

June 29, 2022



To: (via email)

Mary May, ACHD Commission President, mmay@achdidaho.org
Alexis Pickering, ACHD Commission Vice President, apickering@achdidaho.org
Jim Hansen, ACHD Commission 2nd Vice President, jhansen@achdidaho.org
Kent Goldthorpe, ACHD Commissioner, kgoldthorpe@achdidaho.org
Dave McKinney, ACHD Commissioner, dmckinney@achdidaho.org

Re: Atwell Place Development Application and Warm Springs Ave Classification and Access
ACHD File Number: BPP 22-0014 / City of Boise PUD Application PUD22-00028
6760 & 6776 E Warm Springs Ave

Commissioners,

The Barber Valley Neighborhood Association (BVNA) has concerns about ACHD staff's position on the above referenced development application as well as the planning strategy and road classification for Warm Springs Ave (WSA). Based on the following, we urge the Commissioners to: 1) schedule a review of staff's position on the project and, 2) formalize changes to WSA via the Master Street Map (MSM) to re-classify WSA to Collector status.

BVNA has been in discussions with the developer/applicant of Atwell Place, a proposed 40-unit town-home project since December 2021. We have urged them to dive into the WSA access and street typology topic since then. We understand that the applicant requested direct public street access to their development from WSA, in addition to access via S. Brian Ave through the existing East Valley Neighborhood. We also understand the applicant was told by ACHD staff that such direct WSA access would not be approved as it would violate ACHD policy on public street intersection spacing for Arterials. As a result, the applicant dropped the public street access to WSA from their proposed site plan and a development application was made without it.

As you are aware, BVNA has been expressing its position regarding WSA to city staff and elected city officials as well as ACHD staff and Commissioners for years. In October 2020, the ACHD Commission agreed with BVNA on reducing the ultimate configuration for the WSA bypass to the west from five lanes to three. This was a significant step in the right direction that will benefit our neighborhood through traffic calming, shorter crossing distances, simpler navigation, safer mobility, and better livability without a 5-lane road bisecting our valley and causing degradation of connectivity to and from major neighborhood destinations such as the Greenbelt, the future school, and town center. As a reminder, this was accomplished prior to first amending the City's specific or comprehensive plan as your staff has repeatedly insisted was a requirement before an MSM change could even be considered.

The 2022 ACHD Barber Valley Neighborhood Transportation Plan is in progress and many neighbors expressed concerns about vehicle speeds on WSA through that effort, including in the area near the proposed Atwell subdivision. BVNA's position on WSA, in addition to other transportation needs, was addressed in our March 29, 2022 letter to ACHD staff with copy to you, attached again for reference. Given the historical purpose of WSA and lack of development in the area, the Arterial designation was appropriate. However, as the valley develops from former agricultural and industrial uses to primarily residential, our neighborhood **now** suffers from ineffective and unsafe pedestrian and cyclist

Atwell Place Access and Warm Springs Ave Classification
www.BVNABoise.org
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connectivity across WSA. WSA no longer serves cross-town or inter-community travel and the volume of vehicles using it as such is low (estimated at <3900 vehicles per day per 2019 ACHD traffic counts). Instead of through traffic, WSA now serves hundreds of homes, schools and small businesses located immediately adjacent to the corridor. Thus, the Arterial designation is no longer appropriate for this two-lane stretch. WSA is naively still being thought of as a rural highway with limited access, super-elevated curves inducing higher vehicle speeds, metal guardrail, broad shoulders and wide roadside clear zones, and these features are no longer relevant. As such, WSA (Eckert to SH-21) should be modified to a Collector classification that will enable future design changes which will serve to calm traffic, improve access and enhance safety and livability as requested by the City of Boise in their attached letter dated March 17, 2022, to ACHD.

Additionally, we find ourselves in the middle of the City of Boise vs ACHD conundrum on street classification (in addition to other unrelated cases where staff are not working collaboratively). It is our understanding (although ACHD staff have given us several contrary processes and decision makers) that the *cities* in Ada County should be driving the street designation. To that end, the City of Boise has *already* formally requested ACHD consider re-designation of WSA (Eckert to SH-21) from Arterial to Collector as a part of this year's MSM process to better align with the actual functionality of the corridor - collecting vehicle traffic from adjacent Local residential streets. While we understand that the City of Boise Comprehensive Plan will need to be updated to also reflect this change, the city has already made their position clear and BVNA is aligned. Like the aforementioned bypass action the Commission took *before* amending Specific Plan 01(Harris Ranch Specific Plan), we feel it is appropriate and urgent for you to take action to support the re-designation south/east of Eckert and direct staff to formalize this with the City of Boise immediately and to start evaluating planned development projects as if WSA will be a Collector.

The determination on WSA classification impacts Atwell Place, which is currently in development review with the City of Boise for annexation, PUD, Subdivision, and various other entitlement applications. Your staff is currently writing their report and we have been told by Mindy Wallace, and have been provided a draft report noting that direct public street access to WSA will not be allowed as it does not meet ACHD Policy. The criteria and staff position are based on the current Arterial designation. However, as noted above, we suggest that given the City's and BVNA's request to re-designate WSA to Collector, that the Collector design criteria should be utilized. Doing so allows for the addition of a public street intersection which meets ACHD Policy criteria, would align with one directly across WSA, and would be located over 300' to E. Greybull Drive to the North/East. It would also eliminate the 270 daily vehicle trips generated by the proposed higher-density Atwell project driving through the lower-density East Valley HOA to access WSA at East Skybar (best practice is to have lower-density vehicle volume travel through higher-density development, not vice versa). Having multiple ingress and egress points will have negligible impact on WSA operations and is a benefit for all. We believe that given the volume that would use this public street access, it should be allowed regardless of the WSA classification.

We are also aware that ACHD has recently acted contrary to its policies on traffic calming on Arterials. BVNA believes the Land Use Agency should be the leading jurisdiction, with appropriate collaboration with ACHD, on the public right of way. The recent KMST Court Case noted that a Highway Department can obviously guide development, but that many of the complexities of development should be worked out between staffs. In our experience, neither the City nor the ACHD staff have

taken the time to seriously collaborate on this issue in our neighborhood. Both staffs are stressed based on our regional growth and we are appealing to the elected representatives to direct their staff to build a road network for all users that will serve our community.

The future of WSA is at a critical juncture. This is our collective opportunity to correctly classify this part of the network and also establish a street typology that will be used for the remainder of WSA to the east and west. Features such as curb and gutter, landscaping, bulb-outs, medians, etc. should be part of the design to calm traffic and provide a comfortable level of service for all road users as well as reduce the risk of vehicle-wildlife collisions. Unlike anywhere else in the county, this section of WSA bisects two conservation areas and supports numerous IDFG-charted wildlife corridors that support wildlife movement between the Boise River Wildlife Management Area and the Boise River and Barber Pool Conservation Area. It is a special place that requires your reasonable focus and determination now.

Given BVNA's disagreement with your staff on Atwell Place and the classification and typology strategy for WSA, we are requesting a formal ACHD hearing on both of these matters. Please advise when they can be heard, or if there is some other process to *resolve* them.

Respectfully,
Barber Valley Neighborhood Association Board

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Cc: (via email)

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BVNA Directors
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Attachments (2)

29 March 2022



Edinson Bautista
Ada County Highway District
3775 W Adams Street
Garden City, ID 83714

RE: 2022 ACHD Barber Valley Neighborhood Transportation Plan – Barber Valley Neighborhood Association Concerns and Project Request List

Mr. Bautista,

Thank you for coordinating the *2022 Ada County Highway District Barber Valley Neighborhood Transportation Plan* with the Barber Valley Neighborhood Association (BVNA). We appreciate ACHD's efforts to improve transportation throughout our neighborhood and we look forward to working with you to develop a plan that comprehensively addresses our most pressing transportation issues. The BVNA is continuously monitoring transportation issues raised by our residents and we are eager to share the neighborhood's thoughts with ACHD through this planning effort.

As we all know, the Barber Valley continues to see rapid growth. While the majority of the neighborhood east of Eckert Road is built out, the western portion of Barber Valley continues to see significant urbanization with a diversification of uses and high-density development as per the Specific Area Plans (SP-01, SP-02). In the next few years, Barber Valley will have a host of new multi-family residential developments, a new elementary school, a new regional park and a new town center with potential dining, retail and commercial uses.

BVNA's primary goals are to help improve mobility and safety for everyone in the Barber Valley. The local transportation system must adapt and respond to the continued urbanization of our neighborhood so that both residents and visitors to Barber Valley can safely access the variety of destinations throughout the neighborhood. In particular, BVNA desires to establish an environment of safety for all elementary school children located within 1.5 miles from the proposed Dallas Harris Elementary school site so that safety busing can be avoided altogether and the choice to walk or bike to school is easy for elementary students and their families.

The majority of our transportation concerns are related to Parkcenter Blvd./Warm Springs Ave. (WSA) for the length of the corridor between the East Parkcenter Bridge over the Boise River and SH-21. The WSA corridor is central to mobility for our community, but because it was designed as a high-speed, high-volume Arterial, WSA effectively bifurcates our neighborhood, separating residential areas on the north side from a myriad of destinations on the south side. It poses a significant safety hazard for humans as well as wildlife attempting to cross it. Motor vehicle speeds continue to be problematic, which negatively impacts Pedestrian and Bicycle Level of Traffic Stress (PLTS and BLTS).

The BVNA requests that ACHD's *2022 Barber Valley Neighborhood Transportation Plan* evaluate PLTS/BLTS conditions and address a number of crossing locations as well as bike/ped mobility along the corridor. In addition, BVNA requests ACHD evaluate the long-term utilization plan for the ACHD right-of-way on the WSA corridor, as follows:

1. Traffic Calming: Although ACHD Development & Technical Services has repeatedly indicated ACHD will not allow traffic calming measures on WSA because it is an Arterial, BVNA is aware that traffic calming treatments are being designed or used successfully by ACHD on other arterial

corridors in Ada County such as Harrison Blvd and Rose Hill. BVNA requests ACHD develop corridor-specific treatments which will reinforce appropriate vehicles speeds, improving safety and livability for everyone and evolving this former state highway into a neighborhood corridor.

One way to calm traffic on the “bypass” portion of WSA in Harris Ranch is through implementation of the roundabouts anticipated at specific locations by the ACHD Master Street Map and SP-01/SP-02. The BVNA requests ACHD implement roundabouts at these intersections.

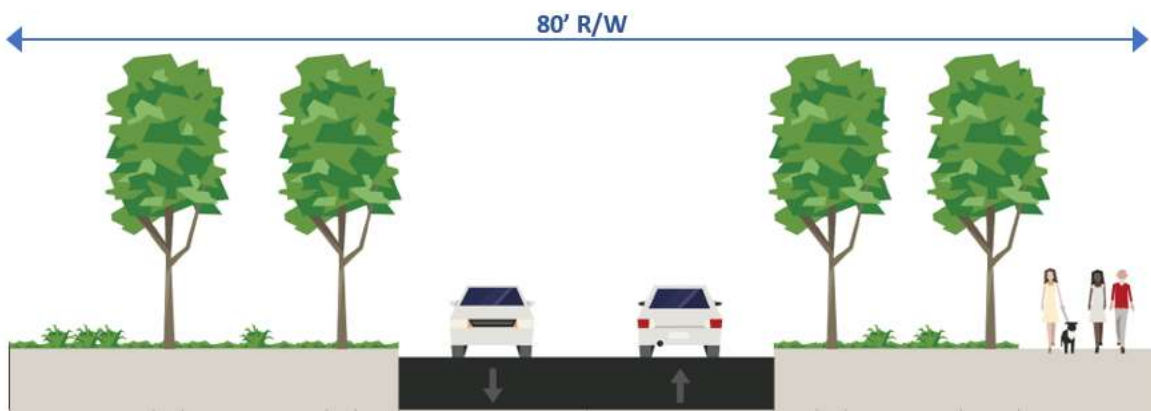
2. Crossings Opportunities: Widely spaced street intersections along much of WSA has resulted in limited marked crossing locations. Rarely will people walk 1000 feet or even 500 feet out-of-direction to get to a marked crossing location on WSA. This means that every legal crossing location needs to function safely for pedestrians. The BVNA recognizes that an enhanced crossing may not be feasible at every intersection but we believe there are a number of locations which are important for adequate safety and mobility for residents. At a minimum, ACHD should consider shortening the crossing distance, adding pedestrian refuge and/or implementing other enhanced crossing features across WSA at these locations (listed from east to west):
 - a. Teresa Dr.
 - b. Sky Bar (Currently in the IFYWP for Construction in FY2024. BVNA strongly supports accelerating this project.)
 - c. Maynard (Currently in the IFYWP for Construction in FY2024. BVNA strongly supports accelerating this project.)
 - d. Shakespeare Way
 - e. Council Springs Rd
 - f. Eckert Rd/Millspur Way – Study vehicle demand for dedicated left turn lanes and consider pedestrian refuge islands on east/west legs
 - g. Millbrook Way – This location currently has an Rectangular Rapid Flashing Beacon (RRFB) but the curvature of the roadway coupled with high vehicle speeds creates unsafe crossing conditions
 - h. Old Hickory Way – Direct Greenbelt access exists on south side of intersection
 - i. Parkcenter Roundabout – consider pedestrian-activated RRFB for ped crossings
 - j. Parkcenter Blvd/E. Barber Valley Drive – anticipated to be a future signalized intersection

WSA separates two significant wildlife conservation areas (The Boise River Wildlife Management Area and the Barber Pool Conservation Area), which draw significant migration of species such as deer and elk. The migration of these animals across the WSA corridor presents hazards to the animals and motorists. In addition to safe pedestrian crossings, the BVNA urges ACHD to coordinate with Idaho Fish and Game to implement mitigation features that reduce wildlife-vehicle collisions.

3. Optimize Right-of-Way: ACHD has been successful at preserving a large public right-of-way on WSA, much larger than what is necessary for both the current configuration and the future anticipated cross section (2- or 3-lane maximum). The large right-of-way increases pedestrian exposure when crossing WSA and a significant portion of that excess right-of-way remains underutilized and unimproved. The BVNA requests ACHD improve excess right-of-way on both sides of WSA so as to improve safety, calm traffic and better utilize this valuable space.
 - a. Establish a multi-use pathway on the north side of WSA from Harris Ranch Road to SH-21. Although the existing Greenbelt is currently located parallel to and south of WSA for much of this section, the greenbelt does not provide for safe travel at night, is not visible from

a public right-of-way for much of its length and is inconvenient for those wishing to travel on to/from locations on the north side of WSA.

- b. Work with the City of Boise and Barber Valley HOA's to establish a plan for improving vegetation, increasing tree canopy, improving stormwater treatment areas and improving aesthetics of the underutilized portions of the corridor



- c. Work with the City to incorporate the former Idaho Transportation Department (ITD) Weigh Station near SH-21 (highlighted yellow below) into the future Sue Howell Park.

Work with the City and ITD to incorporate portions of the excess ITD right-of-way at the intersection of WSA and SH-21 (highlighted pink below) into Sue Howell Park, the Diane Moore Nature Center and the Intermountain Bird Observatory.



In addition to the WSA improvements detailed above, the BVNA has the following location-specific requests for inclusion in the 2022 Barber Valley Neighborhood Transportation Plan:

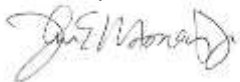
- 4. Harris Ranch Road @ Timbersaw: existing pedestrian facilities are missing or non-compliant and this is a high-demand pedestrian crossing location. Consider pedestrian crossing improvements at this location.
- 5. Eckert Road @ Millbrook: The City of Boise anticipates installation of an enhanced pedestrian crossing with the development of Alta Harris Park. The BVNA requests ACHD partner with the City so this important crossing infrastructure can be implemented with the construction of the park.
- 6. Eckert Road @ Arrow Junction: ACHD previously installed a marked pedestrian crossing with signage and ADA-compliant pedestrian ramps. The BVNA understands from recent

communications that ACHD intends to retrofit an RRFB at this location. The BVNA supports this move and we want to thank ACHD for taking another look at this important location. Please install push-buttons on the right-hand side of each pedestrian ramp for optimal usage and retrofit the existing pedestrian-only warning signage with the bike + ped warning signage as this is a multi-use pathway crossing location.

7. WSA/E Barber Drive/Harris Ranch Road Multi-Use Pathway, Starview Drive to E. Parkcenter Blvd: Portions of this corridor have no existing bike or pedestrian facilities. Instead of dedicated sidewalk and on-street bike facilities, consider a multi-use pathway on one side of the corridor. In addition, overhead utility poles located near the south edge of pavement between Old Hickory Way and W Barber Lane pose hazards to larger vehicles travelling this corridor.
8. Eckert Road Bridge over Boise River: The existing vehicle bridge structure and approaches are narrow with steep roadway profiles, sharp curves and deteriorated pavement conditions. While all of these characteristics are great for traffic calming in this popular recreation area, the existing bridge structure is unfortunately a barrier preventing the City from extending the Greenbelt further upstream to and through Alta Harris Park. The BVNA urges the ACHD to advance the eventual replacement of this bridge structure or modification of the northern part of the bridge to allow for future Greenbelt extension underneath the bridge. The BVNA recommends maintaining a physically separated multi-use pathway on the west side of the bridge (similar to existing conditions).
9. Homestead Trailhead Vehicle Turnaround: Coordinate with the developer of Harris East subdivision on a public vehicle turnaround feature at the north end of the anticipated extension Council Springs Road. Vehicle turnaround will provide for safe and convenient public access to the trail without requiring drivers access private driveways or internal neighborhood streets further inside Harris East.

We look forward to coordinating with ACHD to achieve a transportation system which helps make the Barber Valley a place to go to, rather than some place to go through.

Sincerely,



Barber Valley Neighborhood Association Board

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PLANNING AND DEVELOPMENT SERVICES

MAYOR: Lauren McLean | DIRECTOR: Tim Keane

March 17, 2022

Mary May, President
Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714

Re: Master Street Map, Update 2022

Dear President May,

The City of Boise is responding to ACHD's request for comments on the current Master Street Map. Below are 15 changes for the ACHD Commission to consider in the 2022 Update to the Master Street Map.

1. **Southwest Boise**

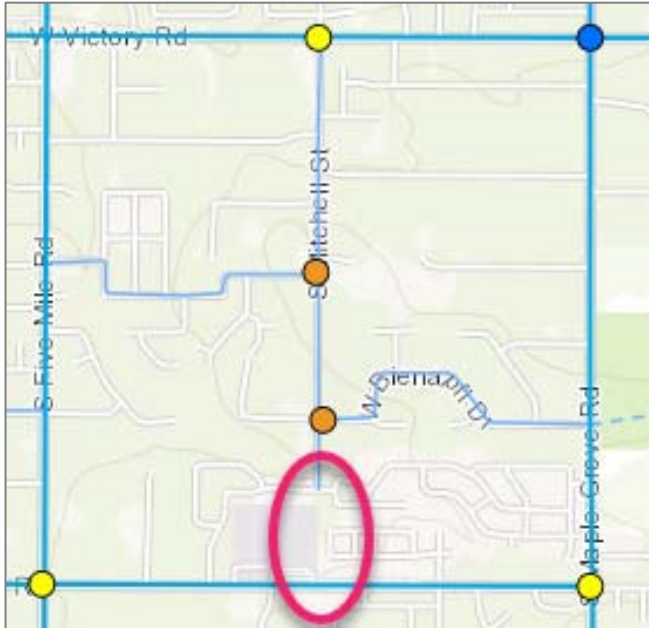
Request: Collaborate with ACHD, Ada County and the City of Boise on the street designations in Southwest Boise and reexamine the roadway extensions south of the New York Canal. Recognizing this request takes additional time, an intermediate request is to reclassify the follow streets as Neighborhood Residential Arterials with the intent to develop context-sensitive designs and speed limits to keep the arterials from being barriers to people walking and bicycling to schools, parks, libraries, grocery stores and other destinations:

- a. **Amity Road, Cloverdale to Maple Grove**
- b. **Maple Grove Road, Victory to the New York Canal**
- c. **Five Mile Road, Victory to the New York Canal**

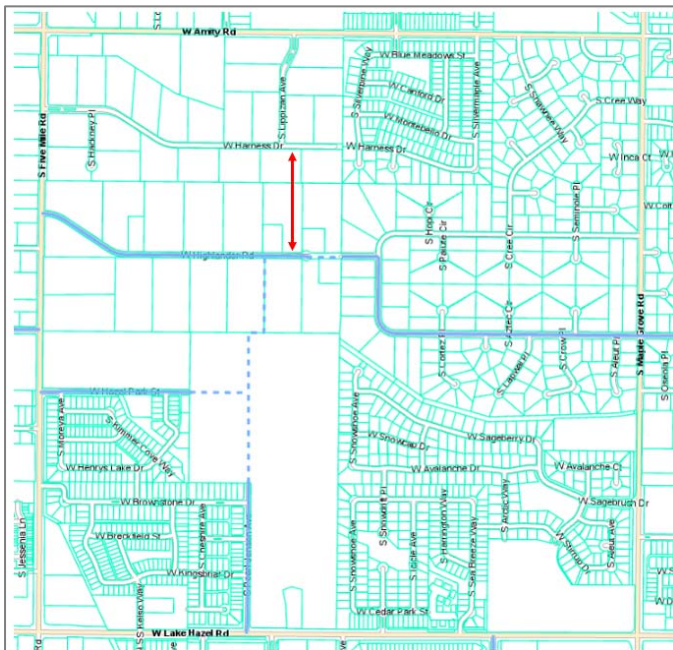
Additionally, consistent with amendments in our 2021 IFYWP request, we ask that Maple Grove, Victory to Amity be reduced from five lanes to three lanes. If this is not feasible, an alternative to consider is three lanes preserving right of way for five.

2. Reclassify **Amity Road, Federal Way to Boise** Avenue as a Neighborhood Residential Arterial.
3. Reclassify **Warm Springs Avenue, Eckert Road to State Highway 21** as a 3-lane residential collector.

4. **Mitchell, Arabian to Amity**, re-insert as future, residential collector. This segment was in earlier versions of the Master Street Map.



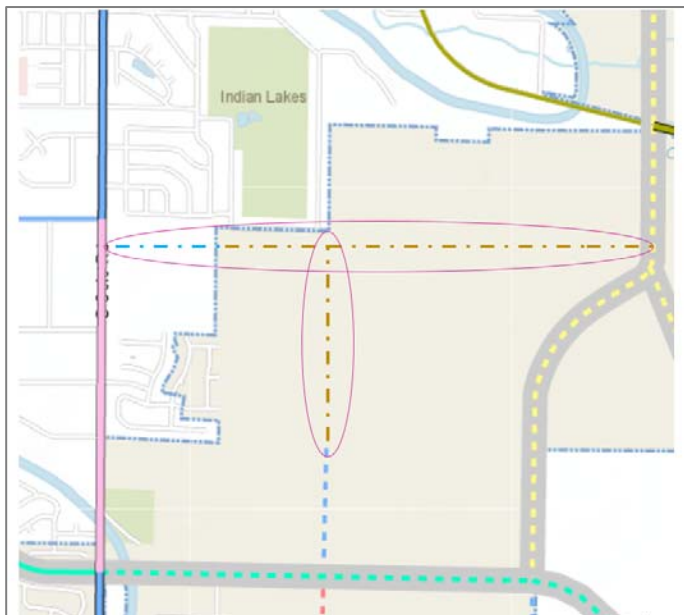
5. In the area south of Amity and Mitchell, add a new, north-south neighbor residential collector road, between **Highlander and Harness** to support connectivity in this section. The connection's location is flexible. It would be helpful if this is included in the Master Street Map notes.



6. In the area south of Orchard and Lake Hazel (Syringa/the Locale), add new arterials and collectors to form a network as shown below for connectivity:



7. **Northwest of Lake Hazel and Orchard**, add collectors as shown below for connectivity:



8. At the **Orchard & Pleasant Valley intersection**, shift the location of the roundabout off the sloped ground to level ground where a roundabout is less complicated and less costly to construct. Or add a note: "Actual roundabout location to be adjusted to due to topographic constraints".

Sincerely,



Karen Gallagher
Senior Transportation Planner

cc: Edinson Bautista, ACHD
Bre Brush, City of Boise

