

TRAFFIC COMMITTEE MEETING

HIGHLANDS NEIGHBORHOOD ASSOCIATION

Date: 02/06/2018

Distribution: HNA Website, HNA Facebook Page, NextDoor

1. Public Comment (2 minutes per person)
2. Area 2 Presentation
 - a. Background: Pertinent to school discussion - Area 2 will present research on the W. Braemere diverter safety impacts and the Draft/Final Peer Review Report. The purpose is not to re-litigate the Diverter, but rather, if we are going to be able to move on and find common ground on the safety issues, we need to understand how Area 2 sees things. (allotted time = 10 minutes)
 - b. 10 minute public comment will follow
3. Priority items for an HNA Public Comment to the School Remodel Meeting.
 - a. Identify priority items to include in a letter from the HNA
 - b. Public Comment (2 min per person)
 - c. Follow-up:
 - i. Assign task of preparing draft letter
 - ii. Decisions required
 1. Letter circulation method and duration (dependent upon deadline)
 2. Decide on how committee votes/acts on letter based on deadline for public comment delivered to and summarized by area captains
4. Review agenda items for Future ACHD Meetings
 - a. HV Drive Priorities
 - b. School Remodel & Other area priorities
5. Draft Motions
 - a. Letter from HNA to ? regarding clarification on Highland Cove Mitigation Funds
6. Ski Parking on Curling (Wuthrich)
7. Status of Google Drive for file sharing (Wuthrich)
8. Feb 15, 2018 – ACHD Integrated Plan Mtg (Rucklos)

AGENDA

9. Other Business

10. Adjourn

ATTACHMENTS:

1. Agenda Item 2 - Area 2 Presentation/W.Braemere Diverter Safety Impacts
2. 4A – HV Drive Priorities
3. 4B – School Remodel & other area priorities
4. 5A – Letter from HNA to ? regarding clarification on Highland Cove Mitigation Funds

Highlands Traffic Committee
Area 2 Presentation
February 6, 2018

Outline

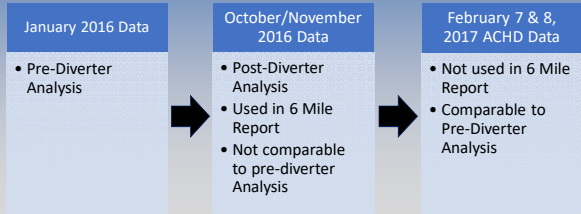
- **Data Analysis**
- 6 Mile "Peer Review"
- Summary

**Highlands Traffic Data Falls Short
of a Fair & Comprehensive Analysis**

Pre-Diverter Data Analysis Did Not Evaluate Post-Diverter Impact on Public Safety

- January 2016 traffic data on L. Braemere met threshold (**@ peak hour**) for additional traffic mitigation per ACHD Policy Manual § 5104.2.4
- ACHD data shows that **~160 more cars** will be diverted past Highlands Elementary during “peak” morning & afternoon hours
- Not included in January 2016 data:
 - The impact at the intersection of Curling and Bogus Basin Rd.
 - The impact of traffic diverted to residential streets, such as Curling, Whidden, and Cashmere

Pre-Diverter Traffic on L. Braemere in Jan. 2016 Due to Bogus Basin



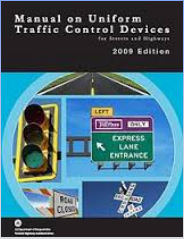
Conclusion

The Pre- & Post-Diverter Data Is Not Comparable.

Therefore, the 6 Mile Peer Review Report is Flawed.

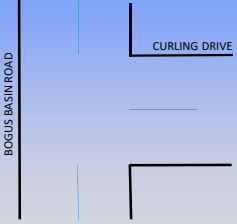

6 Mile Report Did Not Analyze Fundamental Flaws Created by the Diverter

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

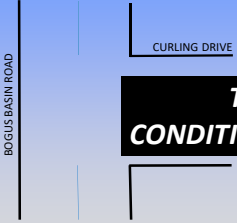
4C.04.A – (Warrant 3) All Three of the Following Conditions Must be Met for the Same 1-Hour Period to “Warrant” a Traffic Signal


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

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

TEST 1: Traffic Backup on Curling \geq 4 Cars
4C.04.A.1



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

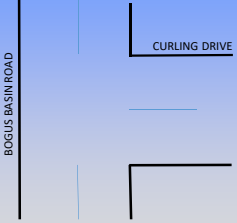
TEST 1: Traffic Backup on Curling \geq 4 Cars
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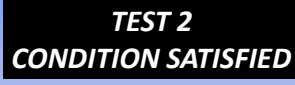
**TEST 1
CONDITION SATISFIED**

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



CURLING DRIVE



**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

Outline

- Data Analysis
- **6 Mile "Peer Review"**
- Summary

6 Mile Report Fails the Test of an "Independent Peer Review"

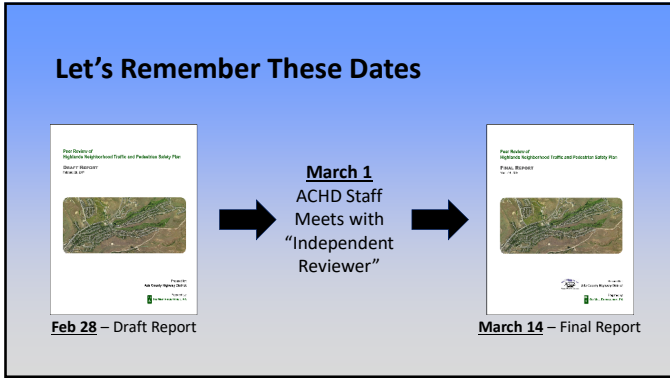


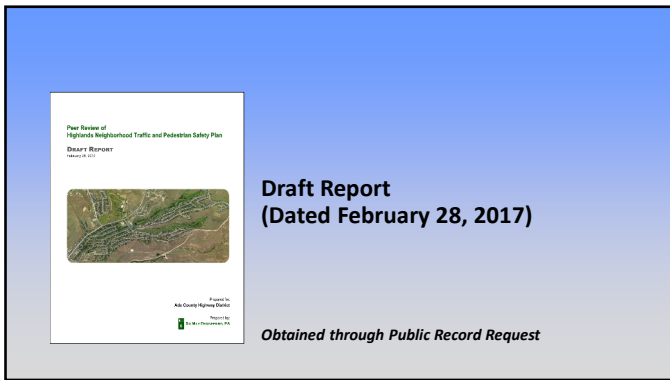
Wikipedia Explains Engineering "Peer Review" Standards

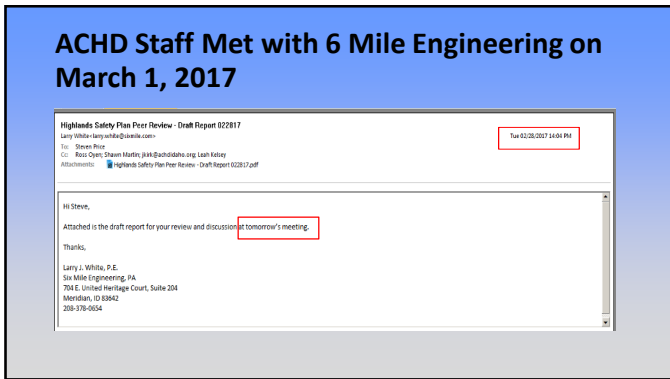
"...focuses on the performance of professionals, with a view to improving quality, upholding standards, or providing certification."

The "Peer Review" process includes a moderator to create independency between the reviewer and the engineers that performed the work.

NASA Systems Engineering Handbook







After Meeting with ACHD Staff, Significant Changes to the Report Were Made

The Report is no longer "Independent Peer Review"

Feb 28 – Draft Report Mar 14 – Final Report Comparison Document

Comparing the Draft and Final Report; Cut-through Conclusions Were Changed

1.4. The diverter re-routed traffic to other streets in the neighborhood, resulting in estimated cut-through traffic on Whidden Street, Cashmere Road and Curling Drive, southeast of Braemere Road, that exceeds ACHD's threshold requirements for cut-through traffic mitigation. cut-through traffic from Lower Braemere Road to Curling Drive. The increase in travel time for the re-routed traffic to drive from the intersection of Braemere Road and Curling Drive to the intersection of Hill Road and 15th Street along the diverted route is approximately 40 seconds on average during the peak hours compared to traveling the cut-through route.

Draft report says cut-through on Whidden, Cashmere & Curling **exceeded** ACHD standard.

Cut-through Impact Conclusions Were Changed After March 1, 2017 ACHD Staff Meeting with 6 Mile Engineering

1.6. The diverter also re-routed traffic to other streets in the neighborhood resulting in an increase in cut-through traffic on Whidden Street, Cashmere Road and Curling Drive southeast of Braemere Road. However, the increased cut-through traffic volumes on these streets do not exceed ACHD Policy Manual Section 5104.2.4 minimum thresholds for cut-through traffic mitigation.

Final report says cut-through on Whidden, Cashmere, and Curling increased but did not exceed ACHD standard.

Conclusion

*6 Mile Report fails the test of an
"Independent Peer Review"*

Outline

- Data Analysis
- 6 Mile "Peer Review"
- Summary

How does Area 2 see this?

How can we find common ground and move forward?

- Let's conduct our process in accordance with HNA Bylaws

- Recognize traffic mitigation was needed to address volume on W.Braemere – but...
 - Let's recognize the resulting safety issues:
 - Emergency egress
 - Volume problems on Curling, Cashmere and Whidden
 - Volume problems at Bogus/Curling
 - Let's work together to find common ground to address these safety issues

Recommend we seek clarification from ACHD on the following

- Applicability of Feb 2017 data at
 - Curling/Bogus Basin Road
 - Curling/Cashmere/Whidden
- Draft 6-mile report conclusions for Residential portions of Curling/Cashmere/Whidden
 - L.White response to Commissioner Arnold regarding "Peak Hour"

AGENDA ITEM 4A

(DRAFT) Priority items for meeting with ACHD on Highland View Drive Issues

1. General

- a. How do we get items on the 5 year integrated plan?

2. Highland View Drive

- a. Explain decision making sequence for HV Drive extruded curb.
- b. How much was the estimated cost of a sidewalk?
 - i. Why wasn't developer required to install a sidewalk in accordance with Policy Manual Section 7206.2.2?
- c. Why does speed mitigation on 13th street work?
 - i. How is HV Drive different and will it work here as well?
- d. Consensus on HV Drive for mitigation
 - i. What are the threshold requirements for consensus?
 - ii. Types of survey questions we should ask?
- e. How does the approved "Mitigation" (extruded curb) mitigate speed and maintain accessibility?
 - i. Is it effective?
 - ii. Is it safe?
 - iii. Is it accessible?
- f. Accessibility concerns:
 - i. Residential use (trash cans, street parking)
 - ii. Accessibility for disabled
 - iii. Pedestrian Access
 - iv. Bicycle access
 - 1. What is an industry standard for effective means for making bicycle traffic safe?
 - 2. How has ACHD staff applied these? Where have they been tested? How effective are they?
- g. Safety concerns:
 - i. How is debris removed from inside the extruded curb?
- h. Entry/Exit design for retirement center on N.15th and Camelback Ln.
 - i. What is the design plan to address line of sight/speed issues for this intersection?
 - ii. Cross walk lighting at this location is also poorly aligned (off-set by 20-ft) with pedestrian area creating hazard.

AGENDA ITEM 4B

(DRAFT) Priority items for meeting with ACHD on School Remodel and Other Area Priorities

1. School Remodel

- a. Does ACHD plan to upgrade the intersection at Curling and Bogus Basin?
 - i. 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>
- b. Unstudied impacts of L.Braemere Diverter (**refer to Agenda Item 2A**)
 - i. Discuss applicability of data used to identify mitigation threshold for Curling E/O Braemere.
 - ii. Discuss applicability of data used to identify traffic signal warrant at Curling and Bogus Basin Road
 - iii. 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.
 - iv. Discuss issues regarding diverting traffic to substandard intersection at Curling and Cashmere.
- c. Construction traffic
 - i. Car trips per day generated?
 - ii. Mitigation measures that can be implemented.

2. E.Braemere/HV Drive Diverter

- a. Discuss safety issue regarding current diverter configuration.

3. Torridon Way

- a. What is the threshold requirement to mitigate speed issues on Bogus Basin Road to permit safe left turns from Torridon Way.

AGENDA ITEM 5A

February ??, 2018

Ada County Planning & Zoning Commissioners
[insert address]

Subject: Highlands Neighborhood Association – Traffic Committee / Highlands Cove
Mitigation Funds

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 information from Ada County Planning & Zoning regarding \$100,000 held by the City as part of your approval of the Highlands Cove, LLC Traffic Study and Mitigation Plan.

Please advise this committee of the status of these funds (details on expenditures to-date), and any pending plans for expenditure of these funds. The Traffic Committee requests to be notified prior to the expenditure of any future funds, and would like to work with the City to ensure we fully consider and communicate about planned work associated with these funds that were intended to mitigate the impact of traffic within the existing neighborhood as a result of the Highlands Cove development.

Please send the requested information to the HNA Traffic Committee Chairman,
Tom Seacord (tfseacord@yahoo.com, M: 208.860.6437).

HIGHLANDS NEIGHBORHOOD ASSOCIATION

[Name]

[Title], Highlands Neighborhood Association Executive Committee

CC: Bruce Wong, ACHD Director