	0	0	0	0	0	0	0	16
20:00	0	1	1	4	5	7	2	0	0	0	0	0	0	0	20
21:00	0	0	0	1	4	1	2	0	0	0	0	0	0	0	8
22:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	2	13	41	79	93	18	1	3	0	0	0	0	0	250

8/23/2016	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	3	2	1	1	0	0	0	0	0	0	0	7
06:00	0	0	1	3	2	3	1	0	0	0	0	0	0	0	10
07:00	0	0	1	5	9	5	1	0	0	0	0	0	0	0	21
08:00	0	0	0	3	11	11	6	0	0	0	0	0	0	0	31
09:00	0	0	2	0	11	9	1	0	0	0	0	0	0	0	23
10:00	0	0	1	3	17	6	2	0	0	0	0	0	0	0	29
11:00	0	0	1	2	9	13	7	2	0	0	0	1	0	0	35
12:00	0	0	3	3	14	9	4	1	0	0	0	0	0	0	34
13:00	0	0	2	2	9	14	4	0	1	0	0	0	0	0	32
14:00	0	0	0	4	11	15	2	0	0	0	0	0	0	0	32
15:00	0	0	1	6	13	17	5	0	0	0	0	0	0	0	42
16:00	0	0	1	2	16	9	4	0	0	0	0	0	0	0	32
17:00	0	0	1	0	11	14	4	1	0	0	0	0	0	0	31
18:00	0	0	4	4	6	6	1	1	0	0	0	0	0	0	22
19:00	0	0	0	2	4	10	2	0	0	0	0	0	0	0	18
20:00	0	0	0	2	4	2	1	0	0	0	0	0	0	0	9
21:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	7
22:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Day Total	0	0	18	45	155	150	46	5	1	0	0	1	0	0	421

# City of Twin Falls

Engineering Dept.  
On Lynnwood Blvd.

on lynnwood blvd.

Southbound

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
8/24/2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	1	6	1	1	1	0	0	0	0	0	0	11
07:00	0	0	0	1	12	6	2	0	0	0	0	0	0	0	21
08:00	0	1	1	3	18	8	1	1	0	0	0	0	0	0	33
09:00	0	0	2	1	7	10	2	0	0	0	0	0	0	0	22
10:00	0	0	1	3	8	11	4	1	0	0	0	0	0	0	28
11:00	0	0	1	2	12	5	7	0	0	0	0	0	0	0	27
12:00	0	0	3	2	14	14	5	2	0	0	0	0	0	0	40
13:00	0	0	2	2	6	11	6	1	0	0	0	0	0	0	28
14:00	0	0	0	1	13	19	6	0	0	0	0	0	0	0	39
15:00	0	0	0	3	10	15	3	0	0	0	0	0	0	0	31
16:00	0	0	0	3	9	11	6	0	0	0	0	0	0	0	29
17:00	0	0	3	2	7	13	10	0	0	0	0	0	0	0	35
18:00	0	0	1	4	8	11	5	0	0	0	0	0	0	0	29
19:00	0	1	1	3	4	6	4	0	0	0	0	0	0	0	19
20:00	0	0	1	1	4	8	0	1	0	0	0	0	0	0	15
21:00	0	1	0	1	5	2	1	0	0	0	0	0	0	0	10
22:00	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Day Total	0	3	17	35	148	153	64	7	0	0	0	0	0	0	427

8/25/2016	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:00	0	0	1	2	3	2	0	0	0	0	0	0	0	0	8
07:00	0	0	1	3	11	13	3	1	0	0	0	0	0	0	32
08:00	0	0	1	0	14	12	1	0	0	0	0	0	0	0	28
09:00	0	0	1	2	8	6	1	0	0	0	0	0	0	0	18
10:00	0	0	1	3	5	11	8	0	0	0	0	0	0	0	28
11:00	0	0	1	4	14	5	5	2	0	0	0	0	0	0	31
12:00	0	0	0	6	14	18	9	0	0	0	0	0	0	0	47
13:00	0	0	4	3	15	14	1	0	1	0	0	0	0	0	38
14:00	0	0	2	4	7	16	3	0	0	0	0	0	0	0	32
15:00	0	1	4	6	18	10	1	1	0	0	0	0	0	0	41
16:00	0	0	3	2	15	9	4	0	1	0	0	0	0	0	34
17:00	0	0	0	1	7	15	4	1	0	0	0	0	0	0	28
18:00	0	0	0	1	6	5	4	0	0	0	0	0	0	0	16
19:00	0	0	1	2	5	4	0	0	0	0	0	0	0	0	12
20:00	0	0	0	1	7	8	1	1	0	0	0	0	0	0	18
21:00	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6
22:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
23:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
Day Total	0	1	22	46	154	154	48	6	2	0	0	0	0	0	433

x      ^      x

# City of Twin Falls

Engineering Dept.  
On Lynnwood Blvd.

on lynnwood blvd.

Southbound

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
8/26/2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	3	1	2	0	0	0	0	0	0	0	0	7
07:00	0	0	1	2	9	7	1	0	0	0	0	0	0	0	20
08:00	0	0	0	1	11	10	3	0	0	1	0	0	0	0	26
09:00	0	0	3	2	8	11	3	0	0	0	0	0	0	0	27
10:00	0	1	0	2	10	17	1	1	0	0	0	0	0	0	32
11:00	0	0	0	5	4	10	2	2	0	0	0	0	0	1	24
12:00	0	0	3	3	9	16	3	2	0	0	0	0	0	0	36
13:00	0	0	2	5	13	19	6	3	0	0	0	0	0	0	48
14:00	0	0	3	5	12	7	2	1	0	0	0	0	0	0	30
15:00	0	0	1	5	21	19	3	1	0	0	0	0	0	0	50
16:00	0	1	1	1	8	15	5	1	0	0	0	0	0	0	32
17:00	0	1	1	1	6	15	5	1	0	0	0	0	0	0	30
18:00	0	0	3	2	6	5	5	0	0	0	0	0	0	0	21
19:00	0	0	1	6	3	6	0	0	0	0	0	0	0	0	16
20:00	0	0	1	2	5	4	1	0	0	0	0	0	0	0	13
21:00	0	0	2	4	2	8	0	0	0	0	0	0	0	0	16
22:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
23:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
Day Total	0	3	25	51	130	175	41	12	0	1	0	0	0	1	439

8/27/2016	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
07:00	0	0	2	1	1	1	1	0	0	0	0	0	0	0	6
08:00	0	0	0	1	2	4	4	0	0	0	0	0	0	0	11
09:00	0	0	1	2	8	9	3	0	0	0	0	0	0	0	23
10:00	0	0	3	0	6	8	4	0	0	0	0	0	0	0	21
11:00	0	0	1	3	6	14	3	1	0	0	0	0	0	0	28
12:00	0	0	2	1	6	7	1	1	0	0	0	0	0	0	18
13:00	0	0	2	1	4	16	2	0	0	0	0	0	0	0	25
14:00	0	0	1	0	4	10	2	0	0	0	0	0	0	0	17
15:00	0	0	4	3	3	9	3	0	0	0	0	0	0	0	22
16:00	0	0	5	2	8	5	6	1	0	0	0	0	0	0	27
17:00	0	0	0	2	6	12	2	0	0	0	0	0	0	0	22
18:00	0	0	3	2	8	5	1	0	0	0	0	0	0	0	19
19:00	0	0	3	4	6	5	1	0	0	0	0	0	0	0	19
20:00	0	1	2	2	4	3	0	1	0	0	0	0	0	0	13
21:00	0	0	2	2	4	6	1	0	0	0	0	0	0	0	15
22:00	0	0	1	2	6	2	0	0	0	0	0	0	0	0	11
23:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Day Total	0	1	34	31	89	119	34	5	0	0	0	0	0	0	313

# City of Twin Falls

Engineering Dept.  
On Lynnwood Blvd.

on lynnwood blvd.

Date\Speed (MPH)	Southbound														Total
	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	
8/28/2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound Total	0	10	129	249	755	844	251	36	6	1	0	1	0	1	2283

85 percentile = 29



**October 13, 2016**

**To:** Traffic Safety Commission

**From:** Jackie Fields, City Engineer

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Request:

Consider recommending a speed reduction to 35 mph on Hankins Road between Falls Ave East and Filer Ave East.

Time Estimate:

The staff presentation will take approximately 10 minutes.

Background:

The City worked with the Twin Falls School District (TFSD) to identify reasonable locations for placement of new schools. During this process, the current Pillar Falls Elementary school was identified one of a few possible locations. During the platting process, the TFSD agreed to locate the school as far away from Hankins as was practical and to limit access to the school through the signal at Stadium. It was perceived that the majority of children walking to school would approach from the west but that few to no children might approach from the north or the south. If children approached from the north, they would use the sidewalk on the west side of Hankins and the signal at Stadium to get to school.

Hankins is an arterial which means that it is intended for large volumes of traffic, including freight. That is why the school was located as far away from the road as practical and that is also why the TFSD was required to place a signal even though a warrant had not been met. Hankins is split jurisdiction with the TF Highway District (TFHD) and the road is currently posted at 45 mph. Traffic is generally compliant with that speed limit.

As with most new traffic patterns, what actually happened is a little different than anticipated. We anticipated this collected data before and after the school opened. Staff spent a significant amount of time at both the new elementary school observing behaviors. Gap analysis was done on Falls Ave East and we believed that there was a sufficient lengths of gap although the gaps were not always immediate. We worked with the TFHD to place a crosswalk on the west side of the Falls/Hankins intersection so that children could cross on the side with continuous sidewalk. We also believed that TFSD would place a crossing guard. Later, we found out that it was deemed to be too fast to be safe for a crossing guard. The signal appeared to function well. And, surprisingly, there is a significant number of parents that park on Stadium and at the church facility west of Hankins who then walk their kids to school, using the signal.

There were numerous concerns voiced by parents who live north of Falls Avenue East. This particular group is interested in being able to have their children walk to school. They really weren't excited about safety bussing because it takes less time to walk and they felt that it is a value to be able to walk. They were concerned about their ability to cross Falls Ave. East and did not feel safe to do so. The intersection is within the TFHD's jurisdiction so they visited with the Commissioners and presented a viewpoint that is not detectable with traffic loops. They felt that there was failure to yield by traffic on Falls Ave East and were

allowing (or sending) their children to walk. City staff was able to present both signal and stop warrant analysis. A 4-way stop is warranted. The Commission agreed to place the signs.

The parent group was also interested in a speed reduction on Hankins, citing locations that were speed reduced long before safety bussing was an option. I explained that problem with split jurisdiction. An uncoordinated effort would be very confusing and could be difficult to comply with because the jurisdiction changes often along the route and is sometimes split down the centerline. Although the area near the school at Stadium is "all-City" the intersection at Hankins and Falls Ave E. is "all-TFHD" and a small portion between those areas is split down the centerline. The TFHD agreed to support a speed change from 45mph to 35 mph in the area from Falls Ave E to Filer Ave E., which is the area that shares City jurisdiction< if the City chose to implement that change.

While this change is not supported by the data, the concept of limiting speeds within the City limits to a maximum of 35 mph is generally supported by the City Council and legal counsel. The premise is that 35 mph is sufficiently fast in an urban area and is supported by State Statute. In addition, the perceived safety benefits have been presented by the parent group. There is some shared belief that 35 mph is a safer speed for pedestrians on a continuous sidewalk who benefit from a controlled, signalized crossing. While I do not agree with this concept, and I remained concerned about compliance issues, I do agree that this speed is commonly experienced on city arterials and that the signal will help substantially with the pedestrian crossing movements.

Approval Process:

The recommendation of the Traffic Safety Commission will be presented to the City Council for consideration.

Budget Impact:

The sign costs can be funded from Streets maintenance funds for signs.

Conclusion:

Staff recommends that Traffic Safety Commission recommend a speed reduction on Hankins Rd from Falls Ave E. to Filer Ave East.

Attachments:

1. Vicinity map
2. Traffic data and warrant analysis
3. Minutes from the TF Highway District meeting

# Minimum Traffic Signal Warrants



City Twin Falls				Date 9-6-2016	
Major Street Falls Ave. E.		Minor Street Hankins Rd.		Speed Limit Falls=45 Hankins=45	Population Analysis for Year 2016

### Peak 8 Hour Volume (Vehicles and/or Pedestrians per Hour)

Time (Use the same time for both streets)	7:00	8:00	13:00	14:00	15:00	16:00	17:00	18:00
Major Street (Total vehicles from both approaches)	410	418	405	409	429	486	577	441
Minor Street (Total vehicles from one direction)	119	137	96	107	80	158	182	134
Pedestrian (Highest volume crossing the major street)								

Warrant	Description	Compliance	
		Yes	No
1  Eight-Hour Vehicular Volume	<p><b>One</b> of the following conditions exists for each of any 8 hours of an average day:</p> <p>A. The VPH given in the 100% column of Table 1-A-1 <b>and</b> Table 1-A-2 exist, <u>or</u></p> <p>B. The VPH given in the 100% column of Table 1-B-1 <b>and</b> Table 1-B-2 exist.</p> <p>Volumes on the major street and minor street must be for the same 8 hours. The higher volume on the minor street is not required to be from the same approach during each of these 8 hours.</p> <p>Option: If the posted speed or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within an isolated community with a population of less than 10,000, the 70% columns may be used in place of the 100% columns.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<p style="text-align: center;"><b>OR</b></p> <p><b>Both</b> of the following conditions exist for each of any 8 hours of an average day:</p> <p>A. The VPH given in the 80% column of Table 1-A-1 <b>and</b> Table 1-A-2 exist, <u>and</u></p> <p>B. The VPH given in the 80% column of Table 1-B-1 <b>and</b> Table 1-B-2 exist.</p> <p>Note: The major street and minor street volumes must be for the same 8 hours of each condition, however, the 8 hours satisfied in Table 1-A does not have to be the same 8 hours satisfied in Table 1-B. On the minor street, the higher volume does not need to be from the same approach during each of these 8 hours.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Table 1-A** Eight Hour Vehicular Volume

**-1.** Volume required for each of any 8 hours on major street (Total of both approaches)

Number of Lanes		100%	80%	70%
Major Street	Minor Street			
1	1	500	400	350
2 or more	1	600	480	420
2 or more	2 or more	600	480	420
1	2 or more	500	400	350

**-2.** Volume required for each of any 8 hours on minor street approach (One direction only)

Number of Lanes		100%	80%	70%
Major Street	Minor Street			
1	1	150	120	105
2 or more	1	150	120	105
2 or more	2 or more	200	160	140
1	2 or more	200	160	140

Number Hours Met (8 Req'd)
4/7

**Table 1-B** Eight Hour Interruption of Continuous Traffic

**-1.** Volume required for each of any 8 hours on major street (Total of both approaches)

Number of Lanes		100%	80%	70%
Major Street	Minor Street			
1	1	750	600	525
2 or more	1	900	720	630
2 or more	2 or more	900	720	630
1	2 or more	750	600	525

**-2.** Volume required for each of any 8 hours on minor street approach (One direction only)

Number of Lanes		100%	80%	70%
Major Street	Minor Street			
1	1	75	60	50
2 or more	1	75	60	50
2 or more	2 or more	100	80	70
1	2 or more	100	80	70

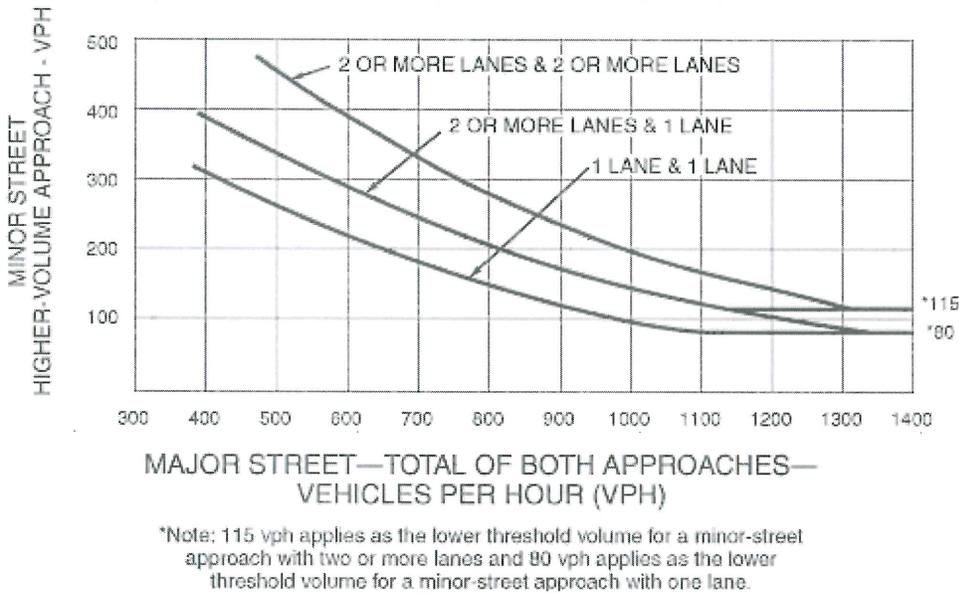
Number Hours Met (8 Req'd)

# Minimum Traffic Signal Warrants

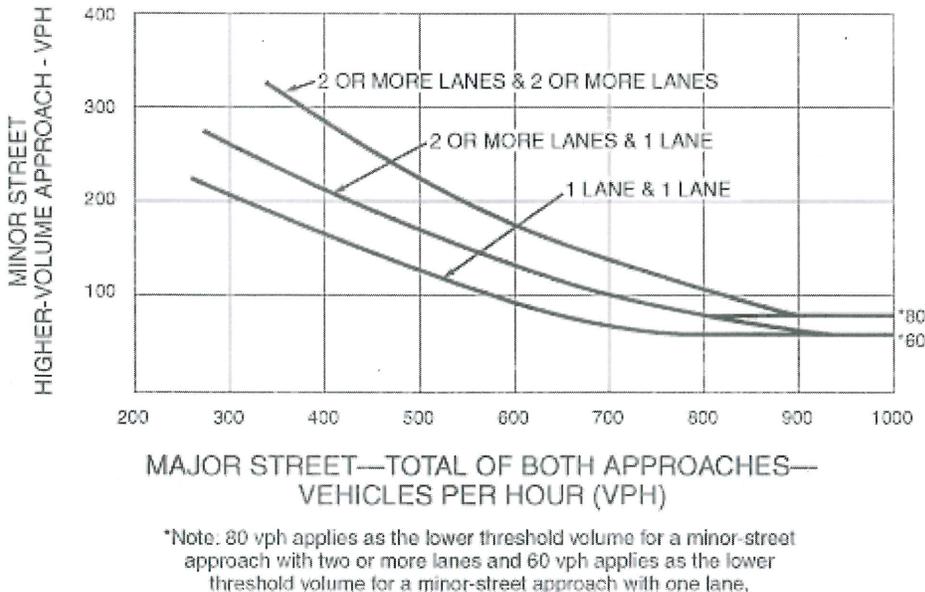


Warrant	Description	Compliance	
		Yes	No
<p>2</p> <p>Four-Hour Vehicular Volume</p>	<p>For each of any 4 hours of an average day, the plotted points on <u>Figure 1</u> represent 100% VPH on the major street (total of both approaches.)</p> <p><b>and</b></p> <p>The VPH on the higher-volume minor street approach (one direction only) fall above the applicable curve for the existing combination of approach lanes.</p> <p>On the minor street, the higher volume does not need to be from the same approach during each of these 4 hours.</p> <p>Use <u>Figure 2</u>, 70% chart if the speed limit exceeds 40 mph or if this is an isolated community with a population of less than 10,000.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Figure 1.** Warrant 2, Four-Hour Vehicular Volume (100% Factor)



**Figure 2.** Warrant 2, Four-Hour Vehicular Volume (70% Factor)



# Minimum Traffic Signal Warrants



Warrant	Description	Compliance	
		Yes	No
<b>3</b>  <b>Peak Hour</b>	If either of the two following categories (A or B) are met:  A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day: 1. The total vehicle stopped time delay on a minor street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach, or 5-vehicle-hours for a two-lane approach, <u>and</u> 2. The volume on the same minor street approach (one direction only) equals or exceeds: 100 VPH for one moving lane of traffic, or 150 VPH for two moving lanes, <u>and</u> 3. The total volume entering during the hour equals or exceeds: 650 VPH for intersections with three approaches, or 800 VPH for intersections with four or more approaches.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<b>OR</b>		
	B. The plotted point representing the VPH on the major street (total of both approaches) and the corresponding VPH on the higher-volume minor street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in <u>Figure 3</u> , Peak Hour (100% Factor) for the existing combination of approach lanes. Use <u>Figure 4</u> , Peak Hour (70% Factor) if the speed limit exceeds 40 mph, or if the intersection lies within a built-up area of an isolated community having a population of less than 10,000.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Notes for 3, Peak Hour

The Peak Hour Signal Warrant is intended for use at a location where, for a minimum of 1 hour of an average day, traffic on the minor street suffers undue delay when entering or crossing the major street. This signal warrant must be applied only in unusual circumstances. Such cases include high-occupancy facilities that attract or release large numbers of vehicles over a short period of time.

**Figure 3.** Warrant 3, Peak Hour (100% Factor)



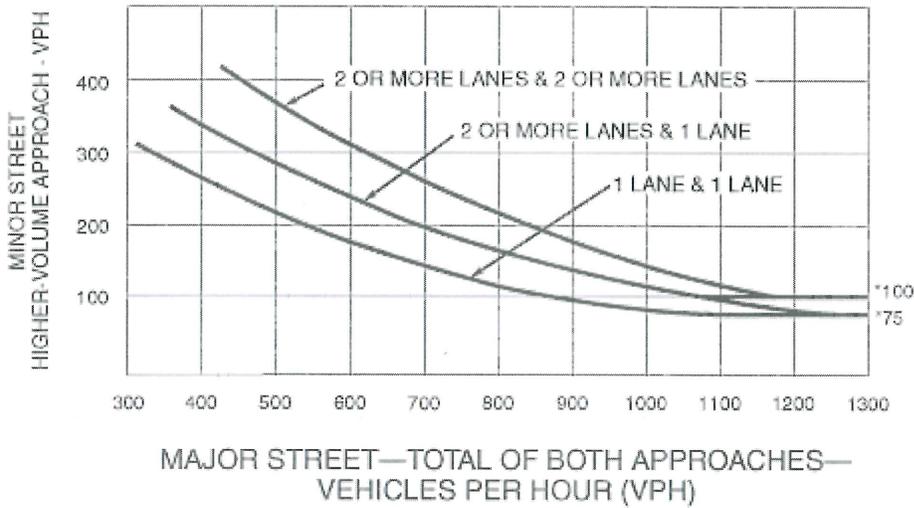
\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

# Minimum Traffic Signal Warrants



**Figure 4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant	Description	Compliance	
		Yes	No
4 Pedestrian Volume	A. Pedestrian volume crossing the major street during an average day is 100 or more for each of any 4 hours, or 190 or more during any one hour; <b>and</b> B. There are fewer than 60 gaps per hour in the traffic stream to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic. See note on next page.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

# Minimum Traffic Signal Warrants



Warrant	Description	Compliance	
		Yes	No
5  School Crossing	A. Number of gaps in traffic stream during the period children are using the crossing is less than the number of minutes in the same period; <u>and</u> B. At least 20 children use the crossing during the latest crossing hour;	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Notes for 4, Pedestrian Volume and 5, School Crossing

Shall not be applied if at location where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

6  Coordinated Signal System	A. In a one-way street or on a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning; <u>or</u> B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive movement.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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7  Crash Experience	A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; <u>and</u> B. Five or more reported crashes of type susceptible to correction by a traffic control signal have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; <u>and</u> C. For each of any 8 hours of an average day, the VPH given in both of the 80% columns in Tables 1-A-1 and 1-A-2 or the VPH in both of the 80% columns in Tables 1-B-1 and 1-B-2 exists on the major street and the higher-volume minor street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80% of the requirements specified in the Pedestrian Volume Warrant. These major street and minor street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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8  Roadway Network	A. The intersection has a total existing or immediately projected entering volume of at least 1,000 VPH during the peak hour of a typical weekday and has 5-year projected traffic volumes based on an engineering study that meet one or more of Warrants 1,2 and 3 during an average weekday; <u>or</u> B. The intersection has a total existing or immediately projected entering volume of at least 1,000 VPH for each of any 5 hours of a non-normal business day (Saturday or Sunday).  Note: A major route as used in this warrant shall have one or more of these characteristics: 1. Principal network for through traffic 2. Includes a highway entering a city 3. Appears as a major route on an official plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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District Traffic Engineer's Signature	Date
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Google earth

feet  
meters

1000

500

