

Transportation and Traffic Analysis



	SITE H	10th STREET
On-Street Parking Loss	10	28
Bicycle Lanes	Conflicts with bus access and parking structure ramp; special signage required	Requires relocation to adjacent street
Delivery Access	Limited impacts	Some restrictions on use of 10th Street
Emergency Response	Takes precedence over auto and bus operations	Takes precedence over auto and bus operations
Roadway Capacity	Not impacted	Auto capacity maintained on 10th Street; anticipate some traffic will divert to adjacent streets
Intersection Impacts	Minor impacts; all adjacent intersections operate at LOS C* or better in 2030	Minor impacts; all adjacent intersections operate at LOS C* or better in 2030
Travel Pattern Impacts	No travel lanes are removed, current operations maintained	Loss of bicycle lanes on 10th Street may result in 11th Street between Main and State being changed to two-way operation (pending ACHD decision)
Pedestrian Safety	Conflicts with bus access/egress and parking garage ramp will require special signage	Higher volumes of pedestrian crossings at intersection of 10th and Idaho streets
Special Conditions	Bus and auto access to/from Bannock between 10th and 11th will require special design and signage	Mid-block alley locations will require special design attention with added pedestrian and bus traffic

* LOS – Level of service. Intersections are rated from LOS A (least congestion) to LOS S (greatest congestion).