

MINUTES

TRAFFIC COMMITTEE MEETING

HIGHLANDS NEIGHBORHOOD ASSOCIATION

Date: 01/24/2018

Distribution: HNA Website, HNA Facebook Page, NextDoor

1. Introductions
 - a. Attendee List **attached**
 - b. Present for the Committee (voting members)
 - i. Area 1: Dean Hygard
 - ii. Area 2: Dave Rucklos
 - iii. Area 3: Jolie Strohmeyer
 - iv. Area 4: Chris Wuthrich
 - v. Committee Chair: Tom Seacord
2. Review Meeting Minutes from 12/18/2017
 - a. Guiding Principles:
 - i. Protect Public Health and Safety
 - ii. When offering recommendations, conform to the Highlands Neighborhood Plan (2005), which is the adopted policy.
 - iii. Seek consensus – try to find common ground.
 - b. Rules of Order
 - i. Introduced area captains and reviewed voting procedures.
 - c. Traffic Safety Issues
 - i. Review List from 12/18/2017 meeting minutes
 - ii. One additional item was added – left turn from Torridon Way complicated by speed and winter traffic on Bogus Basin Road.
 - iii. For completeness, the list now includes:
 1. **General**
 - a. Speed and stop sign compliance / Aggressive and Distracted Drivers
 - i. Need for community education discussed
 - b. Access to pedestrian paths – public versus private trail access and possible limitations on connectivity to trails (refer to 2005 HNA Plan policy).
 2. **Highland View Drive**
 - a. Extruded curb and candles (**refer also to Agenda Item 4B**)
 - i. Installed to mitigate traffic speed
 - ii. Viewed as having unintended consequences to safety of pedestrians and cyclists. Cleanliness and pitch of pavement expressed as a concern.

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- iii. Questions regarding why a sidewalk was not required as a condition of (Highlands Cove) development.
 - b. Construction truck traffic speed and stop sign compliance, particularly uphill on Highland View Drive. – **THIS IS AN IMMEDIATE SAFETY CONCERN. INCIDENTS SHOULD BE REPORTED TO ACHD.**
- 3. **Hearthstone Drive**
 - a. Speed of cyclists
 - b. Speed of cars
 - c. Increased cut-through traffic to avoid traffic signs on Braemere.
- 4. **Highlands Elementary**
 - a. Rebuild project construction impacts
 - i. Egress concerns
 - b. Consequences present and future of L. Braemere diverter (subject of Agenda Item 4C)
 - i. Curling & Bogus Basin Road Intersection – peak hour traffic
 - ii. Curling (residential section) – increase in cut-through traffic at peak hour
 - iii. Safety of Diverter Traffic
 - 1. Wrong way drivers / Google Maps and GPS Navigation take people the wrong way. – **THIS IS AN IMMEDIATE SAFETY CONCERN. INCIDENTS SHOULD BE REPORTED TO ACHD.**
 - 2. 2 driveways may be accessed (by signage indicating it is permissible) by driving the wrong way. It was questioned why these residents are not required to access their driveways using the legal traffic route. – **THIS IS AN IMMEDIATE SAFETY CONCERN. INCIDENTS SHOULD BE REPORTED TO ACHD.**
 - iv. Emergency egress concern from E. Braemere and W Curling – **THIS IS AN IMMEDIATE SAFETY CONCERN. INCIDENTS SHOULD BE REPORTED TO ACHD.**
- 5. **Ranch & Bogus Basin Road** Intersection
 - a. Visibility challenges – **THIS IS AN IMMEDIATE SAFETY CONCERN. INCIDENTS SHOULD BE REPORTED TO ACHD.**
- 6. **Cartwright Road**
 - a. Sidewalk from church to fire station is missing.
- 7. **E. Braemere candles @ E. Highland View Drive** (subject of Agenda Item 4D)
 - a. Installed to reduce cut-through traffic from Nines to Highland View Drive
 - b. Forces construction traffic to drive down the wrong side of the road – **THIS IS AN IMMEDIATE SAFETY CONCERN. RESIDENTS WITNESSING CONSTRUCTION TRAFFIC DRIVING THE**

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WRONG WAY ON E. BRAEMERE ARE ENCOURAGED TO SUBMIT PHOTOS TO ACHD AND THE BOISE POLICE.

8. Torridon Way
 - a. Left turn hazards due to speeding on Bogus Basin Road.

3. Committee Actions/Goals/Schedule
 - a. Comment on Highlands Elementary Remodel Concept
 - i. **Status Update:** Don Hutchison had contacted T.Seacord to ask about outreach and what was the best way to notify neighborhood residents regarding public comment on the school remodel project. A public meeting is expected in approximately 2 weeks. HNA Traffic Committee expects to schedule a meeting for the next night to consolidate feedback from the HNA.
 - b. General Discussion:
 - i. **Action Item:** T.Seacord will make available April 2016 ACHD Open House Summary on Google Drive account (**also attached**).
 - ii. Agenda Item 4A (which was approved) requests that ACHD work with the HNA Traffic Committee.
 1. **Action Item:** Executive Committee to authorize T.Seacord to reach out to ACHD 1 week after their letter has been delivered to request a meeting.
 2. **Action Item:** T.Seacord arrange one or more meetings to focus on priority issues (e.g., Highland View Drive, School Remodel, Bogus Basin Road Traffic).
 3. **Action Item:** Committee Area Captains will review/edit ACHD meeting agenda priorities that include:
 - a. **General**
 - i. How do we get items on the 5 year integrated plan?
 - b. **Highland View Drive**
 - i. Explain decision making sequence for HV Drive extruded curb.
 - ii. How much was the estimated cost of a sidewalk?
 1. Why wasn't developer required to install a sidewalk in accordance with Policy Manual Section 7206.2.2?
 - iii. Why does speed mitigation on 13th street work?
 1. How is HV Drive different and will it work here as well?
 - iv. Consensus on HV Drive for mitigation
 1. What are the threshold requirements for consensus?
 2. Types of survey questions we should ask?
 - v. How does the approved "Mitigation" (extruded curb) mitigate speed and maintain accessibility?
 1. Is it effective?
 2. Is it safe (
 3. Is it accessible?

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- vi. Accessibility concerns:
 - 1. Residential use (trash cans, street parking)
 - 2. Accessibility for disabled
 - 3. Pedestrian Access
 - 4. Bicycle access
 - a. What is an industry standard for effective means for making bicycle traffic safe?
 - b. How has ACHD staff applied these? Where have they been tested? How effective are they?
- c. **School Remodel**
 - i. Does ACHD plan to upgrade the intersection at Curling and Bogus Basin?
 - 1. Roundabout was included in streets master plan, what would be the threshold to get such a project implemented?
<https://www.achdidaho.org/Documents/Projects/Master%20Street%20Map%202016.pdf>
 - ii. Unstudied impacts of L.Braemere Diverter (refer to Agenda Item 4C)
 - 1. Discuss applicability of data used to identify mitigation threshold for Curling E/O Braemere.
 - 2. Discuss applicability of data used to identify traffic signal warrant at Curling and Bogus Basin Road
 - 3. Discuss applicability of peak hour data analysis used by 6-Mile that resulted in their recognition of excessive cut-through traffic on Cashmere and Whidden.
 - 4. Discuss issues regarding diverting traffic to substandard intersection at Curling and Cashmere.
- d. **E.Braemere/HV Drive Diverter**
 - i. Discuss safety issue regarding current diverter configuration.
- e. **Torrison Way**
 - i. What is the threshold requirement to mitigate speed issues on Bogus Basin Road to permit safe left turns from Torrison Way.
- iii. Concept of “overlay agreement” as proposed by Elaine Clegg in 2016 was discussed relative to limiting traffic volume on HV Drive and prohibiting future development.
 - 1. **Action Item:** HNA Executive Committee to direct T.Seacord to arrange a meeting with Elaine Clegg.
 - 2. **Action Item:** Committee Area Captains to review/edit agenda for Elaine Clegg Meeting:
 - a. Explain “overlay agreement”

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- b. What steps are required?
 - c. Does this require an update to our HNA Neighborhood Plan (2005)?
 - d. What other supporters do we need?
- c. What is the Status of the \$100K Mitigation Fee that the developer was required to pay?
- i. T.Seacord has previously (as a resident, not the committee chair) asked City Planner Zac Piepmeyer about the status of these fund. This was his reply: The City's development condition only placed \$100K worth of traffic mitigation requirements on the Highlands Cove developer. ACHD had a separate \$20K condition. Thus, the total of \$120K.

A few other details about traffic:

- Some of the funds were already used on traffic mitigation measures internal to the Highlands Cove Site. I have not physically observed those improvements myself, but I believe the roadway construction that occurred with the development this summer/fall included some traffic calming elements on the new portion of Highland View Drive (i.e. chicanes and center islands).
 - Regarding the remaining traffic mitigation improvements we expect to see, their type, extent and location have yet to be determined. The amount of remaining funds is limited (in the ballpark of \$60K) when considering the cost of roadway improvements, so we will want to be cautious with how that money is applied. And, because the Chardie connection has yet to be constructed with the development, we feel it is a bit early to identify exactly what improvements should be made. We would prefer to hold off on identifying and implementing the remaining improvements until the traffic conditions with the development are a bit more established and the most effective treatment type/location can be identified.
- d. Possible survey questions
- i. **Action Item:** HNA residents should email their Area Captain and copy T.Seacord with ideas on what questions might be asked in a survey. The purpose is to compile a list of ideas to discuss at a future meeting after we have input from ACHD on the value and types of questions we should ask.
- e. Proposed Schedule for committee activities:
- i. Month 1: Initial problem identification, data collection, survey design
 - ii. Month 2: Survey & recommendations to HNA Executive Board
 - iii. Month 3: Meetings with City, ACHD, School District
 - iv. Month 4: Float/Re-assess where we are/identify next steps

4. Committee Motions/Recommendations to HNA Executive Board

- a. Letter from HNA to ACHD – RE: HNA Traffic Committee
 - i. Approved on consent with items 4B & 4D with edits – **see attached**. No objections.
- b. Letter from HNA to ACHD – RE: Extruded Curb on Highland View Drive
 - i. Approved on consent with items 4A & 4D with edits – **see attached**. No objections.
- c. Letter from HNA to K.Duskey, Highlands Elementary – RE: Traffic Safety After Construction

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- i. Tabled until school construction public comment period and meetings with ACHD. General consensus was that 2nd hand information (from Don Hutchison) on ACHD's intent not to improve the intersection at Curling and Bogus Basin Road should be confirmed with ACHD, and again Don Hutchison at the school remodel public meeting.
 - ii. Future version of the letter might redact concepts for mitigation and focus on safety issues that were identified.
 - iii. Data and analysis should be discussed with ACHD.
- d. Letter from HNA to ACHD – RE: E.Braemere/Highland View Dr. Diverter/Construction Traffic Safety Issue
 - i. Approved on consent with items 4A & 4C with edits – **see attached**. No objections.

Attachments:

1. Attendee List
2. April 2016 ACHD Open House Summary
3. Approved Motions 4A, 4B and 4D
4. Tabled Motion 4C

see do

SIGN-IN SHEET

TRAFFIC COMMITTEE MEETING

HIGHLANDS NEIGHBORHOOD ASSOCIATION

Date: January 24, 2018

Time: 6-8 PM

Location: Healthwise, 2601 N Bogus Basin Road, Boise, ID 83702

	Name	Street Address	Email
1	Jeff & Terry Christenson	1002 W. Highland View	jtchris@cableone.net
2			
3	Fay & ^{Lauren} Brassell	108 W HVD	laurenbrassell@gmail.com
4	Martha Chalfant	410 E. Hearthstone	martha.chalfant@gmail.com
5	Rob McQuade	1052 W. Ranch Rd.	rhmcquade@gmail.com
6	Craig Jussu	730 W Braemere	Juss.smith@me.com
7	Joe Koukol	815 W Braemere	Koukolian@gmail.com
8	Jolie Strohmeier	724 W HVD	joliestrohmeier@gmail.com
9	Julie Smith	118 E HVD	juliaesmith@gmail.com
10	Willy Smith	118 E Highland View Dr	willysmith@gmail.com
11	Dean Nygard	4680 N. Torricon Way	dean.nygard@yahoo.com
12	Shadrach P.K. Floran	1006 W, HVD	shadrach.floran@gmail.com
13	Andrea Pupilo	900 W. Braemere	apupob11@gmail.com
14	Tim & MINDY JUDY	118 E. Curling DR.	Gizzimoto2010@gmail.com
15	Scott Tutthill	4463 Keldoon Ave	satuthill@cableone.net
16	Jeff Bradley	311 W HVD	bighitler@cableone.net

SIGN-IN SHEET

	Name	Street Address	Email
17	Jennifer Guillen	1410 E. Braemere Rd	msjenguillen@gmail.com
18	ANNIE WOODHOUSE	1388 E. BRAEMERE RD	AWOODHOUSE@CABLEONE NET
19	Peter Barton		
20	Chris Wutrich		
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NEIGHBORHOOD
TRAFFIC & PEDESTRIAN
SAFETY PLAN

OPEN HOUSE SUMMARY

4/28/2016

Description of project

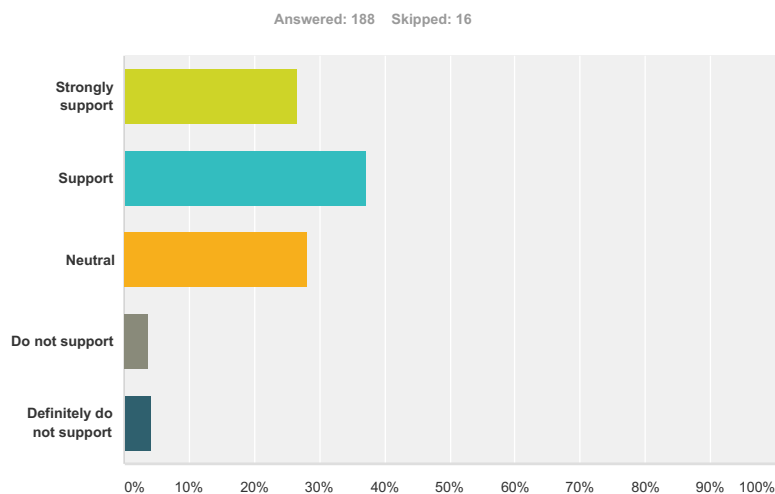
ACHD hosted an open house for the Highlands Neighborhood on April 6, 2016. The purpose of the open house was to gather feedback on ideas to help with additional traffic in relation to the planned development of the Highland Cove Subdivision and gather additional ideas from residents.

Participation

- 153 people attended the open house.
- ACHD received a total of 204 comments at the open house and during the two-week comment period.

SUMMARY OF COMMENTS
Highland View Drive

Would you support improving the bus stop locations with lighting on Highland View Drive?



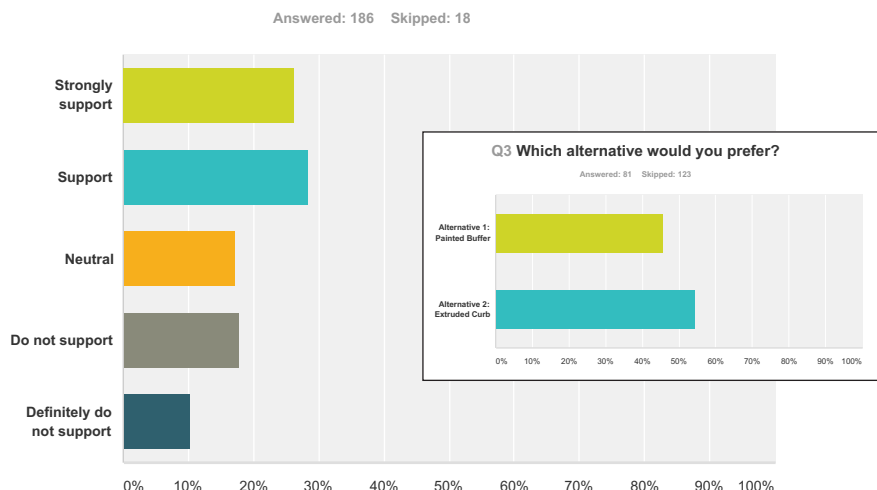
- **120 people support improving bus stop locations**
- 15 people do not support improving bus stop locations
- 53 people remain neutral

Typical comments

- A few concerns about light pollution.
- Will increase safety.
- Several were concerned that bus stops are subject to change.
- Move stops to areas already with lighting.
- Put lights on a timer so they aren't on outside of pickup times.
- Improvements are necessary for early morning pickups.
- Depends on what lights look like.
- Lights will increase visibility.
- This is a critical safety issue.
- There is inadequate space for buses to perform normal functions.

SUMMARY OF COMMENTS
Highland View Drive

Do you support restricting on-street parking to make way for a pedestrian/bicyclist area on one side of Highland View?



- **102 people support adding a pedestrian/bicyclist area**
- 52 people do not support adding a pedestrian/bicyclist area
- 32 people remain neutral

Which alternative would you prefer?

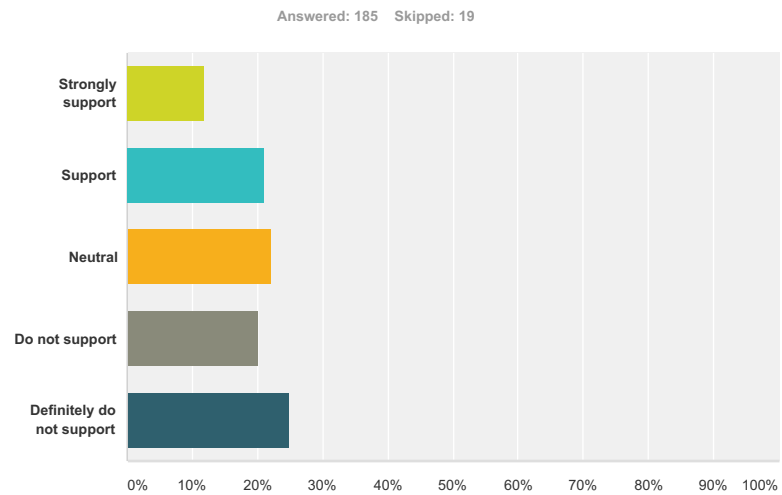
- 46 people preferred *Alternative 1: Painted Buffer*
- **54 people preferred Alternative 2: Extruded Curb**

Typical comments

- This is critical to improve safety.
- Parking
 - Several concerns about losing already limited parking.
 - Removing on-street parking could increase speeds
- Concerns about the street already being too narrow and that this will decrease street width, especially when service vehicles are visiting the area.
- Uphill bike/pedestrian traffic needs a dedicated lane.
- This is a dangerous area on a bike.
- Bicyclists won't use them.
- This will increase safety.
- Enforcement concerns.
- Impractical, especially with service vehicles.
- Would have to dodge cars and service vehicles.
- Paint does not protect pedestrians.
- Not adequate.
- How would two-way bike/pedestrian traffic work?
- The whole street should have a bike lane.
- There is a lot of pedestrian and bicycle traffic that needs protection.
- Blind curves.

SUMMARY OF COMMENTS
Highland View Drive

Do you support installing speed humps on Highland View?



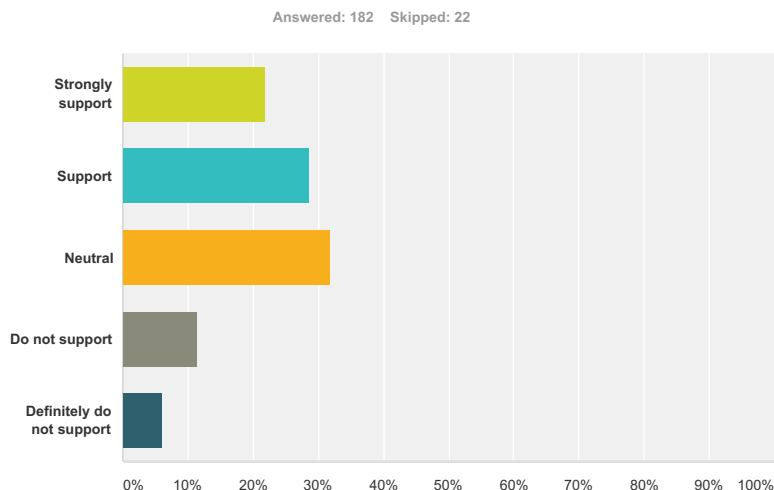
- 61 people support adding speed humps
- **83 people do not support adding speed humps**
- 41 people remain neutral

Typical comments

- Many agreed that speed humps are ineffective.
- Many concerns about speed humps slowing emergency response vehicles.
- Several concerns about speed humps making winter maintenance and street sweeping difficult.
- Others thought they would slow drivers and help with speeding.
- They haven't worked on others streets.
- They are inconvenient and creates other issues.
- Concerns about lack of visual appeal.
- They have worked on W. Braemere.
- Will increase safety
- Speed dips might work better.
- Not a long term solution.
- Inconveniences outweigh benefits.

SUMMARY OF COMMENTS
Highland View Drive

Do you support installing stop signs on Highland at Whidden and Selkirk?



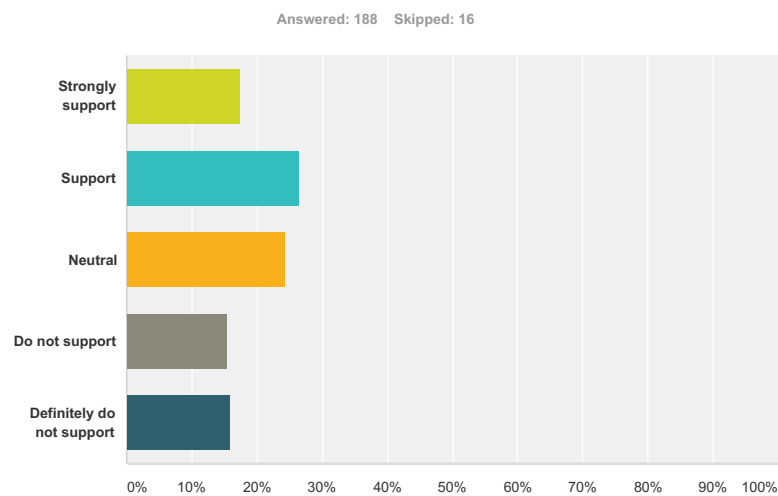
- **92 people support installing stop signs**
- 32 people do not support installing stop signs
- 58 people remain neutral

Typical comments

- Several thought this would be effective for slowing traffic.
- Some thought there isn't enough traffic at these intersections to justify stop signs.
- Will help decrease speeds.
- Stop signs are ignored in other parts of the neighborhood.
- Makes sense to do least expensive options first and stop signs should be added before the other traffic calming.
- Will force people to slow down.
- Will need enforcement.
- Could create traffic jams.
- Concerns about creating hazardous conditions for downhill traffic in the winter.

SUMMARY OF COMMENTS
Highland View Drive

Do you support installing radar speed signs on Highland View?



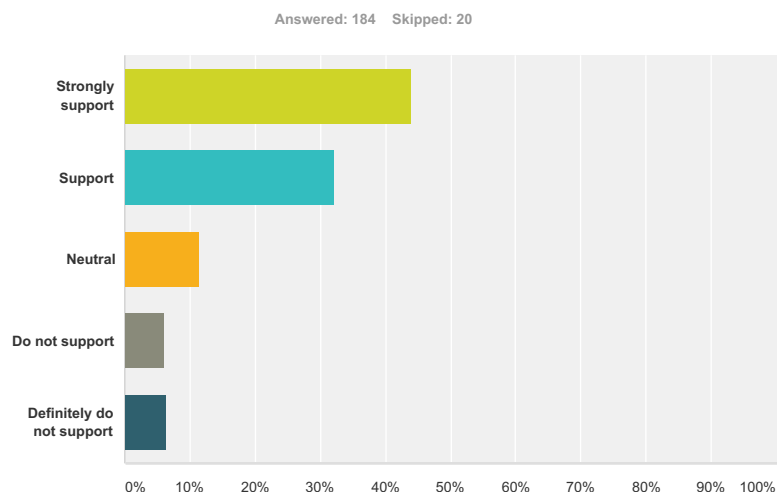
- **83 people support installing radar speed signs**
- 59 people do not support installing radar speed signs
- 46 people remain neutral

Typical comments

- Many thought the signs would be ignored.
- Will work well.
- Several thought the signs would be ineffective.
- Others thought the signs will be a good reminder and create driver awareness of their speed.
- Lack of visual appeal.
- Temporary fix only.
- Don't need more signs.
- Request for ACHD to install as pilot first to see signs work.
- Will be helpful.
- Suggestions for a pace car driver program.

SUMMARY OF COMMENTS
Curling Drive

Do you support installing a four-way stop at Curling and Braemere?



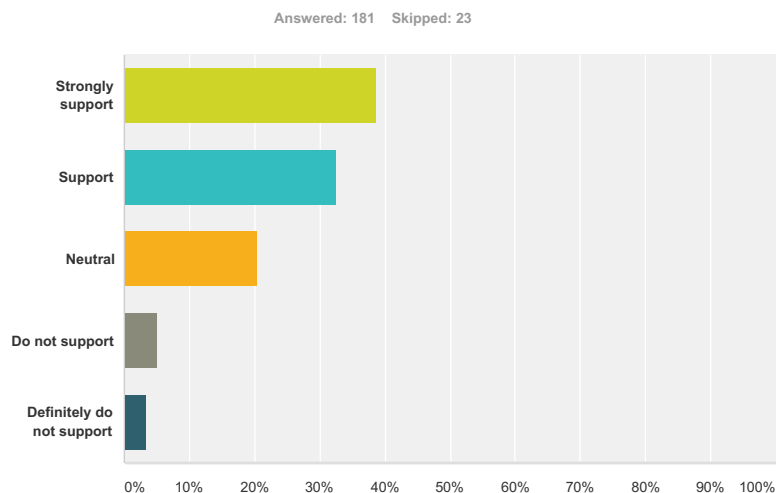
- **140 people support installing a four-way stop**
- 23 people do not support installing a four-way stop
- 21 people remain neutral

Typical comments

- Too many drivers on Braemere already assume it is already a 4-way stop.
- Critical for kid safety as many cross here.
- Will add further delays and traffic backup.
- Needs to be done regardless of development.
- Will slow drivers.
- Stronger measures are needed.
- Best idea for this intersection.
- Will be tricky in the winter.
- Add no parking signs near the intersection. Visibility is reduced due to cars parked close to the intersection.
- This is a very dangerous intersection.
- Additional stop signs will add to driver frustration and cause congestion.
- This will need enforcement.
- Will increase safety.

SUMMARY OF COMMENTS
Curling Drive

Do you support constructing an asphalt pathway on one side of Curling between Braemere and Cashmere?



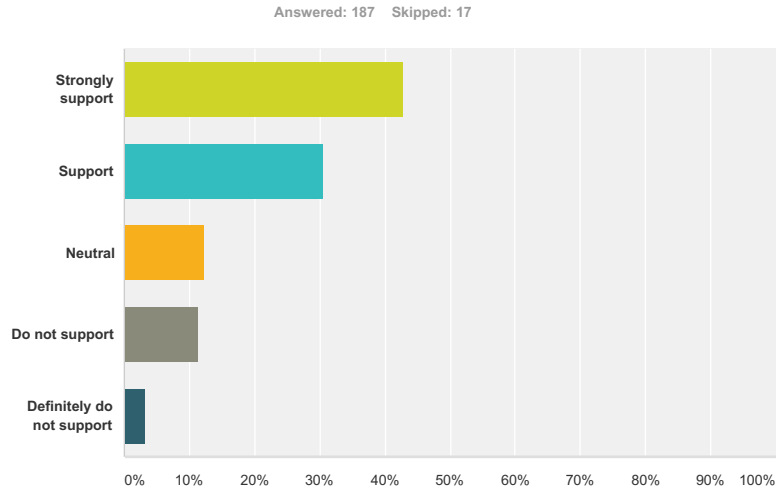
- **129 people support an asphalt pathway**
- 15 people do not support an asphalt pathway
- 37 people remain neutral

Typical comments

- Several expressed a desire for a regular sidewalk.
- Ineffective.
- Terrific addition.
- Concerns about maintenance costs.
- Will increase visibility for pedestrians.
- Very dangerous right now.
- Will increase chance that kids will walk to school .
- Logical and safe investment.
- This is only a partial solution.
- Request for sidewalks all the way up Curling.
- Concerns that some might use if for parking.
- Needed for school kids - will give them a safe path to school.

SUMMARY OF COMMENTS
Curling Drive

Do you support installing a signalized pedestrian crossing on Curling at Highlands Elementary?



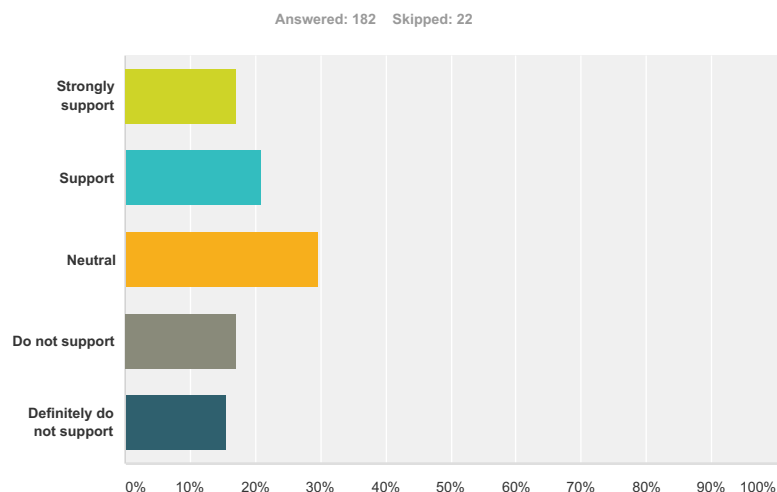
- **137 people support a signalized pedestrian crossing**
- 27 people do not support a signalized pedestrian crossing
- 23 people remain neutral

Typical comments

- Will increase child safety.
- Some prefer the roundabout drop off at Highlands Elementary instead of pedestrian signal.
- A few thought the signal was unnecessary.
- Would slow traffic too much and create congestion.
- Inexpensive and effective.
- May create traffic issues for school at pickup and drop off times.
- Makes sense.
- Will increase chance that kids will walk to school.
- Move crossing away from driveways.

SUMMARY OF COMMENTS
E. Braemere (Upper)

Do you support installing radar speed signs on E. Braemere (Upper)?



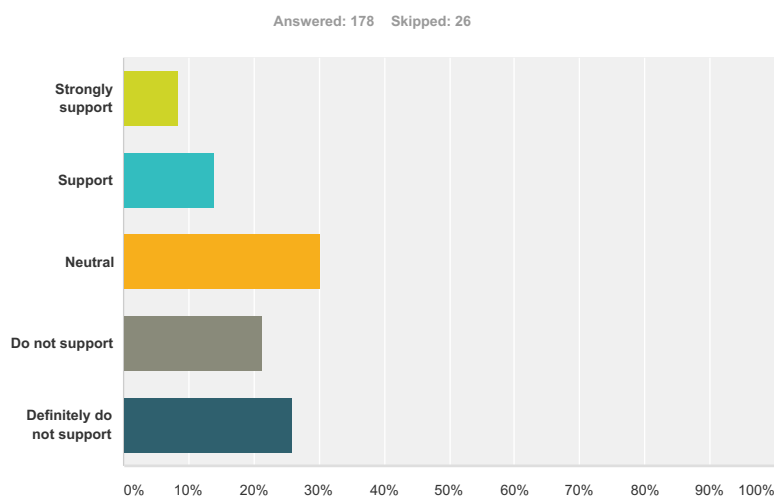
- **69 people support installing radar speed signs**
- 59 people do not support installing radar speed signs
- 54 people remain neutral

Typical comments

- Many thought the signs would be ignored or ineffective.
- Will increase driver awareness of their speeds
- Some didn't think the signs would be visually appealing.
- Will reduce speeds and increase safety.
- People don't realize how fast they are driving down that hill.
- People already know speed limit.
- Will calm traffic.
- Do a pilot first to see if effective.
- Would rather we encourage enforcement of the speed limit.

SUMMARY OF COMMENTS
E. Braemere (Upper)

Do you support installing speed humps on E. Braemere (Upper)?



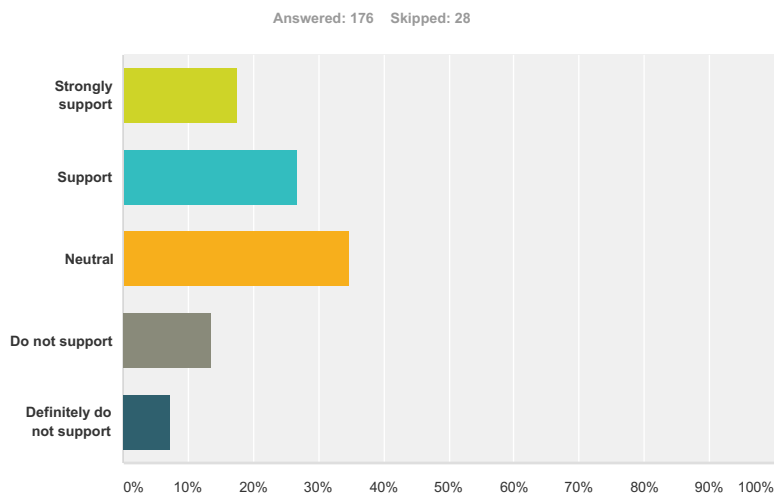
- 40 people - support installing speed humps
- **84 people - do not support installing speed humps**
- 54 people - remain neutral

Typical comments

- Many thought speed humps were ineffective.
- Several had concerns about emergency vehicle access.
- Many also had concerns about winter maintenance and driving over them when roads are slick.
- Some thought they help on W. Braemere.
- Others thought they would be noisy and create sign pollution.
- Some thought they will increase safety and decrease speeds.

SUMMARY OF COMMENTS
E. Braemere (Upper)

Do you support installing stop signs on E. Braemere at Balmoral and Harcourt/Chardie?



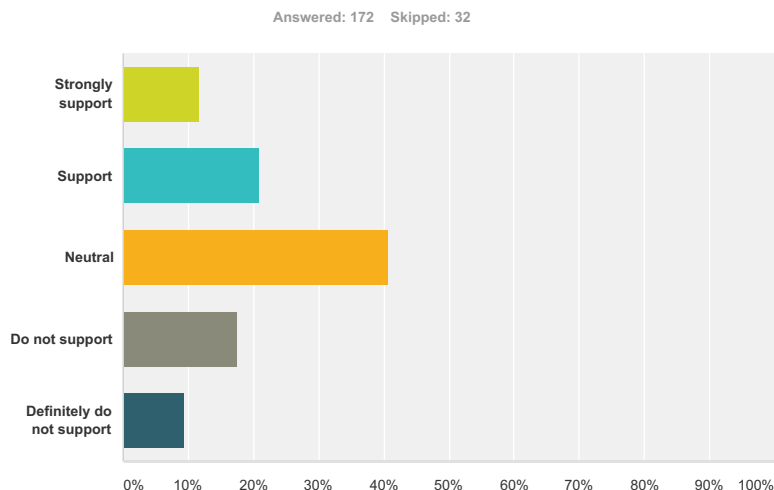
- **78 people - support installing stop signs**
- 37 people - do not support installing stop signs
- 61 people - remain neutral

Typical comments

- Several thought the new stops would lead to accidents in the winter - people sliding through them.
- Others thought they would slow momentum and reduce speeds.
- For a long downhill they would probably be more effective than speed humps.
- Allows for better coexistence between pedestrians, bicyclists and drivers.
- A few people thought only one of the two was needed.
- Not enough traffic on cross streets to justify stop signs.
- They will be hard to enforce.
- Inexpensive way to slow people down.
- Traffic will back up.
- The stop signs should reduce accidents.

SUMMARY OF COMMENTS
E. Braemere (Upper)

Do you support installing chicanes/median islands on E. Braemere (Upper)?



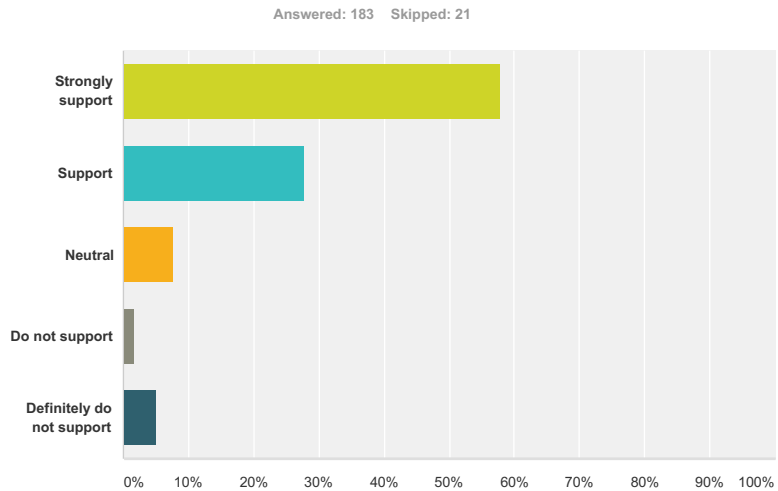
- **56 people - support installing chicanes/median islands**
- 46 people - do not support installing chicanes/median islands
- 70 people - remain neutral

Typical comments

- Several didn't think they would work very well.
- Some thought they would be effective at slowing down speeders.
- Others thought they would cause more problems than they would solve.
- Will help calm traffic.
- Concerns about them being well maintained.
- Visually appealing.
- The Highland Nines HOA would like to be involved if we impact existing medians on Braemere.
- Better than speed humps.

SUMMARY OF COMMENTS
W. Braemere (Lower)

Do you support building a sidewalk connection on Braemere between Ranch and Curling?



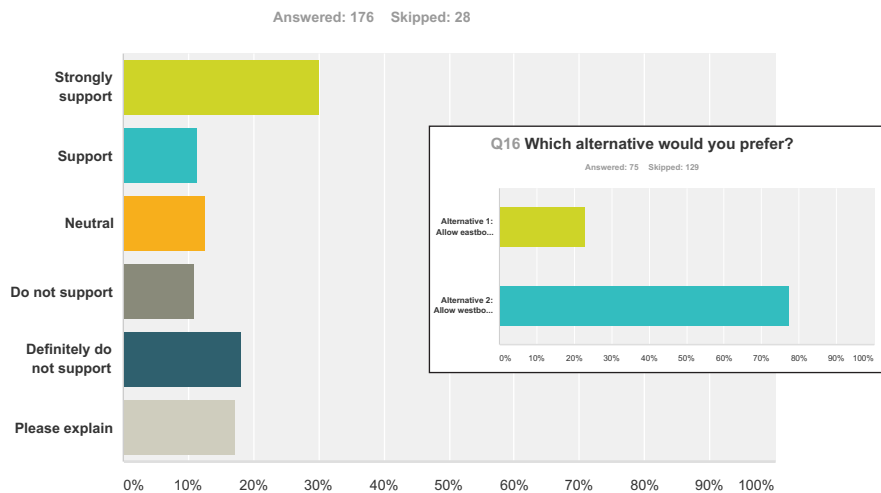
- **157 people - support building a sidewalk**
- 12 people - do not support building a sidewalk
- 14 people - remain neutral

Typical comments

- This area is currently dangerous.
- A few would like to see a sidewalk along the entire stretch of W. Braemere.
- A sidewalk will increase safety.
- Some disliked that the homeowner would incur liability and maintenance/snow removal - concerns about being responsible.
- Needed!
- The developer should pay for this.
- The sidewalk does not address rest of W. Braemere.
- This should have been done years ago.
- Sidewalks should be added on both sides.
- Sidewalks will help decrease congestion at the elementary school.

SUMMARY OF COMMENTS
W. Braemere (Lower)

Do you support reconfiguring Braemere at Curling?



- **73 people - support reconfiguring Braemere at Curling**
- 51 people - do not support reconfiguring Braemere at Curling
- 22 people - remain neutral

Which alternative would you prefer?

- 17 people preferred **Alternative 1: Allow eastbound traffic only**
- **58 people preferred Alternative 2: Allow westbound traffic from lower Curling only**

Typical comments

- Many thought this the best solution for reducing cut-through traffic, especially Alternative 2 - allowing westbound traffic from lower Curling only.
- There were many concerns about a diversion increasing traffic/congestion/problems on other streets that also can't handle the volume.
- Some thought a diversion would route the traffic onto collector roadways where it should be.
- Some didn't like the idea of a diversion because it only benefited a few residents at the expense of the whole neighborhood.
- A diversion will increase safety.
- Streets that are meant for this volume of traffic should handle it: Curling and Bogus Basin for example.
- Concerns about a diversion causing problems in front of Highlands Elementary School, especially adding more traffic.
- Some concerns about emergency access.

Other ideas

- Install timed lights like freeway on-ramps.
- Widen W. Braemere to better accommodate traffic.
- Make the intersection a four-way stop - inexpensive and effective.

W. Braemere (Lower)

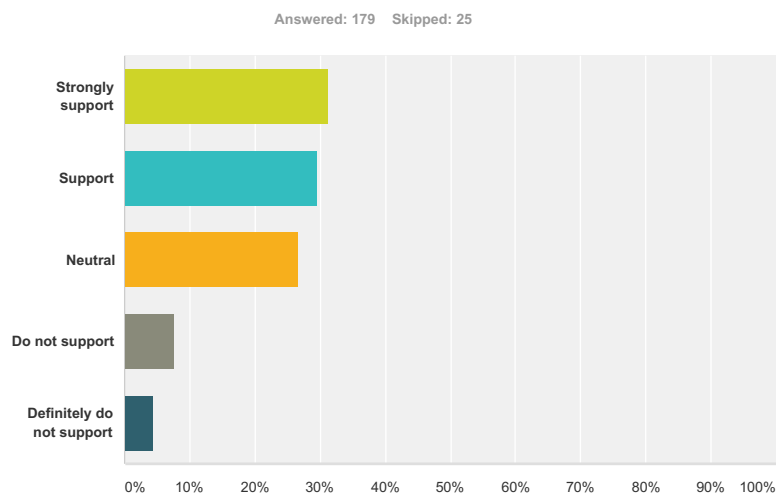
Do you support reconfiguring Braemere at Curling?

Other ideas (con't)

- Construct sidewalk down W. Braemere to Highland View Dr.
- Restrict parking to one side of street with bike path/sidewalk on other.
- Block Braemere at Curling.
- Create a merge with Highland View Drive and 8th Street to ease dead end/
Connect the two streets.
- Limit parking to one side of street.
- Use public education and awareness to slow people down.
- Change direction so that morning traffic can go out Braemere and evening traffic come past school.
- Allowing using of Braemere as a pass thru only during certain times of day (school in/out times or morning/evening commute).
- Add a painted buffer instead.
- Restrict parking instead.
- Try a pilot first.
- Improve drop off at school to encourage drivers to go that way.
- Force new traffic on Highland View to stay on Highland rather than travel on E Braemere.

SUMMARY OF COMMENTS
Bogus Basin

Do you support constructing sidewalk on both sides of Bogus Basin Road north of Curling?



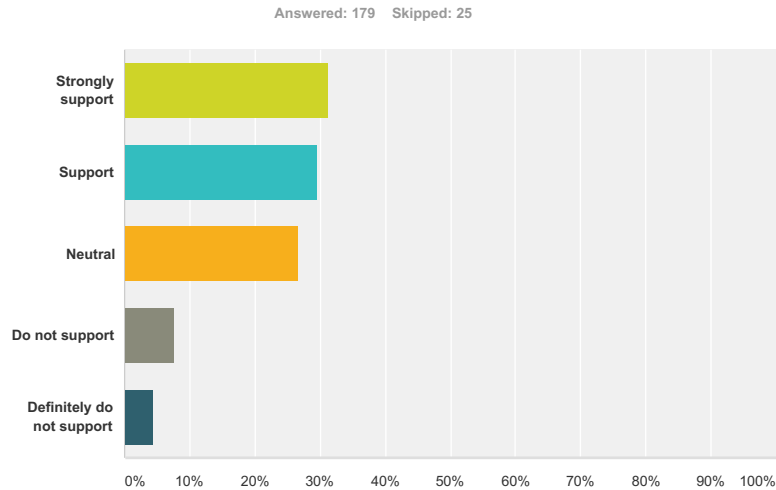
- **109 people - support constructing sidewalk**
- 22 people - do not support constructing sidewalk
- 48 people - remain neutral

Typical comments

- Sidewalks are needed for safety, especially due to speeding.
- Will increase safety.
- Requests for sidewalks on Bogus Basin between the apartments (south of Curling) and Curling.
- Several thought sidewalks were only needed on one side.
- Good idea!
- Sidewalk here is crucial - Hackberry Way has kids who currently cut-through private property.

SUMMARY OF COMMENTS
Bogus Basin

Do you support installing a Rectangular Rapid Flashing Beacon on Bogus Basin Road at Curling?



- **92 people - support installing a beacon**
- 34 people - do not support installing a beacon
- 53 people - remain neutral

Typical comments

- This will be a key safety addition.
- The stop sign works and works well.
- The beacon is needed at school drop off and pick up times.
- Can larger stop signs be installed?
- Will increase driver awareness of school kids.
- May create traffic issues for school at pickup and drop off times.
- Does not address proposed increase in traffic.
- Will help slow down traffic.
- Traffic signal would be more useful.
- Add rumble strips and sign indicating upcoming intersection.
- People will not see it.
- Cars often run the stop sign here.
- The beacon would be visually unappealing.

Respondents were asked to tell us if they had other ideas for the safety plan.

Typical comments

- Don't let vehicles per day exceed the guidelines for the streets.
- Plan must reduce the volume of traffic.
- **Bogus Basin Road**
 - Add a three-way stop at Bogus Basin and Park Hill.
 - Difficult to pull out onto Bogus at certain times of day due to increased traffic and lack of visibility.
 - Finish sidewalks on east side of Bogus above the apartments.
- **Requests for more stop signs and sidewalks**
 - Four-way stop at Bogus and Ranch.
 - Four-way stop at Highland View and Tartan.
 - Extend sidewalk on Bogus Basin from Parkhill to Ranch Road.
 - Install a sidewalk down the full length of Highland View Drive.
- **Highlands Elementary School**
 - Add traffic calming or routing on Curling in front of Highlands Elementary.
 - Improve elementary school drop off.
 - Add longer drop-driveway on school property.

SUMMARY OF COMMENTS

General Comments

Requests for signage/traffic signals/bike lanes, etc. at specific locations

Highland View Drive

- Install stop signs at Tartan and Highland View Drive.
- Consider a four-way stop at Highland View and Park Hill.
- Add stop signs to upper Highland View Drive.
- Add stop sign at Argyll and Heather along Highland View Dr.
- Add chicane/medians to Highland View.
- Add stop sign at Windemere and Highland View.

Bogus Basin

- Consider a traffic signal at Bogus Basin and Ranch - it is difficult to see downhill traffic.
- Add a crosswalk at the Ranch and Bogus Basin intersection.
- Construct sidewalks on Bogus Basin between the apartments (south of Curling) and Curling.
- Add a RRFB on Bogus Basin at Cartwright.

Other areas

- The Braemere and Curling area needs no parking signs especially when there are large events at Highlands Elementary School or the country club.
- Add a crosswalk on Curling at Cashmere.
- Add buffered bike lanes on "upper" 15th Street, Hill/Parkhill and add crosswalks and reduce speed limit.
- Add bike lanes and sidewalks Parkhill - 15th Street, Highland View - Braemere - Curling.
- Require another outlet/inlet from new Highland View Ext. onto 8th Street/ Sunset Peak Rd.
- Stops signs are needed on Wagon Wheel/Crane Creek and Ranch.

Enforcement needs

- Nobody stops at the Braemere and Highland View stop sign.
- Excessive speeding occurs between Hearthstone and Crane Creek Country Club.
- Address vehicle speed on Bogus Basin Road.
- Cars traveling east and west drive through the stop sign at Highland View and W. Braemere.
- People do not stop for the Highland/Braemere stop sign.
- Cars often run stop sign on Bogus Basin at Curling.

Highlands Elementary School ideas

- Need additional parking/drop off in the grass area of Highlands Elementary.
- Move school drop off to school side.
- Purchase property from bomb shelter and create a long pull out to unload the kids, who could cross the street in an underground tunnel.
- Need a new drop off zone in front of school.
- Neighbors should avoid school area during pickup and drop off times.

Other areas that need or will need attention

- Address output of traffic on Highlands View onto 15th.
- Address increased traffic on Ranch Road.
- Selkirk Drive should be under consideration with this plan - it has a blind curve, and will be the most direct route for most in the new subdivision.

SUMMARY OF COMMENTS

General Comments

General comments (con't)

- Remove the speed humps on lower Braemere.
- It is difficult to pull out of Ranch onto Bogus.
- Overgrown landscaping can be a visual hindrance in the neighborhood.

Misc. ideas

- Use pace car drivers to enforce speed limit.
- Consider adding/improving/connecting roads rather than reducing them.
- Do not extend Chardie past new homes.
- Do not connect east-west ends of Highland View Drive.
- Install gate for emergency vehicles similar to where Warm Springs meets Harris Ranch - will keep traffic local.
- Sidewalks are needed to make this area pedestrian friendly.
- Put all these changes in place AFTER development is done so situation can be assessed.
- Keep monitoring the situation until speed and volume issues are resolved.

SUMMARY OF COMMENTS

Other

The Highlands Neighborhood presented a concept for a Highlands Elementary School drop-off zone and traffic circle.

Several people supported this idea, while others urged us to explore it carefully. There were some concerns about this taking up playground area.

AGENDA Item 4A
Final (with Changes - as sent to HNA Executive Committee)

January __, 2018

Ada County Highway District
3775 N Adams St.
Boise, Idaho 83714

Subject: Highland Neighborhood Association Traffic Committee

Dear Commissioners and Staff:

The Highlands Neighborhood Association (HNA) Executive Board seeks to notify ACHD of our intent to operate in accordance with our Bylaws, Article 6.A and Article 7, which state:

- Only the Executive Committee is authorized to carry out the priorities and business of the Association.
- The Executive Committee may form other Committees that report to the Executive Committee.

~~It is our understanding that the HNA has not consistently conducted its business with ACHD in accordance with these Bylaws and we seek to correct this oversight.~~

Pertinent to business with ACHD Commissioners and Staff, the HNA Executive Committee has authorized the formation of a Traffic Committee, chaired by Tom Seacord (tfseacord@yahoo.com, M: 208.860.6437).

Mr. Seacord was authorized by the HNA's Traffic Committee Charter to appoint committee members and the committee shall consist of the following individuals:

- (1) Dean Nygard (Area 1: Hackberry/El Pelar/Bogus Basin Rd)
- (2) Dave Rucklos (Area 2: Areas draining to E.Braemere)
- (3) Jolie Strohmeier (Area 3: Upper Highland View Drive and Curling Drive)
- (4) Chris Wuthrich (Area 4: W.Braemere, Ranch Rd and Areas draining to L. Highland View Drive)
- (5) Tom Seacord (Committee Chair)

We ask that going forward, ACHD Commissioners and staff work with our Traffic Committee members ~~on business representing the position of the HNA only~~, their replacement or their written proxy, whom shall be provided ~~in~~ by the Traffic Committee Chair. We ask that ACHD note also that final positions of the HNA will come the Executive Committee, based upon the Traffic Committee's recommendations. Conducting business in the manner is necessary so that the positions represented by the HNA are made in accordance with our Bylaws.

Sincerely,

HIGHLAND NEIGHBORHOOD ASSOCIATION

[Name]

[Title], Executive Committee

Cc: ACHD Commissioners
Bruce Wong, ACHD Director
Joshua ~~Sakk~~Saak, ACHD
Tom Seacord, HNA Traffic Committee Chair

Attachments:

- (1) HNA Bylaws
- (2) Traffic Committee Charter
- (3) HNA Traffic Committee Representative Areas

**ARTICLES OF ASSOCIATION
AND BYLAWS OF
HIGHLANDS NEIGHBORHOOD ASSOCIATION**

ARTICLE 1 NAME

The name of this association shall be Highlands Neighborhood Association (hereinafter referred to as the "Association").

ARTICLE 2 PURPOSES

The purposes of the Association shall be to facilitate the dissemination of information to its members, and to consider and deal with problems and issues of the membership of the Association. The Association shall act through its Executive Committee or those to whom the Executive Committee has delegated authority to act.

ARTICLE 3 MEMBERSHIP

Anyone living within the Highlands Neighborhood, as it is defined by the map which is attached hereto and incorporated herein, is entitled to participate as a member in the Association. Each member shall be entitled to one vote regarding the affairs of the Association. Proxy voting shall not be allowed.

ARTICLE 4 DUES AND ASSESSMENTS

No dues shall be required for membership in the Association and the Association shall not have the power to levy assessments; however, the Association may raise money through other means, such as fund raisers and may accept donations.

ARTICLE 5 MEETINGS

A. There shall be an annual meeting of the Association on a date set by the Executive Committee or the members of the Association. The annual meeting shall be used for electing members of the Executive Committee, receiving reports and transacting other business of the

Association. There may be such other meetings of the Association as is determined appropriate by the members of the Association or the Executive Committee. Reasonable notice of the annual meeting shall be provided to members of the Association.

B. The Executive Committee and any other committee of the Association shall hold such meetings as are determined appropriate. If possible, the Executive Committee members shall be present at the annual meeting.

C. All meetings of the Association and any committee of the Association shall be open to all members of the Association.

D. Ten members of the Association, when present at any meeting of the entire membership, shall constitute a quorum. If a quorum is not present, those present may take informal action, but any such action must be ratified at a subsequent meeting at which a quorum is present. The Executive Committee can function without a quorum being present.

ARTICLE 6 THE EXECUTIVE COMMITTEE

A. The Executive Committee is authorized to set priorities for the Association. The Executive Committee has all those powers and authorities necessary to carry out the priorities and business of the Association , including raising and spending money.

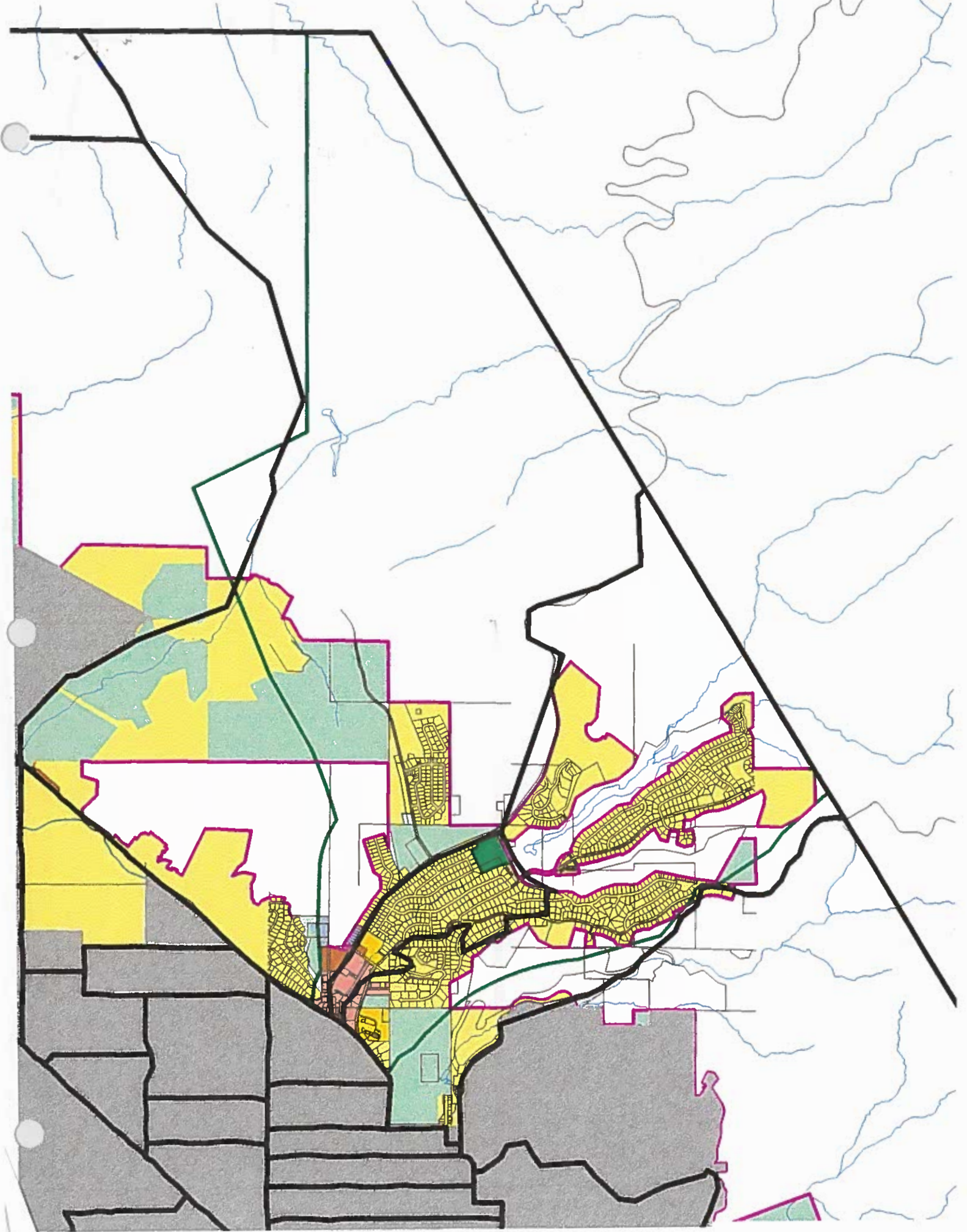
B. There shall be not less than three members of the Executive Committee. The number of Executive Committee members may be increased by the members of the Association. The Executive Committee shall at a minimum consist of the President, Vice-President, and Secretary-Treasurer. The members of the Executive Committee shall be elected by the majority of the members of the Association present at the annual meeting of the Association. Each member shall hold office until the next annual meeting of the Association or until his or her successor is elected.

C. The Executive Committee shall act by the majority vote of those members of the Executive Committee present at a meeting. The Executive Committee can act without the majority of the Executive members being present.

D. Any vacancy occurring in the Executive Committee may be filled by the vote of a majority of the remaining members of the committee. A member elected to fill a vacancy shall be elected for the unexpired term of his or her predecessor in office.

ARTICLE 7 OTHER COMMITTEES





Committees, other than the Executive Committee, may be established by the Executive Committee as is determined necessary. Such other committees shall report to the Executive





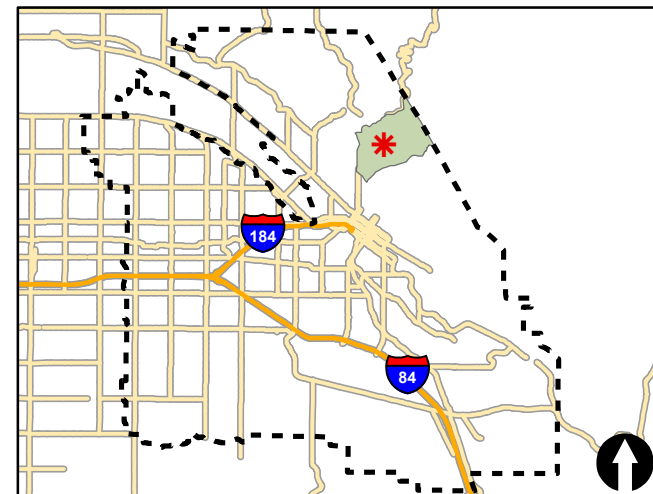
City of Boise Registered Neighborhood Associations Highlands

Legend

-  Schools
-  Parks
-  Highlands Neighborhood Association
-  Boise Area of Impact Outline



Created by the Comprehensive Planning Division
 City of Boise PDS
 January 13, 2014
 N:\Workspaces\PDS\LongRange\Projects\Neighborhood_Plans\Neighborhood Plan Map Template



Highlands Neighborhood Association (HNA)

Traffic Safety Committee

November 14, 2017

Background and Charter

The HNA Traffic Safety Committee is a standing committee established by the HNA Executive Committee in 2017 to look out for the safety of all residents related to traffic issues: motor vehicles, pedestrians, bikers, etc. The geographic scope of this committee is the City of Boise's definition of the Highlands which encompasses the Nextdoor neighborhoods of: Highlands, El Pelar, and Highlands Hackberry on Torridon.

This committee will act as a clearing house for all resident traffic concerns. Collecting inputs and comments, identifying and prioritizing issues to work on, gathering comments and data, and establishing workplans to address issues as needed. They are chartered with preparing, for review by the Executive Team, any Highlands wide input and comments to area traffic plans – such as with ACHD and the City of Boise. They should also be continually aware of Highlands-centric traffic topics in these organizations, establish linkages with them, understand and fit into their planning calendars, etc. This committee should prepare regular communications to Highlands residents on Traffic Safety related topics, including but not limited to, a presentation at the HNA Annual Meeting. This committee will exist until a future Executive Committee disbands it.

This committee is expected to hold regular meetings sufficient to deliver upon their charter, though no less than twice per year. All meetings will be open to all Highlands residents per our neighborhood Bylaws. However, participation at the meetings and any votes will be limited to committee members. Meeting dates, times, and locations will be published beforehand by the Chairperson or other identified committee member.

Membership

The committee is open to any Highlands Resident. The Committee Chairperson is responsible for selecting committee members. The committee should have at least 5 members and ideally from geographically diverse parts of the neighborhood. The Committee Chair and the Executive Team will work to recruit committee members as needed and communicate to all residents the opportunity to sit on the committee. Executive Team members may sit on the Committee though they may not be Chairperson. Members are expected to attend at least half of all committee meetings annually; in person or virtually. Members may sit on the committee for a maximum of three years. They may resign their seat at any time by informing the committee chair of their decision. The chairperson may also remove someone from the committee though this should only be used in exceptional circumstances and typically related to a lack of attendance or participation. In such situations the

member may request a face-to-face review with the Executive Committee if they disagree with the Chairperson's decision.

Chairperson

The chairperson will be appointed by the HNA Executive Committee. The chairperson must be a Highlands resident. Committee chair terms are 1 year or until the next annual meeting – whichever is soonest. Committee chair position may be renewed by the Executive Committee and these will be done immediately prior to the annual meeting and will be announced during the meeting. If the current chairperson's term is not being renewed then the Executive Committee will launch a search for a new chair with the goal of announcing that at the Annual Meeting.




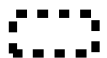
The chairperson's role includes, but is not limited to the following activities. They are also free to, where applicable, assign these tasks to committee members:

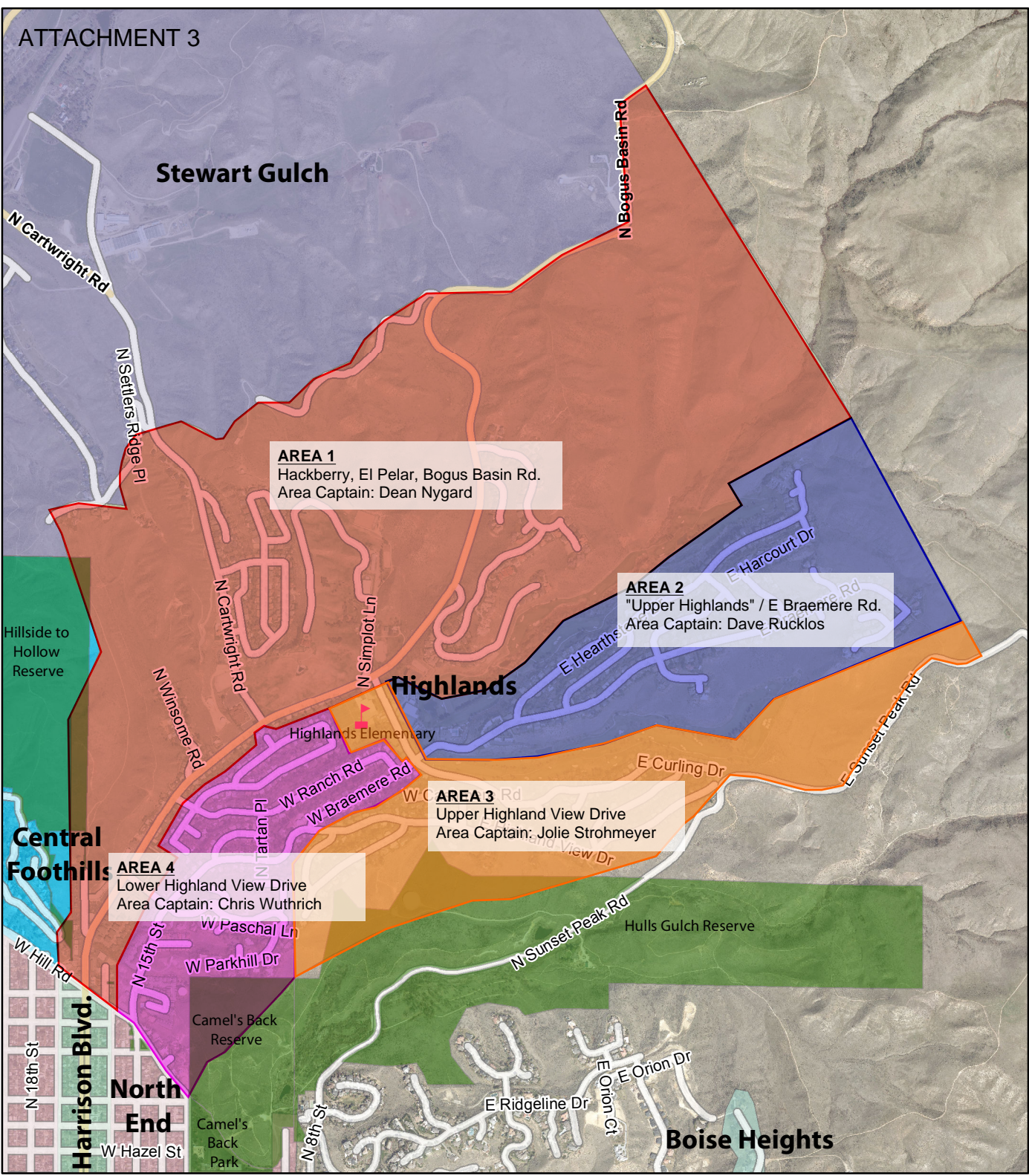
- Recruiting and selecting committee members – the expectation from the Executive Team is that there will be at least 5 members and with wide geographic coverage within the Highlands. Efforts will be made to ensure all residents know they have an opportunity to participate.
- Calling and preparing for meetings – which are expected to be no less than twice per year and all meeting must be open to neighborhood residents to observe
- Establishing their committee rules of order – including voting on topics
- Preparing regular communications to the neighborhood including a presentation at the Annual Meeting.
- Establishing linkages to local organizations involved in neighborhood traffic issues – which would include attending their meetings as appropriate, understanding how to involve the Highlands in their planning and decisions, ensuring our participation, etc.



City of Boise Registered Neighborhood Associations Highlands

Legend

-  Schools
-  Parks
-  Highlands Neighborhood Association
-  Boise Area of Impact Outline



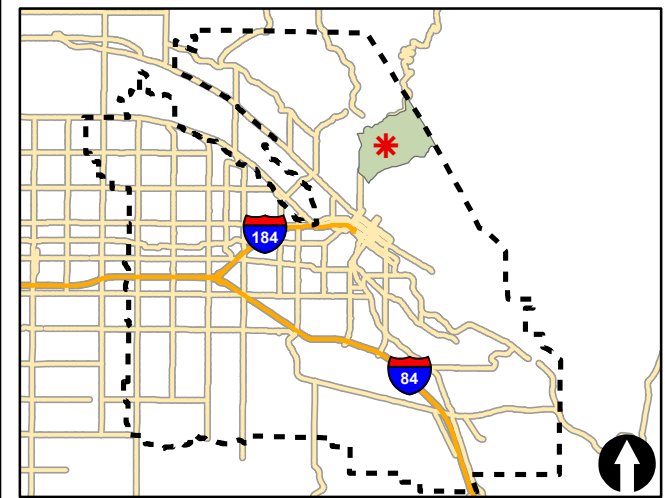
AREA 1
Hackberry, El Pelar, Bogus Basin Rd.
Area Captain: Dean Nygard

AREA 2
"Upper Highlands" / E Braemere Rd.
Area Captain: Dave Rucklos

AREA 3
Upper Highland View Drive
Area Captain: Jolie Strohmeier

AREA 4
Lower Highland View Drive
Area Captain: Chris Wuthrich

Created by the Comprehensive Planning Division
City of Boise PDS
January 13, 2014
N:\Workspaces\PDS\LongRange\Projects\Neighborhood_Plans\Neighborhood Plan Map Template



AGENDA Item 4B
Final (with Changes - as sent to HNA Executive Committee)

January __, 2018

Ada County Highway District
3775 N Adams St.
Boise, Idaho 83714

Subject: Extruded Curb on Highland View Drive

Dear Commissioners:

The Highlands Neighborhood Association (HNA) recently formed a Traffic Committee to make recommendations resolving various traffic issues in our neighborhood. The HNA requests further discussion with ACHD regarding plans to build an extruded curb on the downhill side of Highland View Drive. Please delay plans to construct the curb pending an updated review of other options and further discussion between the HNA and ACHD.

The HNA would like to work with ACHD to explore all options to address safety and access issues (~~including wheelchair access by neighborhood residents and the public~~) on Highland View Drive. We believe it is in the best interests of the neighborhood residents and the public to fully consider and communicate about the alternatives to address the safety and traffic issues in the neighborhood.

In summary, the HNA is requesting:

1. ACHD designate the appropriate level official to consult with the HNA's Traffic Committee regarding Highlands Neighborhood traffic issues. The HNA Traffic Committee Chairman, Tom Seacord (tfseacord@yahoo.com, M: 208.860.6437) is available to facilitate an interface between ACHD and the HNA's Traffic Committee to develop a process to gain input from residents and explore alternatives and options that meet's ACHD's Policy requirements.
2. That ACHD delay the implementation of the permanent extruded curb until a more complete study is completed. The current placement of the candles has uncovered issues related to access and safety and the HNA seeks robust solutions working together with ACHD.

HIGHLANDS NEIGHBORHOOD ASSOCIATION

[Name]

[Title], Executive Committee

Cc: Bruce Wong, ACHD Director
Joshua ~~Sakk~~Saak, ACHD
Tom Seacord, HNA Traffic Committee Chair

AGENDA Item 4D
Final (with Changes - as sent to HNA Executive Committee)

January __, 2018

Ada County Highway District
3775 N Adams St.
Boise, Idaho 83714

Subject: E.Bramere/Highland View Drive Diverter

Dear Commissioners:

The Highlands Neighborhood Association (HNA) wishes to inform you and your staff about an apparent public safety issue resulting from the placement of the temporary (i.e., candles) diverter at the intersection of E. Braemere and Highland View Drive. The candle placement and dimension of the resulting intersection appear to restrict construction traffic from being able to use the intersection properly. As a result, construction traffic is forced to drive the wrong way down E. Braemere to avoid damaging the diverter, curbs, landscaping or adjacent property. Please find attached a photo that highlights the current condition, with a construction vehicle driving the wrong way down E. Braemere.

The HNA understands and supports the rationale of the E.Braemere/Highland View Drive diverter placement but requests that, as soon as possible, ACHD adjust the design of this intersection-traffic diverter to allow construction traffic to use the intersection properly. The current condition is an accident waiting to happen.

HIGHLANDS NEIGHBORHOOD ASSOCIATION

[Name]

[Title], Executive Committee

Cc: Bruce Wong, ACHD Director
Joshua ~~Sakk~~Saak, ACHD
Tom Seacord, HNA Traffic Committee Chair

Enc. (1) Photo of safety hazard at E.Braemere/Highland View Drive diverter

ATTACHMENT

Safety Hazard at E.Braemere/Highland View Drive Diverter



Photo 1: E. Braemere Diverter looking South – Construction traffic going the wrong way & car changing paths to avoid wrong way traffic (Date: Oct 27, 2017).

AGENDA Item 4C

MOTION TABLED - NOT FORWARDED TO HNA EXECUTIVE COMMITTEE

January __, 2018

Highlands Elementary
Attn: Mrs. Kristen Duskey, Principal
3434 N. Bogus Basin Road
Boise, ID 83702

Subject: Highlands Elementary Remodel/Reconstruction Project – Traffic Safety

Mrs Duskey,

The Highlands Neighborhood Association's (HNA) Traffic Committee had a chance to meet and listen to Don Hutchinson at the HNA's Traffic Committee Meeting on December 18. Mr. Hutchinson updated the HNA's Committee on various traffic concepts that had been discussed with ACHD along with the possible (general) timeline for public comment. One traffic issue that was discussed was that ACHD had apparently indicated that they did not intend to provide any further mitigation for the traffic problems resulting from the W. Braemere diverter project that was installed last year. This is troubling for 3 reasons as it pertains to the safety of children (and pedestrians) in our neighborhood traveling to Highlands Elementary:

1. **The peak hour traffic count data for the intersection of Curling and Bogus Basin Road now exceeds the threshold that would require a traffic signal by ACHD and federal standards (see Attachment 1).** The safety of children walking to school from Hackberry and El Pelar neighborhoods are most affected. The overall ability to move traffic by the school is also affected and will be unchanged as a result of the planned school remodel/rebuild project because this is traffic volume problem. This volume issue will only worsen over time as the Highlands Cove development is built out.
2. **The peak hour traffic count data for the residential portion of Curling Drive east of Braemere now exceeds the cut-through threshold requiring mitigation by ACHD Policy Manual Section 5104.2.4 (see Attachment 2).** Children walking to school do have a walking area protected by candles, however, children riding bikes are not likely to use this area since it cannot be cleaned by street sweepers and hazardous debris accumulates in this area.
3. **The peak hour cut-through traffic on the residential portion of Curling Drive east of Braemere that cuts through on Cashmere and Whidden has been diverted to a "substandard intersection" by ACHD's Policy Manual (Section 7211).** This intersection is substandard due to the angle that Cashmere approaches Curling, causing potential line-of-site issues and safety hazards for children walking or biking on the candle protected side of the road.

ACHD's Policy Manual (Section 5104.6) permits the School District or the School Principal to request a study of these safety deficiencies and identify remedies for the problems caused (see Attachment 3). The HNA believes that it's important for the school to identify this safety issue in their discussion with ACHD. There are many solutions to this problem, but the solution should be selected in a manner consistent with adopted neighborhood policy, which in this case would be the 2005 Highlands Neighborhood Plan:

1. Mitigate all the peak hour traffic problems caused by the diverter installation: (1) install a traffic/pedestrian crossing signal at Bogus/Curling; (2) install a sidewalk on Curling east of Braemere; (3) install a cross walk at the intersection of Cashmere/Curling or (better) change the substandard angle at which Cashmere approaches Curling.

2. Consistent with the HNA's Neighborhood Plan, a document that was approved by the City and the Neighborhood residents, the diverter could be removed and W. Braemere could be changed to a one-way street (going out of the neighborhood) with no street parking allowed during school hours. The other traffic lane could be converted to a generously sized bike and pedestrian lane, which would further improve the pedestrian access to the school. This solution addresses all of the criteria set forth in the HNA's Neighborhood Plan (**see Attachment 4**) and mitigates the impacts of *peak hour* cut-through traffic on W. Braemere, which was the reason that the diverter was installed (Ref. Jan 13, 2016 ACHD W. Braemere cut-through study data). Incidentally, the present W. Braemere diverter does not conform to the HNA Plan (i.e., emergency egress, connectivity, reduces pedestrian safety on Curling Dr). Addressing the pedestrian/traffic safety issues caused by the diverter with the school remodel project provides an opportunity to address HNA Plan consistency.

The HNA and the HNA Traffic Committee seeks safe bike and pedestrian routes for our kids to get to school. We believe it's important that you understand the traffic and pedestrian safety issues that exist within the context of the ACHD and federal traffic policy guidelines and the traffic data attached. These problems will only worsen as Highlands Cove is built out. As Principal of Highlands Elementary, now aware of these issues within the context of these policies, you have the power to compel ACHD to do something about these safety issues – which are caused by traffic volume and won't be solved by improved drop-off areas that may be planned as part of the school remodel/rebuild project. Therefore we request that you exercise the provisions of ACHD's Policy Manual Section 5104.6 and request ACHD study these issues, consider the attached data, and develop solutions for the safety issues identified, including those that we've proposed.

Thank you,
HIGHLANDS NEIGHBORHOOD ASSOCIATION

[Name]
[Title], Executive Committee

Cc: Lanette Daw, Boise School District, Supervisor of Transportation and Traffic Safety
Donna Blancaflor, PTO President
Tom Seacord, HNA Traffic Committee Chair

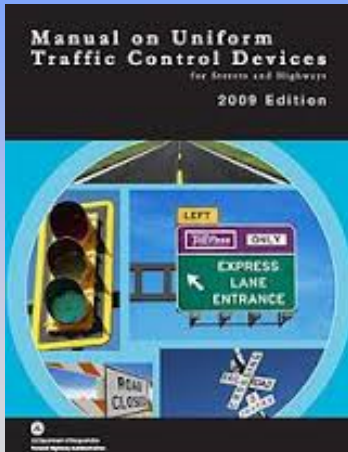
Attachments:

1. Curling/Bogus Intersection – MUTCD 4C.04.A: Warrant 3 Signal Analysis
2. Curling E-O Braemere – ACHD Policy Manual Section 5104.2.4 Cut-Through Threshold Data
3. ACHD Policy Manual - Ref 5104.6 School Safety
4. 2005 Highlands Neighborhood Plan, Section 2.2 Transportation

ATTACHMENT 1

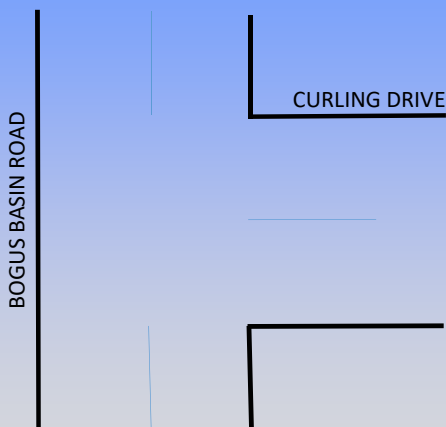
US Dept. of Transportation

Manual for Uniform Traffic Control Devices, Part 4, Section 4C



- USDOT = Industry standard of care
- 4C.01 says....
 - Do a traffic study
 - Evaluate factors related to the existing operation and safety...and the potential to improve these conditions using a traffic signal
- Multiple ways (“warrants”) to determine if an intersection qualifies for a traffic signal

4C.04.A – (Warrant 3) All Three of the Following Conditions Must be Met for the Same 1-Hour Period to “Warrant” a Traffic Signal



Traffic Backup On Curling @ Bogus Basin Rd
Feb 28, 2017
Post snow melt

US Dept of Transportation
Manual for Uniform Traffic Control Devices, Part 4, Section 4C.04, Warrant 3

TEST 1: Traffic Backup on Curling \geq 4 Cars

4C.04.A.1

BOGUS BASIN ROAD

CURLING DRIVE

**TEST 1
CONDITION SATISFIED**



Traffic Backup On Curling @ Bogus Basin Rd
Feb 28, 2017
Post snow melt

US Dept of Transportation
Manual for Uniform Traffic Control Devices, Part 4, Section 4C.04, Warrant 3

TEST 1: Traffic Backup on Curling \geq 4 Cars

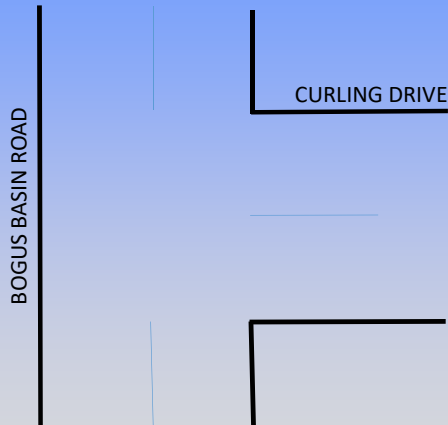
4C.04.A.1



**TEST 1
CONDITION SATISFIED**

Jan 31 – Feb 2 2017 *post ACHD snow removal on 1/27/2016; Average temp 30s & 40s*

TEST 2: Volume from Curling > 100 Vehicles per Hr



TEST 2
CONDITION SATISFIED

4C.04.A.2

2/7/2017 PM (15:00-15:45) = 159/hr

2/7/2017 PM (16:00-16:45) = 143/hr

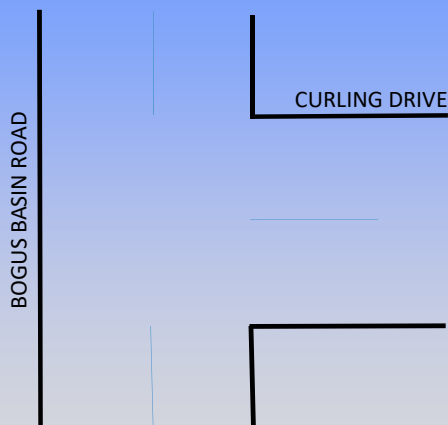
2/8/2017 AM (7:00-7:45) = 151/hr

2/8/2017 AM (8:00-8:45) = 230/hr

US Dept of Transportation

Manual for Uniform Traffic Control Devices, Part 4, Section 4C.04, Warrant 3

TEST 3: Total Volume Entering from All Approaches > 650 per Hr



TEST 3
CONDITION SATISFIED

4C.04.A.3

2/7/2017 PM (15:00-15:45) = 669/hr

2/8/2017 AM (8:15-9:00) = 668/hr

US Dept of Transportation

Manual for Uniform Traffic Control Devices, Part 4, Section 4C.04, Warrant 3

Conclusion

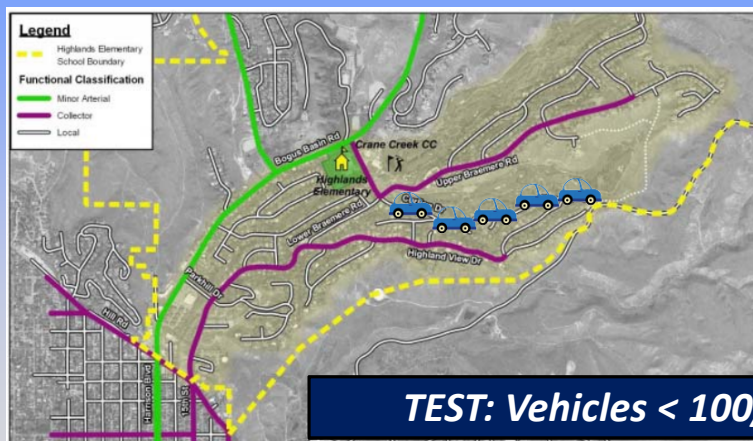
***Based upon USDOT's Industry Standard,
Diverter Placement Results
in the Need for a Traffic Signal
@ Bogus Basin Road & Curling Drive***

The Peer Review Report is flawed having not included this fundamental problem created by the diverter

ATTACHMENT 2

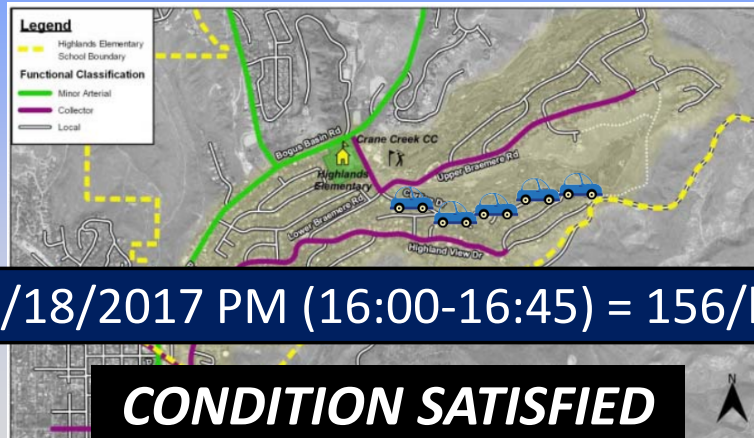
Post-Diverter Traffic on Curling East of Braemere Now Exceeds ACHD Policy Threshold for Mitigation

Curling Drive East of Braemere Has a Residential Classification



ACHD Policy Manual § 5104.2.4
Thresholds for Local & Residential Roads

Post-Diverter Traffic on Curling East of Braemere Now Exceeds ACHD Policy Threshold for Mitigation



ACHD Policy Manual § 5104.2.4
Thresholds for Local & Residential Roads

Conclusion

***Based upon ACHD Policy Manual,
Diverter Placement Results in
the Need for Mitigation on
Curling Drive East of Braemere***

The 6 Mile Peer Review Report is flawed as it does not include this analysis.

ATTACHMENT 3

and parallel curb parking; 3) a hold harmless agreement is prepared and executed by the proponent of the parking, and indicate that the diagonal parking may be required to be removed at the discretion of the Ada County Highway District.

Design Guidelines (45° Parking)

Street Type	Typical Lane Width	Buffer*	Stall Dimension	Minimum Dimension Centerline or Lane Line to Curb Face
Arterial	12'	15-20'	15'	42-47'
Collector	11'	10-15'	15'	36-41'
Local	10'	5-10'	15'	30-35'

* Distance based on speed, volume, and other general characteristics of street. Add additional 5-feet to dimensions shown if bike lane is needed.

5104.5 Social Problems (cruising, graffiti, etc.)

The District will work cooperatively with other agencies to reduce or resolve social problems when these relate to the road right-of-way of transportation function. This is a lower priority than traffic safety concerns and requires Commission approval where a large commitment of resources is required.

5104.6 School Safety

The District will investigate school safety concerns based upon requests from the school district or principal. The Federal MUTCD, the Idaho TM and the District's School Pedestrian Safety Study will serve as guidelines for placement of traffic control devices.

5105 TRANSPORTATION PLANNING

The District will work cooperatively with APA in long range planning and will take the lead role in area traffic studies. District staff is responsible for keeping the Commission informed on the progress of studies and submitting the results for Commission adoption.

5106 PERMITS AND FEES

Any citizen use of public right-of-way for special purposes shall get a Citizen Use Permit. These special purposes include parades, theatrical plays, block parties, street dances, fun runs, etc. Each request shall include proof of liability insurance for \$100,000 per person or \$300,000 per occurrence if the request includes the use of the traveled way or sidewalks. Each request must also include a map detailing the location or route of the event. Block parties are exempt from the insurance requirement. Barricades may be loaned to permit holders, if available. Permit holders will be required to sign a commitment to return the barricades or reimburse the District for the cost if they are not returned.

2.2 Transportation

Background: The Highlands neighborhood is challenged due to its topography, which limits possibilities for access. Limited access can cause traffic congestion in the neighborhood. Most of the Highlands neighborhood is zoned as single-family residential. The high concentration of families with children in the area makes traffic a safety concern for the Highlands residents. Bogus Basin Road is a unique situation within the neighborhood that should continue to be monitored for a long-term solution as the neighborhood grows. In order to enhance the appearance and accessibility of the Highlands, the neighborhood’s plan must take into account many modes of transportation, including vehicles, buses, bicycles, and pedestrians. Because of an increase in commercial development, pedestrian traffic in the Highlands has been rising. Making it easier for people to travel without cars will foster a friendlier, safer atmosphere, help to protect the environment, and create a stronger link between the Highlands and the surrounding area.

GOAL 2	OBJECTIVE	POLICIES
<p>Keep traffic volumes as low as possible during neighborhood growth to ensure pedestrian safety and to discourage traffic congestion and speeding.</p>	<p>Objective 1 Maintain, enhance and encourage traffic calming in a way that minimizes adverse effects on the Highlands Neighborhood streets.</p>	<ul style="list-style-type: none"> 1) Existing residential areas should be protected from through-traffic. <hr/> 2) Residential streets in the Highlands should not be upgraded to collector or arterial status. <hr/> 3) Emergency access should be provided for all new and existing development and should meet access requirements of the local fire district. <hr/> 4) Secondary access must be provided for all new development. <hr/> 5) Encourage Bogus Basin Mountain Resort recreation area to maintain their commitment to reduce skier traffic effects on the Highlands Neighborhood.
	<p>Objective 2 Increase pedestrian safety in the Highlands Neighborhood.</p>	<ul style="list-style-type: none"> 1) Seek opportunities to improve pedestrian crossings on Bogus Basin Road, Curling Drive, 15th Street, Highland View, and at other locations as needed. <hr/> 2) Encourage increased safety for pedestrian traffic with the installation of pedestrian crosswalks and traffic lights. <hr/> 3) Seek opportunities to widen sidewalks at the Bogus Basin commercial core to allow more area for pedestrians, and landscaping improvements. <hr/> 4) New developments should provide connectivity to streets, sidewalks, bicycle paths, and bus stops.

**Transportation goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 3 Make the Highlands a more dynamic place by improving access for all modes of travel.</p>	<ol style="list-style-type: none"> 1) Support improvements to the Boise City transit system (Valley Ride) that will allow safe and convenient bus stops in the Highlands. 2) Encourage Bogus Basin Road businesses and other property owners in the commercial core to share off-street parking 3) Maintain and encourage the enhancement of bike paths connecting the Highlands to adjacent neighborhoods. 4) Reduce reliance on single-occupant cars by encouraging ridesharing, transit use, walking, and bicycling. 5) Encourage a park-n-ride station to be located near the Bogus Basin Road and Hill Road intersection. 6) Encourage a shuttle for Bogus Basin Mountain Resort area from the Highlands commercial district.

