

## TRAFFIC COMMITTEE MEETING

HIGHLANDS NEIGHBORHOOD ASSOCIATION

Date: 03/20/2018

**Distribution:** HNA Website, HNA Facebook Page, NextDoor

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1. Public Comment (2 minutes per person)
  - a. None.
2. Prior Traffic Committee Presentation – R.Anderson
3. Update - ACHD Community Workshop (Feb 15, 2018) – Rucklos
  - a. Notes attached.
4. File sharing status – Seacord
  - a. Google drive is working for Committee Members
  - b. T.Seacord will drop off flash drive to Shannon Reagan who has arranged for these files to be posted on the HNA's website.
5. Update – City response to developer mitigation funds inquiry – Seacord
  - a. Attached.
6. ACHD Meeting Agenda – March 21, 2018
  - a. Updates attached.
7. Draft Motions
  - a. None
8. Other Business
  - a. None.
9. Adjourn

### ATTACHMENTS:

1. Agenda Item 2 – Powerpoint by Prior Traffic Committee
2. Agenda Item 3 – ACHD Open House Meeting Notes
3. Agenda Item 5 – City response to developer mitigation funds inquiry
4. Agenda Item 6 – ACHD Meeting Agenda, April 6, 2018

## Highlands Traffic Mitigation



Based on 7/27/16 Traffic Team presentation to ACHD with selected updates 3/2018

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## Why important



Highland View

Curling and Braemere



Lower Braemere

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## Traffic Mitigation background

- Born out of extensive feedback & testimony to City & ACHD regarding safety issues
- Appointed by the Highlands Neighborhood Association Board
  - Representation across the neighborhood
    - Upper and Lower Highland View
    - Upper and Lower Braemere
    - Hackberry area
    - Ranch/Crane Creek area
- Objective: Address existing & emerging traffic issues via collaborative & comprehensive approach
  - Partner with neighborhood, ACHD, City of Boise, Boise School District
- Directed by Guiding Principles
  - Knowing that full agreement would not occur

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## Process / Methodology

- Initial alignment meeting with Commissioner Woods and Council President Clegg as sponsors
  - Developed the process and approach
    - Collaborative, iterative and guided by outcome objectives
- Solicited neighbor feedback
  - 112 direct inputs via “block captain” outreach
    - Initial canvass to all neighbors in Feb
    - Frequent communication on Next Door, email, sandwich signs
  - ACHD Open House
    - Partnered with ACHD
      - Postcard notification that went to all neighbors
    - 150 Open House attendees, 204 survey responses
  - Dozens of individual & group discussions
- Iterative approach to developing a plan
  - Evaluated survey data
  - Rationalized feedback with outcome objectives
  - Research & observation
  - Refinement with ACHD/City planners/engineers
- Reviewed proposal at neighborhood meeting on June 23 at Healthwise

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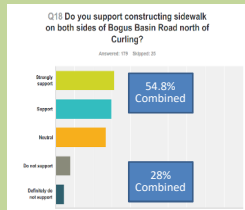
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## Example of ACHD Survey Feedback



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## Guiding Principles

To create, in partnership with the City of Boise, ACHD & Boise School District a comprehensive traffic mitigation plan that addresses existing safety concerns as well as the emerging issues from the Highlands Cove development.

- To preserve **livability**
- To promote **safe walking routes to school**
- To promote safe and robust **pedestrian and bicycle accommodations**
- To preserve the **visual appeal** of neighborhood
- To ensure the nature and classification of **sub standard** streets are respected in future decisions
- To enhance safety around **Highlands Elementary**
- To ensure a traffic flow plan that **distributes traffic** from the new development in a 50/50 split between Highland View Drive and E. Braemere

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## Alignment

- Via collaborative & iterative approach...drove with consensus/alignment as goal
  - High degree of consensus around most issues (see individual survey charts)
  - Data driven – ACHD survey feedback informing the process
  - Received very positive neighborhood feedback during the recent neighborhood meeting
  - Understand that 100% consensus was not possible
    - Where consensus was split we relied on the outcome objectives and the 'greater good' approach
- Leverage pilot concept so we all can benefit from learnings
- Integrated nature of plan
  - Comprehensive (Element 1 links to Element 2)
    - Example: Diversion and complimentary mitigation in front of school
    - Pilot learnings will address requirements before implementing final solution

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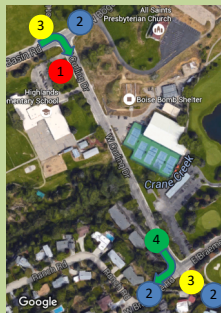
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## School Area Traffic and Safety Improvements

- 1 Potential revamp of existing parking lot to move more of the school pickup/drop-off activity and parking off the street
- 2 New sidewalks or walking lanes on key approach routes
- 3 Easier crossing to the school side of the street in lower risk spots
- 4 One way loop encouraged by diversion



### Rationale

- Added safety and reduced congestion during pickup and drop-off rush times.
- Easier throughput for motorists going past the school as well as easier access for those going to the school.

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## Summary

- The plan
  - Aligns to the outcome objectives
  - Is realistic and can be implemented
  - Requires minimal investment and delivers positive outcomes
  - Addresses many issues but inherently cannot solve all of the issues (aging patient analogy)
  - In some cases, proposed items are the best among imperfect choices
- The 50/50 split remains critical to the plan
  - Understand this is a city condition, but request partnership with the city to ensure it is meaningful
    - Requirement that the road be complete before development commences
- Request that \$50K be set aside for remediation in front of school
  - Following process with Boise School District and City
- Sincere thank you for the collaboration!
- Request funding approval for this comprehensive plan this evening
  - To include sidewalk section on Curling
  - The neighborhood will report back with pilot findings
  - Will return as needed based on 50/50 split approach (Plan will change depending on 50/50 split approach)

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## Proposal Detail

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## Highlands Traffic Mitigation Plan Summary

- Highlands Cove
  - Effective 50/50 split of traffic to HVD and E. Braemere
- Highland View Drive
  - Protected lane – Extruded Curb for Pedestrian/Bike Lane (Pilot)
  - Stop Signs and crosswalks: Whidden and Selkirk
  - Additional crosswalks at Wyndemere, Park Hill and Braemere
  - Adjust HVD to maximum limit of 3000 ADT based on sub-standard nature of road
- East Braemere
  - Stop Signs and crosswalks: Balmoral and Harcourt/Chardie
  - Additional crosswalk at Hearthstone
  - Maximum limit of 3000 ADT
  - Movable radar speed sign (also Highland View, Bogus Basin)
- Bogus Basin
  - Sidewalk extension N. of Curling
  - Repaint crosswalk at Bogus and Curling, add in-road pedestrian warning sign, crossing flags
  - Enhanced warning signs at Ranch Rd. Foliage/ obstruction clearing: Ranch, Park Hill intersections
- Curling
  - All-Way stop and crosswalks at Braemere intersection
  - Sidewalk Braemere to Cashmere and striped walking lane to top of Curling
  - Striped walking lane on Cashmere, Curling to Whidden. Crosswalk across Cashmere at SW side of Whidden
  - Drop-off and parking improvements at school
- Lower Braemere
  - Sidewalk Ranch to Curling
  - Partial diverter pilot at Curling/Braemere intersection (Pilot)

Detailed information in appendix for each item in the above proposal

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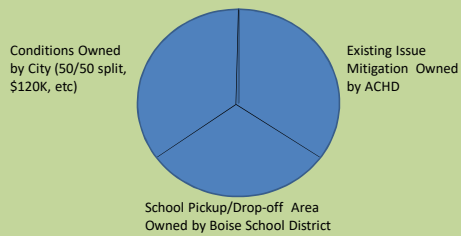
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## Highlands Comprehensive Traffic Mitigation Plan 3 Components



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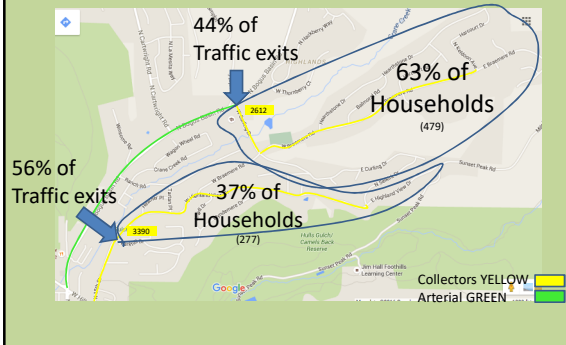
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## Collector Traffic Exit Distribution




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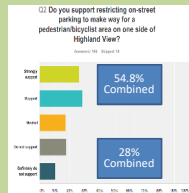
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## Extruded Curbing Lane on HVD

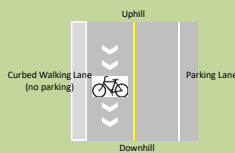
### Solution Summary

- Add extruded curbing to downhill side of HVD drive where white painted line is currently
- Add painted bike lane on uphill side
- Curbing will establish no parking on downhill side of road
- Traffic lane becomes multi-use meaning bicyclist can utilize the full lane to travel down the hill



### Rationale

- "Safe zone" for school children and pedestrians
- Considered a more feasible solution to sidewalk from both an engineering and cost perspective.




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## Extruded Curbing on HVD Curtailed Parking

### Solution Summary

- Add extruded curbing to downhill side of HVD drive where white painted line is currently
- Painted bike lane on uphill side
- Curbing will establish no parking on downhill side of road
- Traffic lane becomes multi-use meaning bicyclist can utilize the full lane to travel down the hill (painted similar to 13<sup>th</sup> St)

### Pros/Cons

- Pro: Drastic reduction in risk of auto versus pedestrian accident by providing "safe zone" for pedestrians rather than having to compete with traffic.
- Pro: Contributes to school children walking to school and decrease in vehicle trips
- Pro: Serves to calm speed
- Con: Loss of parking on downhill side of the road
- Con: Winter maintenance of the road is compromised to a degree

### Considerations

- Considered as a more feasible solution to sidewalk from both an engineering and cost perspective.

### Cost

- Needs to be scoped

### Learning Pilot?

- Workshop discussion

### Open House Feedback Data:

- Majority favor – 54.83% (combined Strongly Support and Support)




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### Example of Curbed Lane



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### Outstanding (2018)

- Requested school area enhancements to improve drop-off/pick-up
  - Construction to move forward starting June, 2019
  - Bulb outs, warning beacon at crosswalk added 2017
- Approved plan elements pending implementation
  - HVD curbed walkway
  - Sidewalk stretches (BB Rd--funded, U. Curling—not funded)
- Highlands Cove City-required mitigation and 50% split
  - Spending of 100K set aside for mitigation
- Requested 3000 car limit on HVD
- Additional crosswalks
  - Multiple locations
  - Warning sign/crossing flags at BB Rd/Curling intersection

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### Appendix

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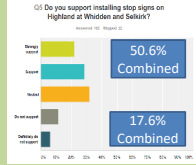
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## All Way Stops/Crosswalks at Selkirk and Whidden

- Solution Summary**
  - Create all-way stops at the intersections:
    - E. HVD and Selkirk
    - W. HVD and Whidden
  - Add crosswalks at each intersection
  - New crosswalks at Wyndemere, Braemere, and Park Hill intersections
- Rationale**
  - Promotes safer environment for pedestrians and bikers with slowed traffic and designated cross walks.
  - Low cost, less noise, and less visually intrusive than speed bumps




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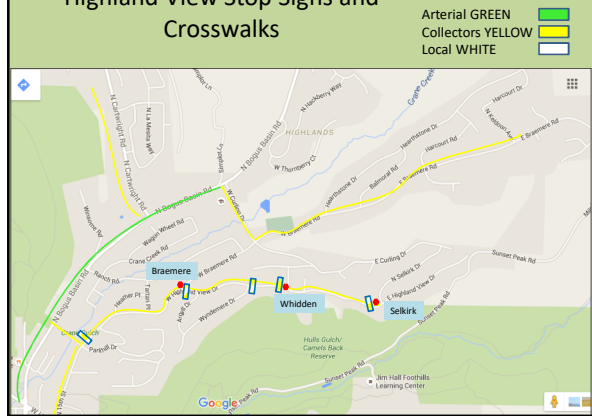
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## Highland View Stop Signs and Crosswalks




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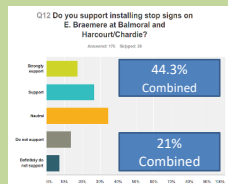
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## All Way Stops /Crosswalks Chardie/Harcourt and Balmoral

- Solution Summary**
  - Create All Way Stops at the intersections:
    - E. Braemere and Chardie/Harcourt
    - E. Braemere and Balmoral
  - Add crosswalks at each intersection
  - Add crosswalk across Heartstone at E. Braemere
- Rationale**
  - Promotes safer environment for pedestrians and bikers with slowed traffic and designated cross walks.
  - Low cost, less noise, and less visually intrusive than speed bumps




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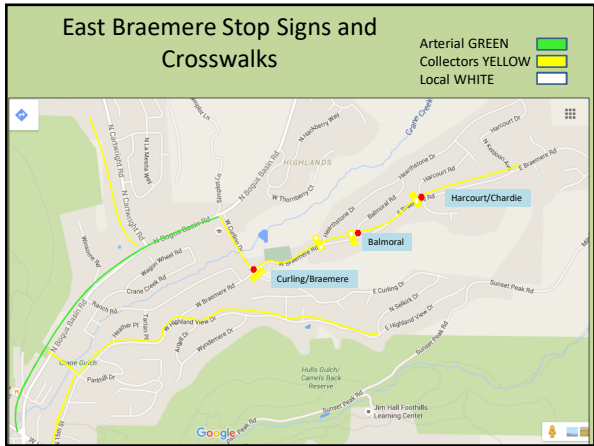
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### Continuation of Sidewalk on Bogus Basin Rd North of Curling into Hackberry

- **Solution Summary**
  - Sidewalk on Bogus Basin Rd from Bogus Basin/Curling intersection north to existing sidewalks (both sides)
- **Rationale**
  - Increases safety on walking route between school and Hackberry area. Fills in broken link to existing sidewalks.

Response	Percentage
Strongly support	10.0%
Support	50.9%
Neutral	20.0%
Do not support	12.3%
Refusing to answer	3.8%
<b>Combined Support</b>	<b>60.9%</b>
<b>Combined Do Not Support</b>	<b>12.3%</b>

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### Crosswalk Enhancements at Bogus Basin Rd/Curling

- **Solution Summary**
  - Repaint crosswalks that have faded on all sides of intersection
  - In-road pedestrian warning sign
  - Pedestrian-held flags
  - Review/enhance intersection lighting
- **Rationale**
  - Improves safety of crossing street at Bogus Basin and Curling, particularly for those walking from Cartwright area.

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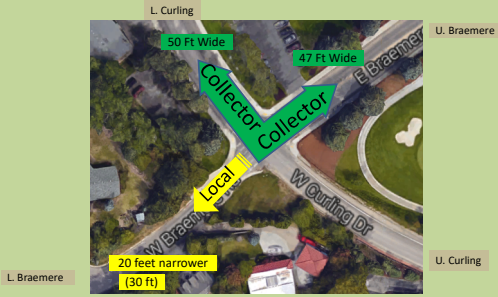
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## Braemere Cut-Through Issue

Non-compliant intersection encourages ~1000 "through traffic" cars/day to leave Collector and shortcut over poor quality Local street to other Collector



Shortcut time savings to downtown: ~20 seconds baseline, ~1 minute with traffic

\*Streetway widths include sidewalks for streets that have them.

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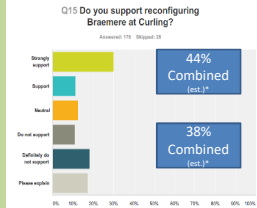
## Partial Diversion Pilot at Curling/Braemere Intersection

### Solution Summary

- Partial diversion pilot
  - U. to L Braemere traffic motion diverted to utilize Curling and Bogus Basin
  - SW Right turn allowed : L. Curling to L. Braemere
- Temporary walkway Curling to Ranch
- Full access for pedestrians, bikes, vehicles in emergencies

### Rationale

- Reduces traffic to appropriate level for the substandard design of the street : currently 5.5X the typical trips per household of Local streets.
- Improves walking safety for 265 homes. Supports more walking to school and less school traffic
- Encourages a loop pattern for school traffic, reducing car trips, turn arounds and drop-offs on the wrong side of Curling
- Reduces traffic on sub-standard L. Highland View Collector to reflect proportionate amount for population




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## Additional Items

- Increased enforcement
- ACHD required median at E. Braemere/E. Highland View

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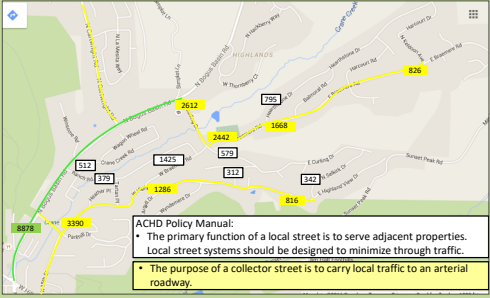
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## Street Designations and Counts

Arterial GREEN  
 Collectors YELLOW  
 Local WHITE



**ACHD Policy Manual:**

- The primary function of a local street is to serve adjacent properties. Local street systems should be designed to minimize through traffic.
- The purpose of a collector street is to carry local traffic to an arterial roadway.

\*ACHD Average Daily Trip counts available as of 1/1/2016. New counts underway as of 5/11/2016

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## Sidewalks and Walking Lanes

Sidewalk  
 Painted walking lane  
 Curbed walking lane




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To: Tom ~~Seaton~~ **AGENDA ITEM 3**

**From: Dave Rucklos**

**Re: ACHD Workshop**

Hi Tom,

The following are my notes from the ACHD Workshop held Thursday, February 15, 2018.

#### **Calendar for submission of Projects**

1. Deadline for submission for 2019-2020 Budget is March 16, 2018. Typically submissions are made in application form and primarily submitted by cities and other governmental agencies. Neighborhoods are allowed to use this process, but it carries more weight with city involvement.
2. An open house will be held July 2<sup>nd</sup> to review projects to be considered for 2019-2020 funding. Also, the five-year integrated plan will be updated.
3. Next step is to prepare the FY 19-20 budget to support projects.
4. Anyone can visit the ACHD website to review projects planned and under consideration by neighborhood zone. The map is interactive and allows one to zoom into their neighborhood to view.

#### **How to Influence Project and Traffic Mitigation Issues**

1. Safety and congestion are the primary drivers behind decision-making. Upon review of matters presented neighborhoods are consulted with to get comment and feedback.
2. With currently 675 projects identified, 222 have been completed. When requests exceed demand, dollars available next drive decision-making.
3. When using the application process for physical projects, survey signatures are a driving force behind a project approval
4. Police and fire departments have a significant impact on project requests

#### **Traffic Mitigation**

1. Traffic mitigation issues can be submitted and addressed throughout the calendar year.
2. Primary contacts for issues relating to traffic mitigation are John Watson (208-387-6151) and Josh Saak (208-387-6145). Josh Saak has the most experience working on previous Highland's projects, but both are available to address issues of concern.
3. Forms requesting traffic study are available on the ACHD website under forms/traffic investigation request.

## AGENDA ITEM 5

### Tom Seacord

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**From:** Hal Simmons <HSIMMONS@cityofboise.org>  
**Sent:** Monday, February 26, 2018 1:27 PM  
**To:** JEFF BRADLEY  
**Cc:** Bruce Wong; Tom Seacord; Scott Tuthill; Leon Letson; Zach Piepmeyer  
**Subject:** RE: [External] Highlands Cove traffic mitigation funds  
**Attachments:** Highlands Area FINAL Approved Traffic Mitigation Measures - Status 17071....pdf

Hi Jeff,

As you know, a total of \$120,000 for traffic mitigation was required to be paid by the developer of Highlands Cove. \$20,000 went to ACHD and \$100,000 was to go to Boise. The City of Boise would then place the money into an escrow account and release funds as mitigation projects were completed and bills came due.

Prior to establishment of the escrow account, the developer began funding engineering and construction of two approved traffic calming projects; one on Chardie and one on North Highland View. The projects included bulb-outs and center islands, with landscaping, irrigation and signage. Those projects were approved by the City Council and ACHD and the developer was required to fund them out of the \$100,000 identified above.

Prior to completion of those initial mitigation projects (which were at the time estimated to cost just under \$40,000 but ultimately cost somewhat more), the developer submitted the remaining \$60,042 to the City of Boise. That amount of money is in the escrow account and is available for additional mitigation work. There is no prescribed process currently in place for determining how and where that money should be spent. However, a variety of projects were identified by ACHD and a committee of Highlands residents in 2016. That list may be a reasonable starting point for further discussions about what to fund next. I have attached that list of projects to this e-mail.

The remaining \$60,042 can be spent anywhere within the Highlands. The developer has expressed his intent to leave it up to the neighborhood and ACHD to figure out how to spend it. Our thoughts are that a proposal from the Neighborhood Association to the City of Boise/ACHD would be appropriate to start discussion about the next project.

We are not aware that any decisions have been made by ACHD regarding how to spend the \$20,000 that they have available. I believe that the work they have done so far, including the traffic diverter, and some projects on the attached list have not come from the \$20,000. We assume ACHD remains open to input from the neighbors as well.

The Boise planning team are available to discuss potential projects whenever the neighborhood is ready. Zack Piepmeyer or Leon Letson on our staff would be the appropriate team members to contact. They can be reached by calling the front desk at (208) 608-7100. Their direct contact information is also available on our website.

Sincerely,

Hal Simmons



CITYOFBOISE.ORG

Hal Simmons  
Planning Division Director  
Planning and Development Services  
Office: (208)608-7072  
hsimmons@cityofboise.org

*Making Boise the most livable city in the country.*

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**From:** JEFF BRADLEY [mailto:bighitter@cableone.net]

**Sent:** Monday, February 12, 2018 8:06 AM

**To:** Hal Simmons <HSIMMONS@cityofboise.org>

**Cc:** Bruce Wong <bwong@achdidaho.org>; Tom Seacord <tseacord@carollo.com>; Scott Tuthill <satuthill@cableone.net>

**Subject:** [External] Highlands Cove traffic mitigation funds

Hi Mr. Simmons,

Attached is a letter requesting a status update of the Highlands Cove traffic mitigation funds. Please let me know if you have any questions.

Thanks

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Highlands Area Traffic Mitigation Measures – Approved by Commission July 27, 2016

Summary of Approved Mitigation Measures		
<b>HIGHLAND VIEW DRIVE</b>		
1. Stop signs at Selkirk & Whidden <b>Complete 7/12/16</b>	\$500	Installed
2. Extruded curb protected path – north side, Parkhill to ~900' east of Selkirk <b>PS&amp;E Complete</b>	\$90,000	~6000' – contract out. Determine openings. Move mailboxes next to driveways? Shorter candles requested by neighbors for aesthetics. In-house design needed? Sharrows on road as well.
3. Crosswalks at several locations <b>Very low pedestrian activity at new stop control at Selkirk and Whidden. Crosswalk markings not recommended.</b>	\$2,500	Traffic to determine need after path is in and school is in session
<b>UPPER BRAEMERE</b>		
1. Stop signs at Balmoral & Chardie <b>Complete 7/12/16</b>	\$500	Installed
2. Radar speed sign <b>Sign installed – WB Braemere E/O Crane Creek CC.</b>	\$5,000	Traffic order and install. I have contact for a property owner interested if location makes sense. Potential annual relocation like Crescent Rim.
3. Crosswalks at several locations <b>Very low pedestrian activity at new stop control at Balmoral and Chardie. Crosswalk markings not recommended.</b>	\$2,500	Traffic to determine need after school is in session.
<b>LOWER BRAEMERE</b>		
1. One-way diverter, Curling to Ranch, right turn only <b>Complete 8/24/16 (temporary)</b> <b>Permanent design ready pending emergency services review</b>	\$2,000	Design with candles and paint, and install before school if possible. Lots of signage needed. Assume design and installation by Traffic. Include candled walkway between Curling and Ranch. Coordinate with 2 homes.
2. Sidewalk, Ranch to Curling <b>Designed with permanent diverter</b>	TBD	Community project – In-house design, small retaining wall, single ROW purchase. Commissioner Woods would like to see this moved up.



<b>BOGUS BASIN</b>		
1. Install sidewalk gap connections northerly of Curling <b>Programmed – Community Programs project</b>	TBD	Commissioner Woods would like to see this done in asphalt as interim, prior to Community project. Maintenance?
2. Enhanced lighting at SW corner of Bogus/Curling <b>Complete 11/28/16</b>	\$3,000	Traffic to work with the City of Boise to get this installed.
3. In-pavement pedestrian sign across Bogus at Curling crosswalk <b>Complete 9/16/16</b>	\$300	Traffic to install after chip seal and new crosswalk markings
4. Advance Warning Signage approaching Ranch <b>Complete 9/9/16</b>	\$250	Traffic to do
<b>CURLING</b>		
1. Install stop signs at Braemere, with ped ramp and crosswalk <b>Signs complete 7/12/16</b>	\$2,000	Stop signs installed. Ryan installing ramps. Traffic to put in crosswalk after chip seal.
2. Install interim candle-protected walking path, Braemere to Cashmere. <b>Complete 9/27/16</b>	\$15,000	Maintenance project? Before chip seal possible?
3. Stripe 6' walking path, Cashmere to Selkirk – vet with residents	\$2,000	Traffic has lead, after chip seal. Would not restrict parking
4. Assess protected crosswalk treatment in front of school <b>Enhanced crosswalk (RRFB/curb extensions) designed – School District review pending</b>	TBD	P & P and Traffic work with School District – longer term item.
<b>CASHMERE/WHIDDEN</b>		
1. Stripe 6' path on north side of Cashmere (Whidden to Curling); Crosswalk across west leg of Cashmere/Whidden; Stripe 6' path on west side of Whidden (Cashmere to HVD) – vet with residents <b>Complete 9/29/16</b>	\$1,000	Traffic has lead, after chip seal. Would not restrict parking
<b>Partial Estimated Total (without TBDs):</b>		<b>~\$130,000</b>

**NOTES:**

1. Need to coordinate with Communications to get word out on these changes.
2. Traffic must determine appropriate lane/path widths and any changes to existing striping that need to be adjusted prior to chip sealing to accommodate these items on each route.

# AGENDA ITEM 6

## MEETING AGENDA

### MEETING WITH ACHD

#### HIGHLANDS NEIGHBORHOOD ASSOCIATION TRAFFIC COMMITTEE

**Date:** April 6, 2018 **Time:** 1-2:30 PM

**Location:** 3775 Adams St. Garden City, Idaho 83714

**Attendees:** HNA Traffic Committee

Tom Seacord – Chair  
Dean Nygard – Area 1  
Jennifer Guillian – Area 2 (Proxy)  
Jolie Strohmeyer – Area 3  
Chris Wuthrich – Area 4

ACHD

Bruce Wong - Director  
Paul Woods – Commissioner

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### Priority items for Highland View Drive

1. Candles/Extruded Curb Issues
  - a. What other alternatives were considered before ACHD decided on extruded curb?
  - b. Did ACHD consider asking the developer to install a sidewalk (per Policy Manual Section 7206.2.2)? What is the estimated cost of a sidewalk?
  - c. Discuss concerns with current candles (width and tilt of walking path, candles installed well inside the white striping, accessibility for wheelchairs and wide strollers, parking restrictions, debris/gravel collection, etc.)
  - d. How does the planned extruded curb address needs of all street users (pedestrians, cyclists, vehicles), and residents (parking, trash cans, debris removal, etc.)?
  
2. Future options for HVD – considerations prior to installation of extruded curb
  - a. Discuss additional options for the street to address speed and traffic (turtles, striping modifications, parking restrictions, etc. )
  - b. Discuss possibility of various trial measures on different parts of the road (tailoring to the conditions of the road segments) and studying the outcomes by residents and other users of HVD
  - c. Status of additional mitigation measures addressed in various previous plans (crosswalks, school bus stop protections, speed control signs, additional speed signs, traffic/speed cameras, assistance with police enforcement, etc.)
  - d. What innovative/creative approaches are other roads agencies implementing on streets with issues similar to HVD? Are there examples in other geographies that ACHD could consider?
  - e. HNA's role in design specifications for future traffic mitigation measures

- f. Communication expectations between ACHD, HNA and residents
  - g. What are the rules surrounding candles with regard to parking, bike traffic, etc? Where are these traffic rules written?
3. Bicycle access
    - a. What are the standards for safe bicycle travel on a street like HVD (any local examples)?
    - b. What options are viable for bicycle uses on HVD?
  4. Compliance monitoring with Highlands Cove conditions of approval
    - a. How will ACHD monitor compliance (<50% of traffic resulting from the development use HVD)?
    - b. Status of \$20,000 funds held by ACHD (from the developer)
  5. Issues near 15<sup>th</sup> and Hill
    - a. What is the plan to address intersection issues related to the approved assisted living development (15<sup>th</sup> and Camelsback Lane, ingress/egress from assisted living center)?
    - b. Crosswalk uphill from Camelsback Lane does not align with the lighting for the cross walk – also poor line of sight from cars travelling uphill
    - c. Speed limit patterns are disjointed near this intersection and on HVD (20 mph on Hill Rd, 30 on 15<sup>th</sup> north of Hill, then 25 north of Park Hill, then 20 north of Braemere)
  6. Consensus from residents
    - a. What traffic mitigation measures require consensus? How is that achieved?
    - b. Need for future survey of residents?

## Priority items for School Remodel & Other Area Priorities

1. **School zone**
  - a. Remodel
    - i. Other than relocating school entry/exit, are any changes planned on Curling or at the intersection of Curling/Bogus Basin Rd in association with the remodel?
    - ii. Need for left turning lane at school entry (northbound on Curling)
    - iii. Does ACHD have any influence over construction traffic mitigation, questions/concerns?
  - b. Interim (and long-term) No-Parking Zone at Bogus/Curling
    - i. Nature of pinch point and solution
      1. Limit to peak hours?
    - ii. Process for consideration
  - c. Upgrade of intersection @ Bogus/Curling
    - i. Process for evaluation of traffic signal

1. Factors considered? Signal Warrant Analysis
  - ii. 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>
  - iii. ACHD advice on evaluating
    1. Issues best suited for evaluating now
- 2. Upper Curling N/O Braemere**
  - a. Overview process for evaluating cut-through traffic for possible mitigation?
    - i. Peak hour vs. average day?
    - ii. Mitigation thresholds required for local streets
  - b. Post W.Braemere Diverter data – U.Curling/Cashmere/Whidden
    - i. Nov 2016 vs. Jan 2017
    - ii. Other available data?
    - iii. Special observations from Six Mile Study
- 3. E.Braemere/HV Drive Diverter**
  - a. Safety issue regarding current diverter configuration.
- 4. Torridon Way**
  - a. There is a need to mitigate speed on Bogus Basin Road to permit safe left turns from Torridon Way. Need to discuss mitigation option and timeframes for implementation.

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