



# S Boulevard Complete Street Discussion

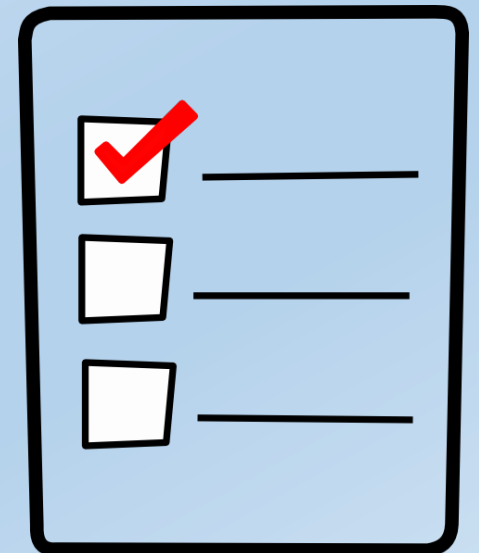
Public Meeting  
Maeck Zoo Education Center  
June 5, 2019

# Presentation Outline

- Meeting Purposes
- Background
- Benefits of Center Turn Lane
- Typical Striping Layout – Space Utilization
- Rosehill / Butte Arm Canal Path
- Ongoing Studies
- Where from Here?

# Meeting Purposes

- Provide information
  - Reasons behind decision-making on S Blvd striping
  - Future plans in the corridor
  - Ongoing studies to evaluate performance of the current striping plan
- Solicit written input regarding the scope of the studies and other issues that should be considered
  - Are we capturing the issues that should be addressed?



# Background

- Seal Coat
  - Opportunity for updating striping layout
- Complete Streets
  - A “complete” street is one that provides for efficient and safe use by all users/modes
    - Motorists
    - Pedestrians
    - Cyclists
  - Major design consideration was furthering the principles of Complete Streets to the extent possible within the context of this restriping project

# Background (cont.)

- *Connecting Our Community* (COC) Plan
  - Major effort to evaluate status and need for bike/ped facilities in Idaho Falls & surrounding area
  - Key recommendation: addition of bike lanes on S Boulevard
- Center Two-Way Left-Turn Lane
  - Operational and safety benefit
  - City had long recognized need—awaiting striping update opportunity



# Benefits of Center Turn Lane

- Safety

- Reduction in side swipe, rear-end and head-on crashes
- Reduction of total crashes by approximately 30% or more
- Reduction of rear-end crashes by up to 50%
- Reduction of 20% or more of total crashes due to removal of on-street parking
- Eliminate hazards associated with cars swerving around vehicles stopped waiting for gaps to turn left

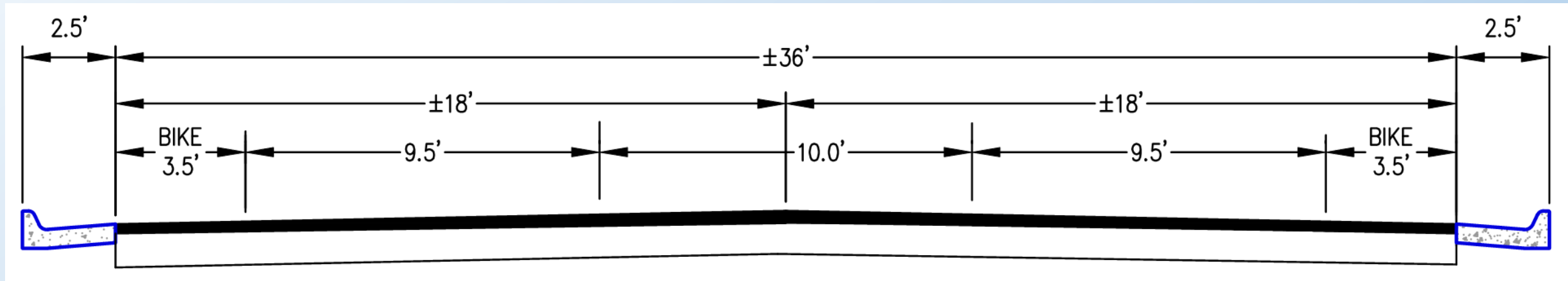


# Benefits of Center Turn Lane (Cont.)

- Improved Operations
  - Removes left-turning vehicles from through lanes
    - Reduces delay for through traffic while improving traffic flow and roadway efficiency
  - Reduces speeds by 1-2 mph by reducing lane widths
  - Provides spatial separation between opposing lanes of traffic
  - Provides a lane for emergency vehicles

# Typical Striping Layout – Space Utilization

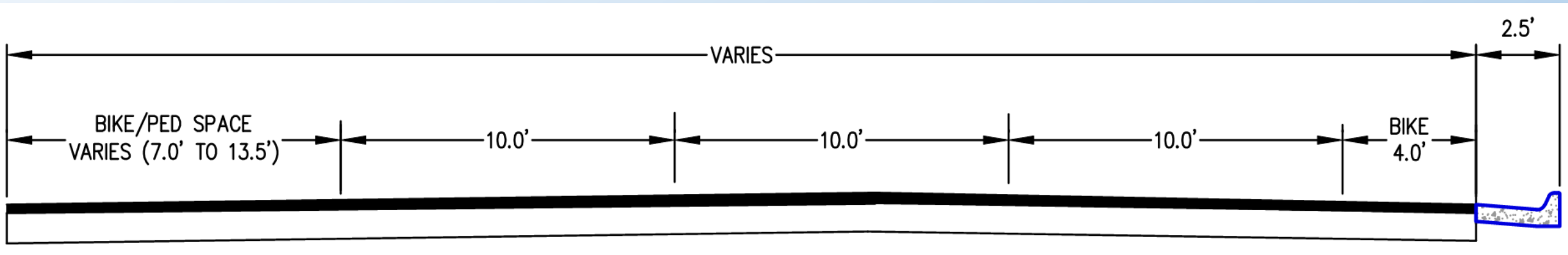
- Between 18<sup>th</sup> Street and Hartert Drive





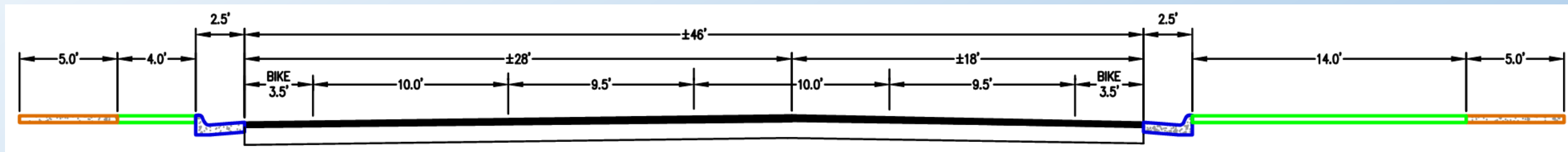
# Typical Striping Layout – Space Utilization

- Between Rogers (Tautphaus Park) and Sunnyside Rd



# Typical Striping Layout – Space Utilization

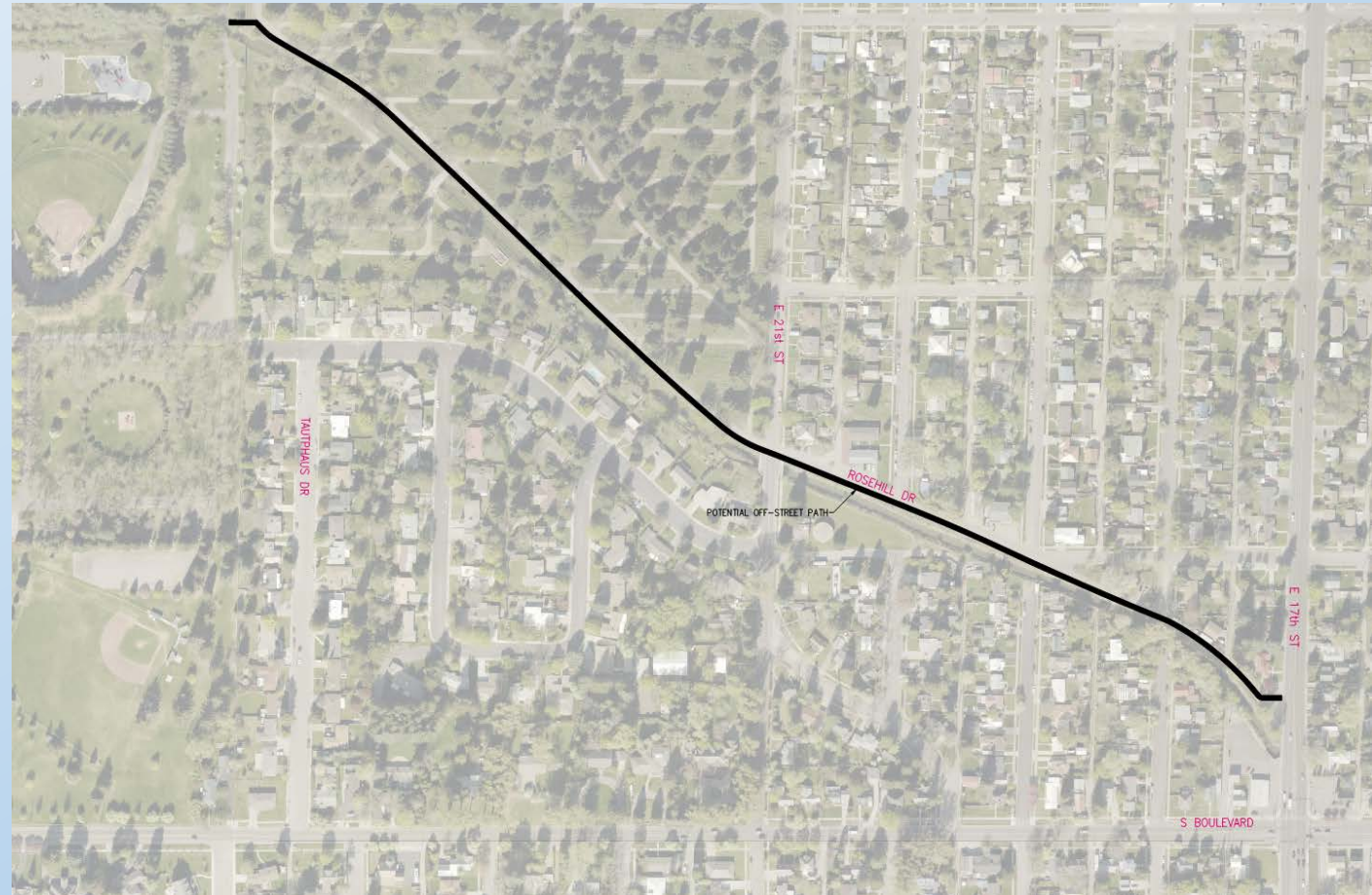
- Future layout between 18<sup>th</sup> Street and 21<sup>st</sup> Street



# Rosehill / Butte Arm Canal Path

- City pursuing pathways along canals

- Preferred location for recreational users
- One of these is a connection between Tautphaus Park and 17<sup>th</sup> St along the Butte Arm Canal and Rosehill Dr



# Ongoing Studies

- Vehicular Traffic Volumes
  - Comparison to counts prior to change
- Utilization of Center Turn Lane
- Utilization of Bicycle Lanes
  - Including bicycles on sidewalk vs in bicycle lanes
- General Observations
  - Traffic flow, pedestrian and bicycle crossings, driver behavior, etc.



# Where from Here?

- Continue studies through end of July
  - Scope modification, as appropriate, in accordance with citizen input
- Analyze study results
- Present results and recommendations to public at next open house
  - August 15, 2019 – same place and time
- Make final recommendations to City Council