

DRAFT

December 12, 2018

City of Boise
Planning and Development Services
Attn: Karen Gallagher / Zach Piepmeyer
2nd Floor, City Hall
150 N Capital Blvd / PO Box 500
Boise ID 83701-0500

Subject: City of Boise Neighborhood Association Call for Prioritized (Traffic) Projects 2019

Dear Ms. Gallagher and Mr. Piepmeyer

The following presents a list of the Highlands Neighborhood Associations Prioritized (Traffic) Projects for the 2019 cycle to be considered for integration into ACHD's Five Year Work Plan (FYWP). This projects list (and this letter) was developed by the HNA's Traffic Committee, circulated to our membership via social media (i.e., NextDoor and Facebook) and our website for comment, and then presented to the HNA's Executive Committee for approval. This letter confirms the HNA Executive Committee's approval of this project list and the rankings.

Project List (Ranked in order of priority):

1. **Highland View Drive** speed and pedestrian safety mitigation.
2. **Bogus Basin Road / Curling Drive Intersection** peak hour mitigation
3. **Bogus Basin Road** speed mitigation near **Ranch Road** and **Torridon Way**

Project abstracts and supplemental material are presented on the following pages in the format requested by the City in their document title "Call for 2019 Neighborhood Association Annual ACHE Prioritized Projects List".

Sincerely,

HIGHLANDS NEIGHBORHOOD ASSOCIATION

Jeff Bradley
President, Executive Committee

Encl: Abstract - Project Priority #1: Highland View Drive speed and pedestrian safety mitigation
Abstract - Project Priority #2: Bogus Basin Road / Curling Drive Intersection peak hour mitigation
Abstract - Project Priority #3: Bogus Basin Road speed mitigation near Ranch Road and Torridon Way

CC: Bruce Wong, ACHD Director

Abstract 1

Project Priority #1

Project Name: Highland View Drive speed and pedestrian safety mitigation

Neighborhood Association: Highlands

Location: Highland View Drive
Beginning: Parkhill Drive
Ending: ~900' east of Selkirk Drive

Description: ACHD's 2016 Highlands Neighborhood Traffic and Pedestrian Safety Plan and its subsequent Peer Review Report (2017) determined that Highland View Drive is of substandard construction for the volume of traffic added following the City's December 2015 approval of the Highlands Cove Development and made recommendations for necessary safety improvements. ACHD has subsequently determined that the recommended improvements are not appropriate for the street due to its steep grade and winding passage and have, through multiple correspondence with the Highlands NA and our members, indicated that they have abandoned the approved mitigation strategy. However, the need for safety mitigation originally identified by ACHD still exists.

In August 2018 the Highlands NA conducted a survey of street residents and neighboring areas. A majority of Highlands View Drive Street residents responded and a majority of all respondents support the need for speed and pedestrian safety mitigation (refer to Abstract 1, Attachment A).

Because our NA is not a "subject expert" in traffic engineering, we are unqualified to propose the required improvements. This project should address the scope of the improvements required by qualified professional engineers, review and solicit feedback from the NA's membership on the possible measures that may be taken, and then implement the necessary improvements.

Justification:

1. As determined by ACHD, Highland View Drive is of substandard construction for the volume of traffic experienced currently and into the future.
2. Speed and pedestrian safety mitigation were determined necessary per ACHD's 2016 Highlands Neighborhood Traffic and Pedestrian Safety Plan and its subsequent Peer Review Report (2017).
3. Speeding and lack of a safe pedestrian walking area combined with the current and future added volume of traffic from the Highlands Cove development are contrary to the Vision for Mobility presented in the City's 2016 Transportation Action Plan. As stated in the City's Plan "safety is fundamental to a livable City and Boise desires safe infrastructure for all people whether they be walking, biking, driving or using transit." Further, the City's Vision for Mobility states that "Mobility investments should....produce quality neighborhoods that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces." The current condition on Highland View Drive is contrary to this vision.

Abstract 2

Project Priority #2

Project Name: Bogus Basin Road / Curling Drive Intersection peak hour mitigation

Neighborhood Association: Highlands

Location: Intersection of Bogus Basin Road and Curling Drive

Description: ACHD traffic data collected in February 2017 indicate that the traffic at the intersection of Bogus and Curling exceeds the USDOT/MUTCD threshold for a traffic signal (refer to Abstract 2, Attachment A). The volume problems at this intersection will worsen as the Hackberry and Highlands Cove developments are built-out. Mitigation is required to bring this intersection into safety standards.

Because our NA is not a “subject expert” in traffic engineering, we are unqualified to propose the required improvements. The volume related problem at this intersection is an apparent, unstudied consequence of the mitigation implemented by the 2016 Highlands Neighborhood Traffic and Pedestrian Safety Plan. This project should address the scope of the improvements required by qualified professional engineers, review and solicit feedback from the NA’s membership and the Boise School District on the possible measures that may be taken, and then implement the necessary improvements.

Justification:

1. ACHD traffic data collected in February 2017 indicate that the traffic at the intersection of Bogus and Curling exceeds the USDOT/MUTCD threshold for a traffic signal.
2. Jay-walking of school children from the El Pelar development to Highlands Elementary is further frequently noted and documented (refer to Abstract 2, Attachment B). The volume and un-signalized nature of this intersection appears to discourage pedestrian traffic using the designated cross walk at this intersection, thereby encouraging elementary school pedestrian traffic into the street and creating a life safety issue.
3. The current traffic volume condition at the intersection of Bogus Basin Road and Curling Drive is contrary to the Vision for Mobility presented in the City’s 2016 Transportation Action Plan. As stated in the City’s Plan “safety is fundamental to a livable City and Boise desires safe infrastructure for all people whether they be walking, biking, driving or using transit.” This safety condition will worsen with time as Hackberry Ranch and Highlands Cove developments are built-out.

Abstract 3

Project Priority #3

Project Name: Bogus Basin Road speed mitigation near Ranch Road and Torridon Way

Neighborhood Association: Highlands

Location: Bogus Basin Road intersection at Ranch Road
Bogus Basin Road intersection at Torridon Way

Description: The posted speed limit on Bogus Basin Road at the intersection of Ranch Road is 30 mph. The posted speed limit on Bogus Basin Road at the intersection of Torridon Way is 35 mph.

- Traffic data collected by ACHD has shown traffic speeds on Bogus Basin Road at the intersection of Ranch Road to range up to 48 mph during off-peak traffic hours. Residents of our NA report that speeds are higher during peak hours, however ACHD was not able to provide us data outside of these off-peak hours upon our request. (Refer to Abstract 3, Attachments A and B)
- No traffic data near the intersection of Bogus Basin Road and Torridon Way was provide to us by ACHD upon request. Residents of our NA report the south-bound winter traffic on Bogus Basin Road routinely exceeds the posted speed limit that allows safe operation of this intersection.

These excessive speed conditions and volume at peak hour make turning left from Ranch Road and Torridon Way onto Bogus Basin Road dangerous.

Because our NA is not a “subject expert” in traffic engineering, we are unqualified to propose the required improvements. This project should address the scope of the improvements required by qualified professional engineers, review and solicit feedback from the NA’s membership and the Boise School District on the possible measures that may be taken, and then implement the necessary improvements.

Justification: 1. ACHD traffic data on Bogus Basin Road near Ranch Road indicate that the traffic speeds well exceed the posted speed limit during off peak hours. Peak hour traffic conditions are worse according to our NA residents, making left turns from these residential streets to the collector street very dangerous.

2. Due to the excessive speed that ACHD has noted in their data, the safety of neighborhood residents turning left from Ranch Road and Torridon Way onto Bogus Basin Road is contrary to the Vision for Mobility presented in the City’s 2016 Transportation Action Plan. As stated in the City’s Plan “safety is fundamental to a livable City and Boise desires safe infrastructure for all people whether they be walking, biking, driving or using transit.” Further, the City’s Vision for Mobility states that “Mobility investments should....produce quality neighborhoods...” The current speeding condition on Bogus Basin Road is contrary to this vision as it impacts the livability of the residents within our NA boundary.

ABSTRACT 1 - ATTACHMENT A

September 17, 2018

Attn: Bruce Wong, Paul Woods
Ada County Highway District
3775 N Adams Street
Garden City, ID 83714

Attn: Hal Simmons, Elaine Clegg
City of Boise
150 N Capital Blvd
PO Box 500
Boise, ID 83701

SUBJECT: Highland View Drive Traffic Survey

Highland View Drive is a substandard collector street by ACHD's current standards with blind corners, and steep grade. It was a subject of ACHD's July 2016 Highlands Neighborhood Traffic Mitigation Plan that, in part, identified measures to improve the safety on Highland View Drive resulting from additional traffic generated by the Highlands Cove Development. These measures included:

1. Placement of an extruded curb to provide a safe walking path for pedestrians. As planned this would be located on the north side of Highland View Drive, Parkhill to 900-ft east of Selkirk. This would also include:
 - a. Some mailbox relocation
 - b. Sharrow marker placement (i.e., shared bicycle-vehicle lane)
 - c. Shorter/limited candles.
2. Stop signs at Whidden Street and Selkirk Drive
3. Crosswalks at several locations to be determined (possibly: Selkirk, Whidden, Wyndemere, Parkhill and W. Braemere).

The implementation status on these mitigation measures is partially complete. Stop signs have been installed, and a temporary extruded curb (candles) was placed on the north side of Highland View Drive in November 2017. However, ACHD staff have since corresponded with neighborhood residents and that Highlands Neighborhood Association (HNA) Traffic Committee indicating that they have placed the permanent extruded curb on hold indefinitely due to safety concerns and the appropriateness of this install for the street's terrain.^{1, 2}

There have been a lot of loud voices on both sides of the issue of what to do for Highland View Drive – ranging from “do nothing” to “do everything and more”. The HNA formed a Traffic Committee in early 2018 to try to identify what traffic problems still exist and make recommendations to the HNA's Executive Committee with regard to what actions might be taken. Some of our Traffic Committee members met with ACHD

¹ Nextdoor.com private message from J.Saak (ACHD) to L.Ryalls dated 1/3/18, RE: “Candles”.

² Meeting Minutes – April 6, 2018 HNA Traffic Committee Meeting with ACHD

Director Wong and Commissioner Woods in April 2018 and subsequently with the City of Boise planning department staff and Councilmember Elaine Clegg in May 2018. The HNA thanks ACHD and the City for their time on the subject of traffic and safety in our neighborhood. The discussion from these meeting resulted in our Traffic Committee conducting a survey on Highland View Drive to find out where the majority opinion lies with regard to (1) the need to mitigate for pedestrian safety and speed, (2) the effectiveness of the current temporary extruded curb (candles), and (3) the neighborhood's expectations with regard to their involvement in any new mitigation measures that may be considered.

This letter presents the findings of our survey and requests that ACHD and the City continue to work with our Traffic Committee to resolve the safety issues on Highland View Drive that ACHD has already determined require mitigation and approved pedestrian safety mitigation measures that ACHD has indicated they do not plan to implement (i.e., extruded curb).

Attached to this letter are the following:

1. Highland View Drive Traffic Survey
2. Summary Report of Survey Results

In reviewing these results – please consider the following:

Survey Creation/Process

The survey was created by the HNA's Traffic Committee. It was distributed for public comment to our neighborhood residents and was also reviewed by the City of Boise's Public Relations Department with the goal of trying to avoid confirmation bias in the question design.

The survey was created and distributed to neighbors living on Highland View Drive and adjacent residential streets. Volunteers canvased the neighborhood door to door, engaging neighbors in the discussion. The surveys were distributed between late June 2018 through the end of July 2018. Participants were given the option to mail the results or return them to a volunteer. Social media posts on Nextdoor and Facebook were used to inform neighbors of the survey.

Summary of results

Survey Responses:

- 203 neighborhood residents participated in the survey.
 - Not all surveys were fully completed.
- Residents on 10 different streets provided input.
- Response rate:
 - The response rate for all Highland View Drive occupied homes was 66% (76 of 116 homes). Of the 117 homes on HVD, 116 are occupied.

- 4 of the residents on Highland View Drive declined to participate in the survey. Therefore, the response rate for occupied homes that agreed to participate in the survey was 68%.

Conclusion: The HNA Executive Committee believes it is fair to say that this survey represents a majority opinion on Highland View Drive.

Below is a high-level summary of the results:

- With regard to the need for speed mitigation – the following results represent a concern for safety and the belief that speed mitigation is needed:
 - 68% of all residents in the survey area
 - 67% of homes in the survey area
 - 72% of Highland View Drive residents
 - 66% of Highland View Drive homes
- With regard to the need for pedestrian safety mitigation – the following results represent a concern for safety and the belief that pedestrian safety mitigation is needed:
 - 67% of all residents in the survey area
 - 66% of homes in the survey area
 - 62% of Highland View Drive residents
 - 57% of Highland View Drive homes
- With regard to the effectiveness of the temporary candles – the following results represent a belief that the temporary candles are not effective to provide a safe area for pedestrians:
 - 68% of all residents in the survey area
 - 67% of homes in the survey area
 - 69% of Highland View Drive residents
 - 67% of Highland View Drive homes
- With regard to the desire to be involved in future decision making – the following results represent neighborhood resident's desire to be involved in commenting on future mitigation options:
 - 90% of all residents in the survey area
 - 91% of homes in the survey area
 - 93% of Highland View Drive residents
 - 93% of Highland View Drive homes

Overall, the majority of neighbors believe Highland View Drive requires pedestrian safety and speed mitigation, but the extruded curb, as tested by the current temporary candle protected area is not viewed as an effective solution for pedestrian safety. The neighborhood would like to offer input before any new/additional mitigation is implemented.

The last open-ended question on the survey allowed residents to provide additional comments. These comments provide detailed explanation for earlier responses as well

as offering different solutions. These comments are included in the attached summary report.

Conclusion/Next Steps

When our HNA Traffic Committee met with ACHD in April 2018, Director Wong and Commissioner Woods indicated ACHD's reluctance to assign more staff time to the safety issues on Highland View Drive without support from the City and without a clear understanding of the position of Highlands neighborhood residents on the safety issues associated with Highland View Drive. It is our understanding that the City has since communicated the importance of the safety issues on Highland View Drive to ACHD as a priority with a need that has already been recognized by ACHD (per ACHD's approval of mitigation measures). The survey results attached satisfy ACHD's need to better understand the neighborhood's position with regard to the need and desire for mitigation and the perceived effectiveness of the current temporary mitigation for pedestrian safety (i.e., candles). The HNA Executive Committee therefore requests that ACHD dedicate the necessary staff time to work with our traffic committee to identify appropriate mitigation alternatives and to present the recommendations of ACHD's traffic engineering staff to the affected neighborhood residents.

Based on the survey results, some residents believe the candles create an unsafe condition and/or other accessibility issues. We encourage ACHD's engineers to independently review the survey results to determine if observations by residents warrant more immediate evaluation and action to address these safety concerns. While the neighborhood expects to be involved in the process of reviewing new/alternative mitigation measures, if it is determined by ACHD's professional engineering staff, through appropriate engineering means and methods, that the current candle installation does indeed create a public safety problem, we recognize ACHD's need to correct this by removing or moving the candles. We request notification of ACHD's determination on this matter prior to or concurrent to ACHD action (e.g., removal or moving of the candles). Further, the HNA requests ACHD to propose viable safety measures when taking action regarding the current candles, if such action is determined necessary for safety.

Please contact our Traffic Committee chairperson, Tom Seacord (208.860.6437, tfseacord@yahoo.com) to arrange a time for our committee to meet with ACHD staff to begin this process of evaluating new/alternative pedestrian and speed mitigation measures for Highland View Drive and helping ACHD solicit neighborhood feedback on these alternatives.

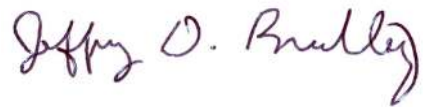
SUBJECT: Highland View Drive Traffic Survey

September 17, 2018

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Sincerely,

HIGHLANDS NEIGHBORHOOD ASSOCIATION

A handwritten signature in black ink that reads "Jeff D. Bradley". The signature is written in a cursive style with a large, looped initial "J".

Jeff Bradley, President

HIGHLAND VIEW DRIVE SURVEY

Background

ACHD's data and peer review study indicated that speeds on Highland View Dr. routinely exceeded the posted speed limit, with an 85 percentile speed of 30 mph, or 10 mph over the posted speed limit. In July 2016, ACHD approved the Highlands Neighborhood Traffic Mitigation Plan that included the following mitigation measures to address safety on Highland View Dr.:

1. Placement of an extruded curb to provide a safe walking path for pedestrians. As planned this would be located on the north side Highland View Dr., Parkhill to ~900' east of Selkirk. This would also include:
 - a. Some mailbox relocation.
 - b. Sharrow marker placement (i.e., shared bicycle-vehicle lane).
 - c. Shorter/limited candles.
2. Stop signs at Whidden St. and Selkirk Dr.
3. Crosswalks at several locations to be determined (possibly: Selkirk, Whidden, Wyndemere, Parkhill and W.Braemere).

The peer review report published by ACHD indicated that the stop signs were having little effect on speed and in May 2017, ACHD Commissioners motioned that the use of these stop signs for speed mitigation should be re-evaluated at a future date (e.g., after Highlands Cove construction was completed).

On April 6, 2017 the Highlands Neighborhood Association Traffic Committee met with ACHD Director Bruce Wong and Commissioner Paul Woods and confirmed that ACHD has placed the Highland View Dr. permanent extruded curb installation on hold indefinitely due to safety concerns and the appropriateness of this installation for the street's terrain. ACHD also indicated that because:

- The City of Boise does not currently view the Highlands Neighborhood as a priority, and
- They have received many differing opinions on the extruded curb from neighborhood residents

Despite the decision to mitigate pedestrian safety when faced with added traffic volume and speed, ACHD currently has no plan to devote more staff time to evaluate other mitigation concepts. However, ACHD has suggested that the Highlands Neighborhood Traffic Committee should seek the support of the City and Highlands View Dr. residents, which may compel them to devote the staff time required. Therefore – the following survey will be used to determine if ACHD and the City should support additional resources to pedestrian and traffic calming mitigation measures using the following criteria as a goal (ACHD's pre-requisites for traffic calming (§5104.2.1)):

- 75% of the residents on the collector street (Highland View Dr.)
- 50% of the residents on adjacent residential streets that drain traffic to Highland View Dr.

For the purposes of this survey, we will collect responses from all "residents" on these streets, and note also the support of number of households versus the total houses on each street.

Survey Questions

1. Name: _____

2. Address: _____

Based on the following scale, please respond to the following questions:

3. I believe Highland View Drive is safe and doesn't require mitigation to control speed.

1 = Strongly Disagree; 2 = Disagree; 3 = Neutral; 4 = Agree; 5 = Strongly Agree

4. I believe Highland View Drive is safe and doesn't require mitigation to enhance pedestrian safety.

1 = Strongly Disagree; 2 = Disagree; 3 = Neutral; 4 = Agree; 5 = Strongly Agree

5. I believe the current pedestrian mitigation (candles) that was implemented on Highland View Drive is effective.

1 = Strongly Disagree; 2 = Disagree; 3 = Neutral; 4 = Agree; 5 = Strongly Agree

6. If future mitigation for Highland View Dr. is determined appropriate by subject experts, I expect to have the opportunity to comment on the proposed mitigation concepts before mitigation is approved by or implemented by ACHD.

1 = Strongly Disagree; 2 = Disagree; 3 = Neutral; 4 = Agree; 5 = Strongly Agree

7. **Please share your experience and concerns:**

TOTAL RESPONSES

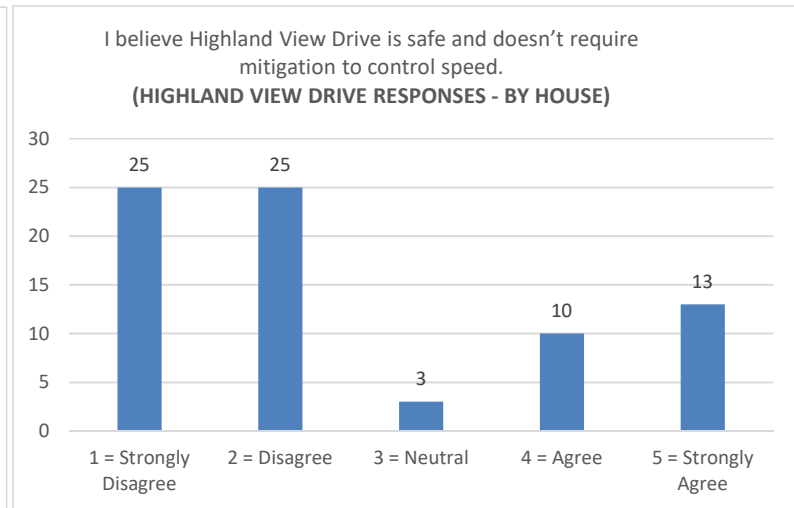
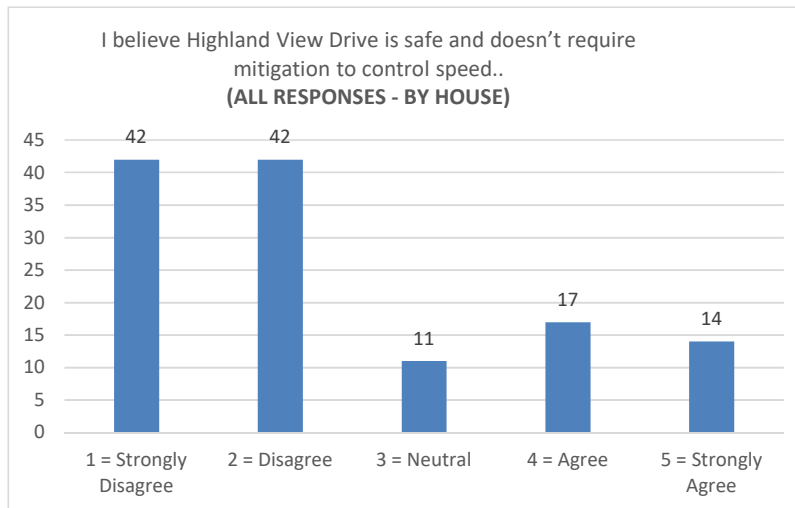
Totals	Total
1 = Strongly Disagree	42
2 = Disagree	42
3 = Neutral	11
4 = Agree	17
5 = Strongly Agree	14
TOTAL	126

Average:	2.4
% Disagree:	67%
% Agree:	25%
% Neutral:	9%

Highland View Drive RESPONSES

Totals	Total
1 = Strongly Disagree	25
2 = Disagree	25
3 = Neutral	3
4 = Agree	10
5 = Strongly Agree	13
TOTAL	76

Average:	2.5
% Disagree:	66%
% Agree:	30%
% Neutral:	4%



TOTAL HOUSES ON HVD = 117 (= 51 EHVD + 66 WHVD)

OCCUPIED HOUSES ON HVD = 116

HVD HOUSES THAT DECLINED TO ANSWER = 4

RESPONSE RATE FOR HVD (ALL HOUSES) = 76 / 117 = 65%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES) = 76 / 116 = 66%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES THAT DIDN'T SPECIFICALLY DECLINE TO PARTICIPATE) = 68%

NOTE: NOT ALL SURVEYS RETURNED HAD ALL QUESTIONS ANSWERED.

TOTAL RESPONSES

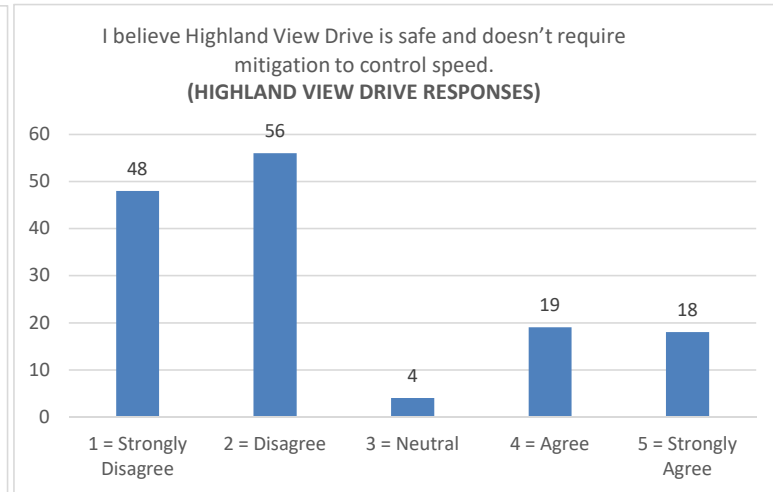
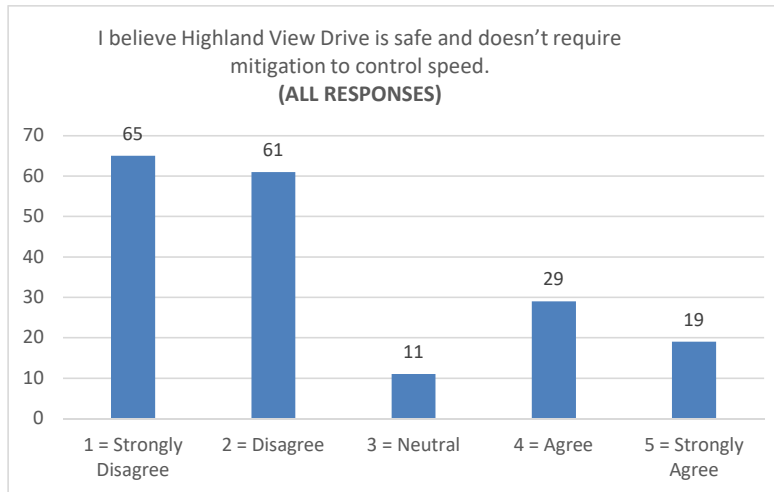
Totals	Total
1 = Strongly Disagree	65
2 = Disagree	61
3 = Neutral	11
4 = Agree	29
5 = Strongly Agree	19
TOTAL	185

Average:	2.3
% Disagree:	68%
% Agree:	26%
% Neutral:	6%

Highland View Drive RESPONSES

Totals	Total
1 = Strongly Disagree	48
2 = Disagree	56
3 = Neutral	4
4 = Agree	19
5 = Strongly Agree	18
TOTAL	145

Average:	2.3
% Disagree:	72%
% Agree:	26%
% Neutral:	3%



TOTAL HOUSES ON HVD = 117 (= 51 EHVD + 66 WHVD)

OCCUPIED HOUSES ON HVD = 116

HVD HOUSES THAT DECLINED TO ANSWER = 4

RESPONSE RATE FOR HVD (ALL HOUSES) = 76 / 117 = 65%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES) = 76 / 116 = 66%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES THAT DIDN'T SPECIFICALLY DECLINE TO PARTICIPATE) = 68%

NOTE: NOT ALL SURVEYS RETURNED HAD ALL QUESTIONS ANSWERED.

TOTAL RESPONSES

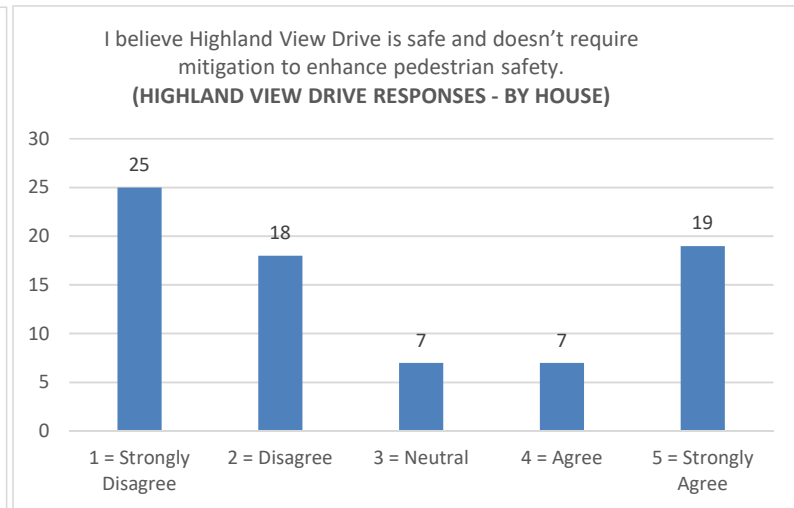
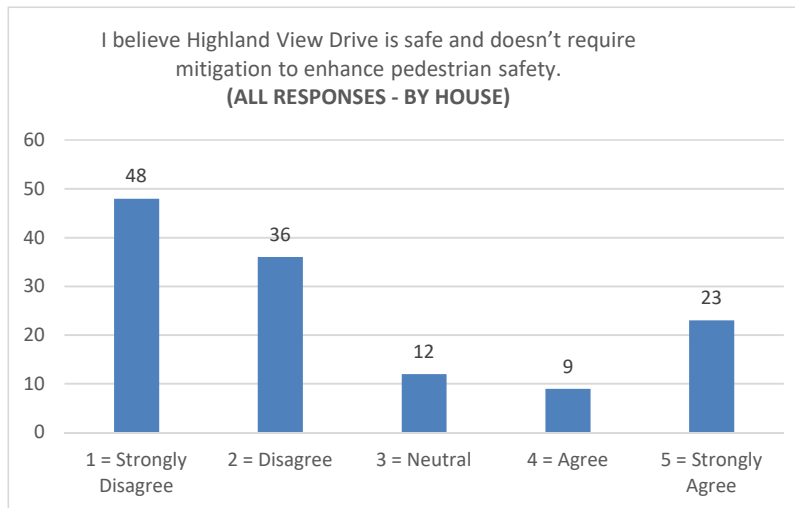
Totals	Total
1 = Strongly Disagree	48
2 = Disagree	36
3 = Neutral	12
4 = Agree	9
5 = Strongly Agree	23
TOTAL	128

Average:	2.4
% Disagree:	66%
% Agree:	25%
% Neutral:	9%

Highland View Drive RESPONSES

Totals	Total
1 = Strongly Disagree	25
2 = Disagree	18
3 = Neutral	7
4 = Agree	7
5 = Strongly Agree	19
TOTAL	76

Average:	2.7
% Disagree:	57%
% Agree:	34%
% Neutral:	9%



TOTAL HOUSES ON HVD = 117 (= 51 EHVD + 66 WHVD)

OCCUPIED HOUSES ON HVD = 116

HVD HOUSES THAT DECLINED TO ANSWER = 4

RESPONSE RATE FOR HVD (ALL HOUSES) = 76 / 117 = 65%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES) = 76 / 116 = 66%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES THAT DIDN'T SPECIFICALLY DECLINE TO PARTICIPATE) = 68%

NOTE: NOT ALL SURVEYS RETURNED HAD ALL QUESTIONS ANSWERED.

TOTAL RESPONSES

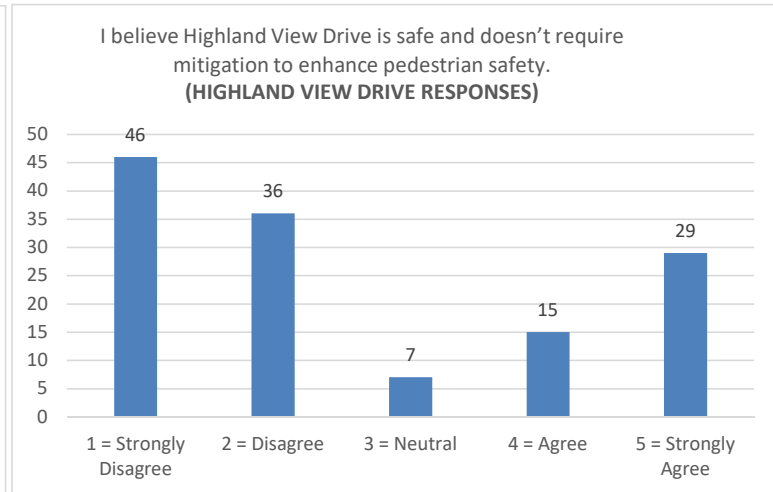
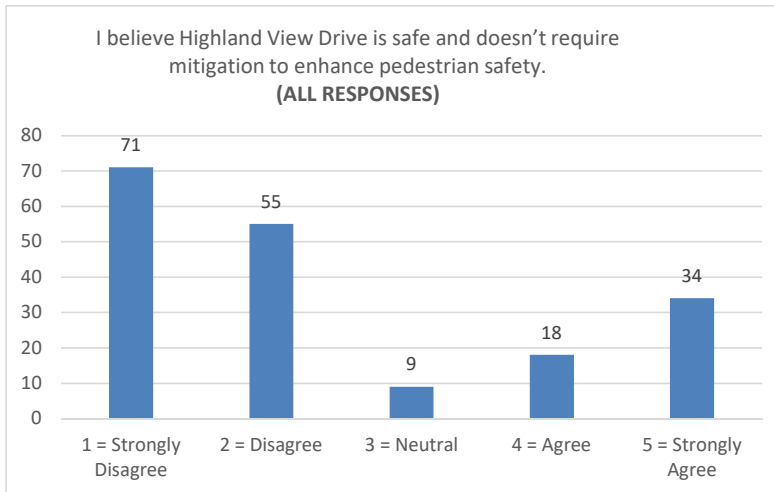
Totals	Total
1 = Strongly Disagree	71
2 = Disagree	55
3 = Neutral	9
4 = Agree	18
5 = Strongly Agree	34
TOTAL	187

Average:	2.4
% Disagree:	67%
% Agree:	28%
% Neutral:	5%

Highland View Drive RESPONSES

Totals	Total
1 = Strongly Disagree	46
2 = Disagree	36
3 = Neutral	7
4 = Agree	15
5 = Strongly Agree	29
TOTAL	133

Average:	2.6
% Disagree:	62%
% Agree:	33%
% Neutral:	5%



TOTAL HOUSES ON HVD = 117 (= 51 EHVD + 66 WHVD)

OCCUPIED HOUSES ON HVD = 116

HVD HOUSES THAT DECLINED TO ANSWER = 4

RESPONSE RATE FOR HVD (ALL HOUSES) = 76 / 117 = 65%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES) = 76 / 116 = 66%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES THAT DIDN'T SPECIFICALLY DECLINE TO PARTICIPATE) = 68%

NOTE: NOT ALL SURVEYS RETURNED HAD ALL QUESTIONS ANSWERED.

TOTAL RESPONSES

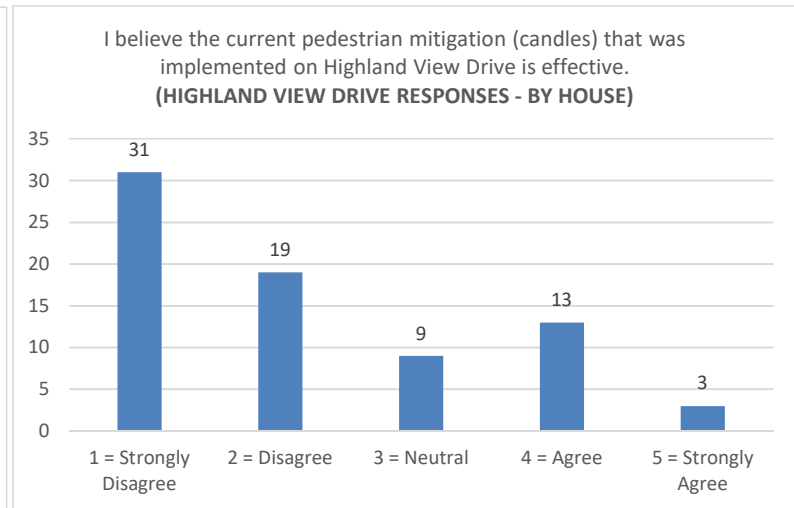
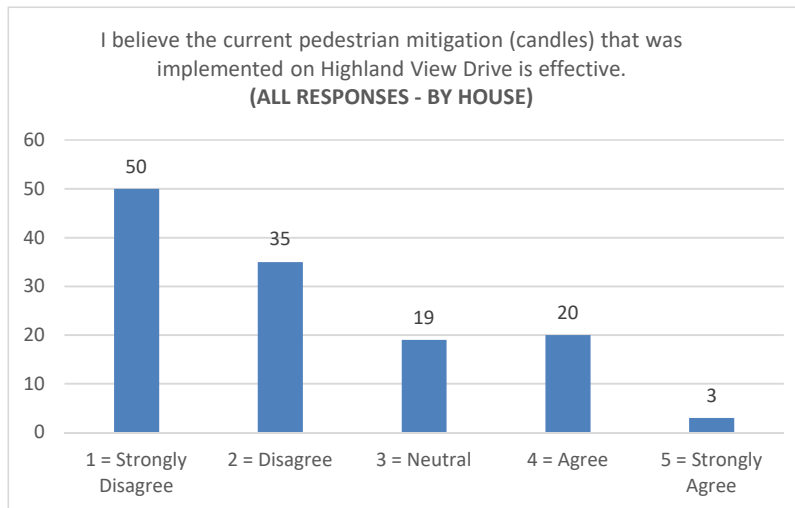
Totals	Total
1 = Strongly Disagree	50
2 = Disagree	35
3 = Neutral	19
4 = Agree	20
5 = Strongly Agree	3
TOTAL	127

Average:	2.1
% Disagree:	67%
% Agree:	18%
% Neutral:	15%

Highland View Drive RESPONSES

Totals	Total
1 = Strongly Disagree	31
2 = Disagree	19
3 = Neutral	9
4 = Agree	13
5 = Strongly Agree	3
TOTAL	75

Average:	2.2
% Disagree:	67%
% Agree:	21%
% Neutral:	12%



TOTAL HOUSES ON HVD = 117 (= 51 EHVD + 66 WHVD)

OCCUPIED HOUSES ON HVD = 116

HVD HOUSES THAT DECLINED TO ANSWER = 4

RESPONSE RATE FOR HVD (ALL HOUSES) = 76 / 117 = 65%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES) = 76 / 116 = 66%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES THAT DIDN'T SPECIFICALLY DECLINE TO PARTICIPATE) = 68%

NOTE: NOT ALL SURVEYS RETURNED HAD ALL QUESTIONS ANSWERED.

TOTAL RESPONSES

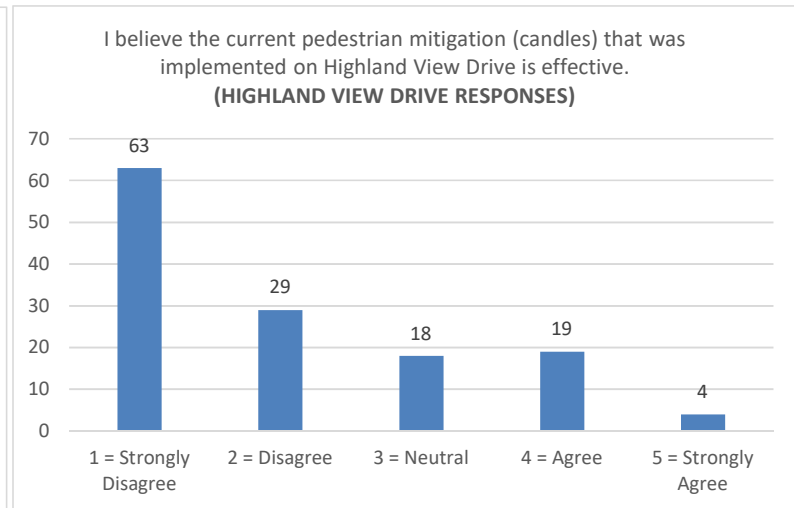
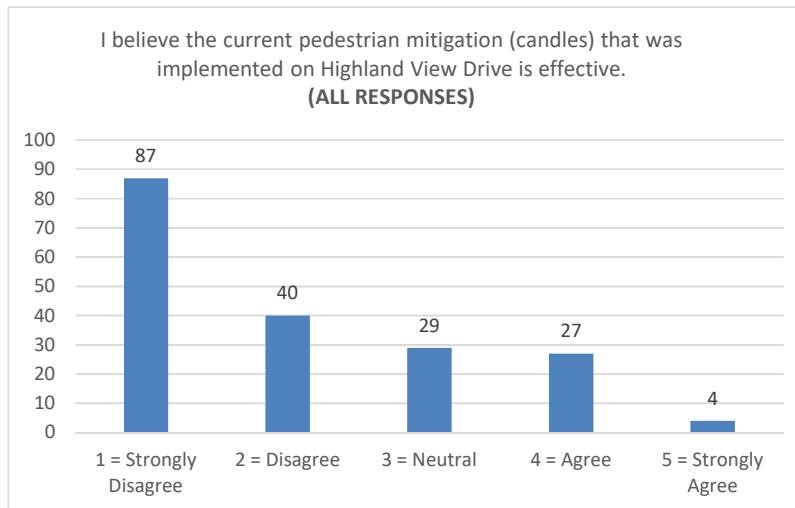
Totals	Total
1 = Strongly Disagree	87
2 = Disagree	40
3 = Neutral	29
4 = Agree	27
5 = Strongly Agree	4
TOTAL	187

Average:	2.0
% Disagree:	68%
% Agree:	17%
% Neutral:	16%

Highland View Drive RESPONSES

Totals	Total
1 = Strongly Disagree	63
2 = Disagree	29
3 = Neutral	18
4 = Agree	19
5 = Strongly Agree	4
TOTAL	133

Average:	2.0
% Disagree:	69%
% Agree:	17%
% Neutral:	14%



TOTAL HOUSES ON HVD = 117 (= 51 EHVD + 66 WHVD)

OCCUPIED HOUSES ON HVD = 116

HVD HOUSES THAT DECLINED TO ANSWER = 4

RESPONSE RATE FOR HVD (ALL HOUSES) = 76 / 117 = 65%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES) = 76 / 116 = 66%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES THAT DIDN'T SPECIFICALLY DECLINE TO PARTICIPATE) = 68%

NOTE: NOT ALL SURVEYS RETURNED HAD ALL QUESTIONS ANSWERED.

TOTAL RESPONSES

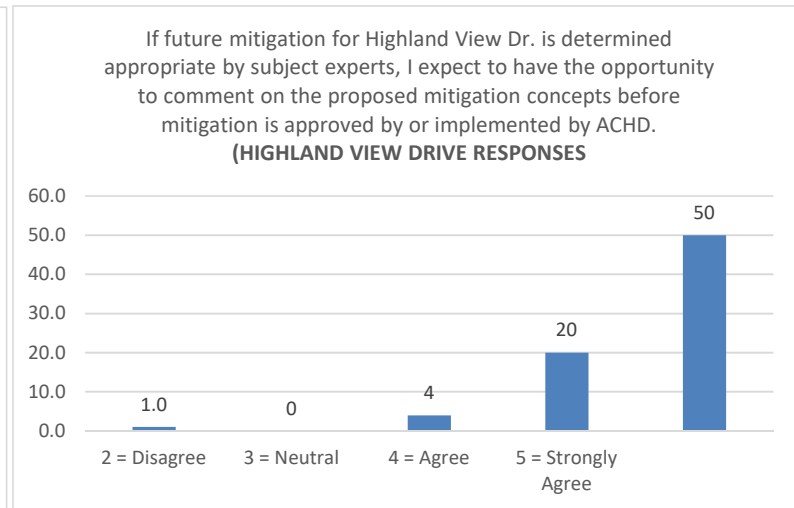
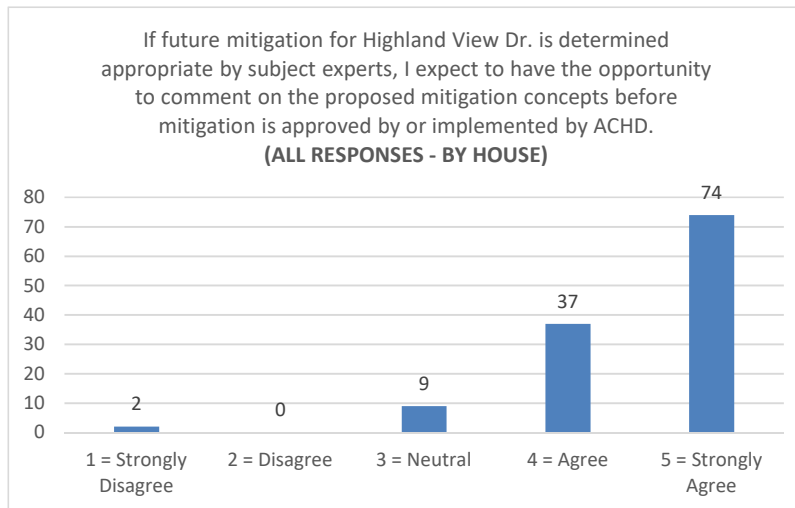
Totals	Total
1 = Strongly Disagree	2
2 = Disagree	0
3 = Neutral	9
4 = Agree	37
5 = Strongly Agree	74
TOTAL	122

Average:	4.5
% Disagree:	2%
% Agree:	91%
% Neutral:	7%

Highland View Drive RESPONSES

Totals	Total
1 = Strongly Disagree	1.0
2 = Disagree	0
3 = Neutral	4
4 = Agree	20
5 = Strongly Agree	50
TOTAL	75

Average:	4.6
% Disagree:	1%
% Agree:	93%
% Neutral:	5%



TOTAL HOUSES ON HVD = 117 (= 51 EHVD + 66 WHVD)

OCCUPIED HOUSES ON HVD = 116

HVD HOUSES THAT DECLINED TO ANSWER = 4

RESPONSE RATE FOR HVD (ALL HOUSES) = 76 / 117 = 65%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES) = 76 / 116 = 66%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES THAT DIDN'T SPECIFICALLY DECLINE TO PARTICIPATE) = 68%

NOTE: NOT ALL SURVEYS RETURNED HAD ALL QUESTIONS ANSWERED.

TOTAL RESPONSES

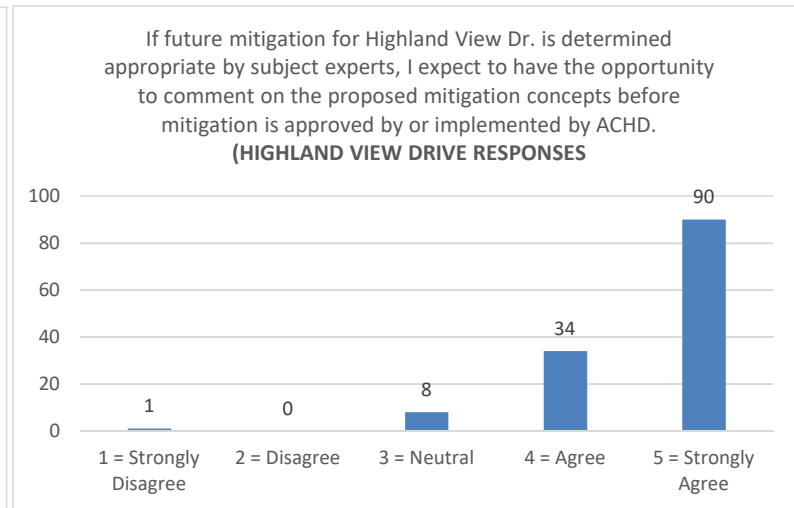
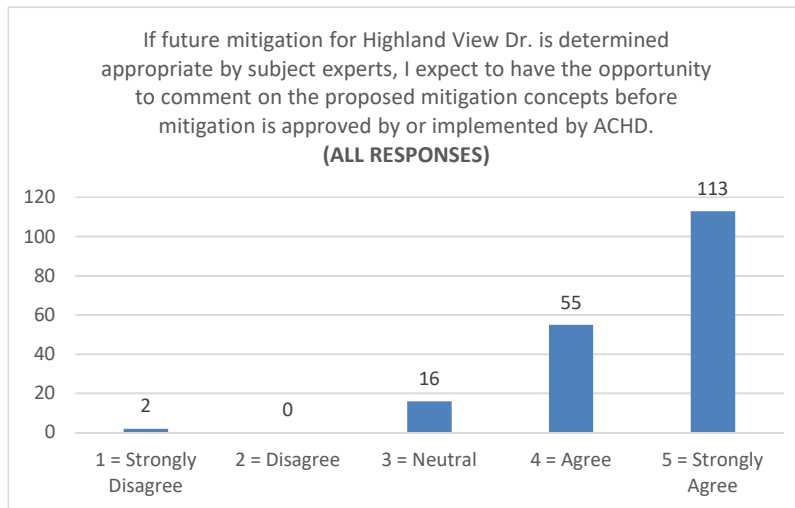
Totals	Total
1 = Strongly Disagree	2
2 = Disagree	0
3 = Neutral	16
4 = Agree	55
5 = Strongly Agree	113
TOTAL	186

Average:	4.5
% Disagree:	1%
% Agree:	90%
% Neutral:	9%

Highland View Drive RESPONSES

Totals	Total
1 = Strongly Disagree	1
2 = Disagree	0
3 = Neutral	8
4 = Agree	34
5 = Strongly Agree	90
TOTAL	133

Average:	4.6
% Disagree:	1%
% Agree:	93%
% Neutral:	6%



TOTAL HOUSES ON HVD = 117 (= 51 EHVD + 66 WHVD)

OCCUPIED HOUSES ON HVD = 116

HVD HOUSES THAT DECLINED TO ANSWER = 4

RESPONSE RATE FOR HVD (ALL HOUSES) = 76 / 117 = 65%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES) = 76 / 116 = 66%

RESPONSE RATE FOR HVD (OCCUPIED HOUSES THAT DIDN'T SPECIFICALLY DECLINE TO PARTICIPATE) = 68%

NOTE: NOT ALL SURVEYS RETURNED HAD ALL QUESTIONS ANSWERED.

Argyll Drive

Absolutely hates the candlesticks.

After 29 years going up & down HVD (mostly bikes), the change of traffic on W. Braemere is significant. There are less cares on HVD & it is now a much more pleasant street.

That said, the cove development will change that in the next few years. I think a sidewalk would be effective & also expensive.

It is my experience that nearly every driver violates the posted speed limits on HVD.

Signs showing speed limit and current speed of oncoming vehicle effectively reduces speeding drivers and doesn't create such hazards as the candles which appear to be worthless in mitigating anything much less a heavy snow year. Candles only help pedestrians, which there are few, create problems for bikers (Many) and are a pain in the neck for garbage collection, workers who must park near houses on which they are working, and those of us who drive carefully and have to watch for oncoming cars trying to avoid them. The only solution in our opinion is to widen the road by small amount of property from each homeowner that would become sidewalks. Or else buy everyone smaller

Speed control is needed - cop stops/tickets; we need to encourage slow speeds

Don't like impediments on the roadway. Makes it less safe.

Too much debris is on the inside of candles (like grass, etc.), making it unsafe for bikers, children, strollers, dogs - also the asphalt is not smooth in that lane which effects bikers & kid scooters.

Try to educate neighborhood @ importance of driving slower. More signs @ "driving like your kids live here".

As soon as it sowns, these candles will be a problem for snowplows and decrease path for residents trying to use the roadway.

Would rather keep as it was [before candles]. I could perhaps see a benefit of candles on the right hand curve with partial obstruction.

Crane Creek Road

I am essentially neutral on this one issue but feel that the Highlands as a whole has a speeding, automobile, and pending congestion issue. The neighborhood does not lend itself to easy bicycle commuting but with growth should do so. ALL roads are busier in the Highlands and crosswalks are infrequent, as are speed bumps and police enforcement I believe pedestrian candles are helpful, but more is needed. The speeds on HVD are dangerous and I would love to see some changes.

I do not drive HVD. My biggest challenge is the intersection of Ranch Road/Bogus Basin Road. The Speed Limit on Bogus @ Ranch is 25 mph; No one observes that. Turning left from Ranch onto Bogus can be a long wait. Once you think its clear/safe, the guy coming from the north @ 50 mph around the BLIND curve tries to ruin your day/life by killing you. How about a 3-way stop or a traffic signal? What can you do for us?

I use the lower section of HVD sometimes - speed control seems to be of no concern - nice if all would SLOW down. Cars should park in their driveway - streets are narrow enough without additional parked cars, RV, boats, etc.

Last I checked, most of the homes are NOT ALLOWED to park overnight on streets in the Highlands. This is not typically a concern on HVD, but should be. This is part of most I strongly support a sidewalk on the North Side of HVD due to traffic.

A bike lane on the south side is needed.

I routinely walk, bike and drive on HVD because it is near impossible to drive south from Ranch Road to Bogus Basin Road. Thus I used HVD much of the time.

The speed limit should be 20 and enforced, with stop signs at most intersections.

We need better and safer pedestrian and cyclist access from Highlands to Hill Rd & Bogus intersection. There is no sidewalk on the east side of Bogus and HVD candles are not sufficient protection since the road bends and has limited visibility, combined with high speed traffic.

E Curling Drive

I strongly urge ACHD to consider changing the speed limit on Curling Drive from 25 mph to 20 mph and this is why: Curling Drive is every bit as windy and steep, and in some cases more, than portions of HVD, which has a posted speed limit of 20 mph above Braemere. Curling has several blind or hidden curves that make pulling out of the driveway for many of its residents a risky experience. Our home and driveway has one such blind curve. On more occasions than I can count, I have slowly pulled out of my driveway, only to have someone driving downhill at an excessive speed, an not being able to stop before hitting me, swerve around me into the oncoming lane. It is frightening and we have to hold our breath every time we pull out of our driveway, either alone or with our grandchildren.

I believe police enforcement is also necessary since decreasing the speed limit alone will likely not alleviate this problem. If just one officer were assigned to the Highlands neighborhood, the revenue that would be derived from tickets issued by that officer would more than pay for his or her salary.

I use a power wheelchair for mobility. Due the candle stick placement, I am forced to be in the street when I need to get around. A permanent curb will make this situation [in addition to removing candles on HVD] include Curling and Braemere in that poor plan.

E Highland View Drive

80% of traffic increase due to Highland Cove access

SPEED we have had to turn to our own expense in signage to remind drivers to be careful

Walking up & down HVD (or biking) is taking your life into your own hands.

Please understand, this is both an ACHD Issue AND City!

Policeman + 12 tickets would help.

Candles are dangerous & prevent street cleaning and it is impossible to walk inside candles during winter. Stupid idea and very dangerous.

We need speed study between Selkirk and the new development. The speed on HVD has majorly increased since Braemere connected to HVD. Its scary! May require speed bumps
Solar powered speed sign is needed.

The number of cars on HVD has increased 10x. A diverter (a serious one) is needed on Braemere. Or a gate.

Candles prevent street cleaning & the snowplows fill pedestrian walk way with the snow. This stupid idea sends people farther into the road.

Need two solar speed signs (one below W Braemere).

Candles were well-intentioned but ineffective.

Our major concern is making the City enforce its finding that graphic generated by the new subdivision/road construction shall be 50/50 between HVD/Braemere.

Everyone we seep stops at all the stop signs, so they do their job of making the intersections safer.

Candles or extruded curbs mean those areas are not cleaned by street sweepers, and thus actually cause cyclists to ride outside of them for safety and comfort. We see that happening whenever pine cones are an issue.

Stop signs are not designed to govern the speed of vehicles between them.

Highland Nines residents making illegal left turn on Braemere to access HVD

Excessive speed 7-8 AM - 5-6 PM are obviously the worst times

Nobody obeys new stop signs.

Traffic count seems to have doubled on HVD.

With Lower Braemere closed - Upper Braemere, Hearthstone, etc. residents going up Braemere to access HVD.

HVD has always had traffic problems. Whoever decided to get the designation changed must have had nefarious purposes in mind, such as allowing development. We never knew ahead of time that this was being considered; but then we only live there and are directly affected and would not make any money from it.

When we were informed that an extruded curb and/or "candles" were being considered we were told that we should look at the section of Hill Road that was comparable and had an extruded curb. That section of Hill Road is indeed a road, as is HVD; and there are similarity ends (Hill Road is several times as wide, is divided, does not have driveways entering the roadway, etc.). If that identification demonstrates the thinking of those in charge I am not surprised at the decision to place the candles on HVD. I find it difficult to believe that those involved bothered to actually view the roadway. It was probably just too much trouble to take a look. (When they trimmed our trees to 17 ft. rather than 14 ft. (I measured and commented) they said it was just too hard to measure better)

The candles are a travesty, and an extruded curve would be even worse. We find it difficult to walk along the road because the candles block the horizontal section in much of the road and the slanted is difficult to walk on and is generally dirty because it cannot be cleaned by the street sweepers. Our walking has been seriously curtailed. In many sections it is impossible for bicycles or strollers to be in the set-aside section. We notice many people walking in the section of the road purportedly intended for vehicles. In some sections, such as near our house, parking is essentially impossible. On our side there are candles, on the other side there are driveways and stone walls. We are old(ish) and many of our guests are also. We have an eight-year old elders (and a ninety-year old) need to walk football field lengths through speeding traffic to get to our house, even after we moved our vehicles elsewhere. As a result we have curtailed some gatherings.

I believe that my home is worth less than it would be without the strange road condition (and the traffic that will be coming from the development at the end of the street {bless the city fathers with dollar signs in their eyes and no more concern for the quality of living [Pat would be displeas]}). it is possible that the number of houses for sale has been affected. **Sorry to vent (not really).**

I don't think mitigation helps at all. It just tends to narrow the street even more. Our biggest problem is the AMOUNT of traffic, ESPECIALLY the number of LARGE trucks. I have emailed several concerns about the current candles and future pedestrian lane curb to ACHD.

The current candles are placed inside the white line of the pedestrian lane. This makes the lane very narrow and forces walkers/bikers to use the downward slope and gutter of the street to walk/ride on.

The area within the candled lane is inaccessible to street sweepers and snowplows. This makes for lane full of debris/snow that creates a hazardous surface for both riding and walking. In the winter, the snowplows pile all the snow/slush into the lane and that forces our school age children to walk in the street to get to school. It also forces all the buss-riding children to wait for the bus in the street since they cannot stand in in the lane because of the snow/slush mounds. [ACHD did respond to my email about this. It stated that ACHD expected homeowners to keep the pedestrian lane in front of their homes free of debris and snow. It is not included in the current city code for homeowners to maintain the pedestrian lane. It is in the City code that homeowners clean/clear the sidewalks in front of their homes.

The white plastic candles make our neighborhood look like it is under construction. They degrade everyone's curb appeal without adding the benefits they were supposedly installed **Any height of future curb will cause the same negative safety issues that the cones have implicated.**

The future curbs will also present a barrier that can easily trip walkers or derail bikers if they must swerve to avoid pedestrians ahead of them or dogs that may run out at them **I live at the east end of the "old" HVD.**

A large percentage of drivers proceed at 30 mph past the 20 mph sign just east of our driveway

Traffic enforcement in the Highlands Cove Subdivision is NIL.

Many drives slow down around the narrowing (traffic calming) islands just inside the Highlands Cove Development

I'm new to the area and don't have ample history, but we have noticed the speed issues in past few months.

As a runner/biker and w/kids (10+12), its important to me that the street is as safe + user friendly as possible

My first choice for pedestrian mitigation is the permanent cement barriers; my second choice is the existing candles.

I am very concerned about the increased amount of traffic and the speed of that traffic that is coming from residents who live up in the 9's (top of Braemere). I understand they have a long drive and so they speed down HVD to make time to their destinations. However, HVD has a lot of people walking and biking on the road along with service people/residents parked along the roadway. It is critical and the obligation of our governing bodies to install a cement barrier to separate vehicles from pedestrians. True that it is inconvenient for drivers - it forces them to slow down and share the roadway with pedestrians. But that is the nature of HVD. If drivers don't like it they can use Bogus Basin Road/Curling that is vastly more equipped/designed for more cars, more speed and pedestrian space. Drivers' complaints about the candles, while true, cannot take precedence over the safety of our neighbors and children and the public who recreate and commute on our street.

Prefer cement barrier mitigation as was approved by ACHD. If not, then candle barrier mitigation.

I agree with mitigation plan originally approved by ACHD - cement barrier mitigation.

I like the candle barrier mitigation as it is now. Prefer the cement barrier mitigation as permanent mitigation for HVD.

Regarding questions 3 and 4 - I don't think HVD is 'safe', but given all circumstances it is difficult to predict which mitigation would truly be helpful. Hence, I marked 'neutral'.

In my opinion, the recently installed electronic sign on HVD...'your speed is'...is effective. Perhaps 3 or more additional such electronic reminders would be helpful

The candles I don't see as effective. Perhaps painted boundaries on the road would have sufficed.

There needs to be some parking allowed on each side of the road so that each home has some measure of street parking, especially for guests. Many of us are elderly, as our many of our visitors.

The background comments provided on the back of the survey were appreciated.

Comments regarding 'Candles' on E HVD: (1) basically one must walk 'single file'; (2) it is easy to trip over candles while walking; (3) maneuvering trash cans is difficult; (4) Snow removal not practical, piles encourage walking in the roadway; (5) Street sweeping not effective; (6) Bicycle riding within candles all but impossible, even for very young bikers; (7) The pathway is so sloped it is difficult to walk upon in many places (unsafe); (8) Difficult for delivery or service trucks; (9) Awkward for emergency vehicles; (10) Service vehicles on each side of the street at the same time awkward; (11) Families with baby strollers often use the roadway; (12) parking for Guests with candles very limited; (13) Parking for guests directly across from some homes very limited. Our home 118, for example, has a stone wall and driveway opposite...only drive side opens.; (14) Unsightly; (15) Lessens property value; (16) Inconvenient, specially for senior citizens; (17) School children often walk in street; (18) Traffic volume increasing and still cars are often speeding. Much noise.

Since opening of HVD to Braemere, increased number of cars driving very fast - at least 15 mph over speed limit.

Street candles are a joke - not effective and extremely ugly

Speed - people drive must be encouraged to SLOW DOWN to the 20 mph limit; especially on the flat part of E HVD ~ addresses 910 -710

Candles are not working for a number of reasons (1) people remove them (2) people not walking/riding bikes inside line - probably due to debris build up

We might have to suck it up and get a sidewalk on at least one side of HVD!

Speed mitigation at the top of HVD would be nice. A couple more 20 mph signs, a speed bump or two.

The street is as safe as most any other for pedestrians. An Extruded curb would make it worse. Candles are acceptable but absolutely not necessary! (I actually walk outside the candles where the street is flat. The candles & most certainly an extruded curb push me further into the road when on my bike.

Speeding traffic well over the speed limit.

There is no speed limit sign @ top of HVD to warn our new traffic pattern cutting through Highlands Cove from E. Braemere

More than half cars don't stop @ new stop signs.

Multiple times I've been forced over to stop due to construction traffic over center line coming downhill

Thank you for all your efforts, but at this point don't expect much help from ACHD/City.

The current pedestrian mitigation has actually made HVD less safe. The area within the candles is not wide enough for more than one person. The area within the candles is cluttered with debris and is unsafe for cyclists. Because snow cannot be plowed within the candles pedestrians are forced to walk in the street. These are a safety HAZARD and

Also, Stop signs are ineffective - people don't stop.

Speed bumps would be more effective.

The blind curve on Cashmere is unsafe because now that W Braemere is closed to 2-way traffic, more people use Cashmere, which was never designed for this high traffic use

The problem is not speed, but rather the increasing congestion on a very narrow-winding street with its driveways.

The major hazard is the constant flow of large trucks driving well over the center line. TRUCKS THAT BELONG ON A WIDER STRAIGHTER STREET LIKE BRAEMERE

Bikes often come down the hill faster than cars and go through the stop signs. Kids on bikes are at much greater risk than walkers. CAN WE CONTROL BIKING FOR THEIR OWN

The candles only add to the existing problems.

The upper Braemere neighbors consistently and significantly exceed speed limit. We are in the 1st flat area on HVD and speed is the problem.

Construction workers are also speeding.

We have put out signs, we have placed signage on the road - No change.

We have 12 children on this stretch and they do play outside.

Traffic definitely too fast on HVD.

Pedestrians are not protected and cycling seems dodgy.

Backing out of the driveway with fast moving traffic is sometimes an issue.

We are concerned that with additional hosing being constructed that these issues will worsen

We are the last house before the Highland Cove Development. There has been a substantial amount of traffic going to and coming from Braemere - then Highland Cove Development - which seems to increase every week, in addition to construction every week, in addition to construction vehicles, majority of vehicles exceed 20 mph speed limit. Traffic seems to SPEED UP when leaving the new expanded HVD going on to former existing road and SLOW DOWN when transitioning to new road.

What can be done to make traffic adhere to the 20 mph speed limit?

Thank you for considering the concerns of so many residents on east and west HVD - specially those of us who live so close to the new development which as caused the

We have observed that, for the most part pedestrians do not walk inside the traffic candles, especially when there are more than one "walkers". Snow covered streets make it virtually impossible to walk in the indicated space. The traffic candles also pose tremendous problems for snow plows and leaf/debris street sweepers to effectively do the job for which they were intended and further limit walking inside the candles.

I, personally have observed on more than one occasion that large trucks (i.e., moving vans and construction trucks have had to back DOWN the street to turn around at the intersection of Selkirk because they were unable to get around other miscellaneous service and private vehicles parked in the street.

Without a true gage, it hard to say exactly what speeds people are driving on HVD. I would say that at the posted speed most people are going between 30-40 mph. At this speed it is very dangerous to let the kids play out, let alone ride their bikes/walk on the road. We need some sort of mitigation to control speeds on the street, before I lived on the street for 30+ years. Don't like dodging the cones, particularly in the winter.

Speed is a problem on the street, but I don't feel like it's unsafe

Main concern is lack of walking/pedestrian space. People walk their dogs & kids resort to walk on the same road as cars.

Speed on HVD

The steps taken so far are inadequate to address the current traffic and safety issues and will be woefully inadequate when the additional traffic from the new development is added (traffic has already increased due to the additional road connection between Braemere & HVD)

Candles are helpful in that I feel safer along the inside of them - but too many houses have pulled them up & gaps are too far between driveways leading to parking on that side I do not feel the lower (West) Braemere diverter helps. I believe it causes increased safety concerns as people always drive the wrong way. It should go back to the way it was. I'm fine with the way things are.

I really don't want an extruded curb.

The candles have made things worse, causing me to have several close scares. Loss of parking is a big problem

HVD is no worse than Boise Heights

Closing Braemere (west) was unfair to the entire Highlands Neighborhood.

If the police ticketed randomly, but often, the problem would be solved.

The candles installed on HVD NO NOT help pedestrians AT ALL. I have witnessed more children, adults and elderly walking OUTSIDE the candles and in the street because the candle lane is too narrow, and sloped and in the winter IMPASSABLE! PLEASE DON'T EVER INSTALL an extruded curb!!!!

Suggestion: mandate that ALL construction related vehicles/equipment use Braemere to access the Cove

Please review the candles and do not install the raised curb.

The candles are terrible and make things worse. They need to be removed

That any traffic mitigation plans for HVD consider the impacts of "future" development on large swaths of private land beyond Highlands Cove

1. Ave speed ~ 30 mph / often more @ my area

2. My driveway is used as a 'turnaround'.

3. Will get worse as more homes built.

5. Limited options to resolve - ? Speed bumps ?

Cars and trucks coming out of Highlands Cove going way too fast. People using HVD as a cut-off to travel to and from upper Braemere.

I would like to see speed pumps (and lots of them) on HVD. Especially in front of my house.

Pedestrian candles are in effective

Heather Place

After attending multiple ACHD meetings over the last two years (to no avail) concerning the development of upper HVD, I have absolutely no faith or trust in ACHD. Our traffic in the lower Highlands is worse we have not mitigation on Ranch, and this is the preferred route for people due to Braemere closure.

The new 'candles' are better than nothing and do have an effect for alerting drivers that there is a pedestrian walkway along HVD.

I recommend more 20 mph speed signs possibly with yellow blinking lights when kids are walking to and from school. I

I also recommend greater use of the large portable radar speed signs to alert drivers of their speeds. Better yet, if the signs takes a picture of the speeders and license plate.

N Selkirk Drive

The 'candles' are a disaster. The surface areas behind the 'candles' can't be cleaned, therefore are dangerous in the summer & filled with ice & snow in winter. Trucks have to park IN the driving lane to access homes on that side of the street and with the curves on HVD it blocks sightlines. And if someone has parked across the street the road is down

The STOP signs are fairly useless too - I've seen everything from cement trucks to teens on minibikes just ignore them

The them [candles] go away...we never asked for them.

[Candles] not a good solution. Please remove.

Please remove all "candles" from our Highlands Neighborhood.

Almost hitting people or other cars on HVD b/c of the candles.

Too much traffic from Braemere that cut through.

I think the 20 mph speed limit is too low, should be 25-30.

I also believe that there needs to be sidewalks on all sides of the street. This would enhance the safety

A bike lane on each side would also be an excellent addition to sidewalks.

Traffic candles must go. They suck and actually make it more dangerous.

Where the data to support the concept that HVD is dangerous? How many pedestrians have been hit on HVD since the Highlands was developed?

Stop signs & the occasional cop visit should be plenty.

Given current constraints I think it is about as good as it can get.

When a sidewalk or speed bumps become possible - those could improve things.

Tartan Pl

After the candles were placed, the bike lane on the north side of HVD became VERY dangerous for bikers due to a HUGE amount of debris: sand, gravel, pine cones, glass as the street sweeper is not able to clean it. They also did not slow traffic, which is CONSISTENTLY 10-15 mph over limit and people are starring at their phones as they speed down the hill. What about speed pumps? Worked GREAT on catalpa, and its flat.

My one concern with the candles on lower HVD is that they become filled with street dirt & gravel. When the street cleaners come through all the dirt is deposited in those lanes. There is no way for the street cleaner to clean.

Tweed Ct

All speed limit signs should be 20 mph; the yellow sign coming up the hill reads as a temporary slow to 20 mph.

Candles are so far inside designated pedestrian area that people have to walk on the traffic side of them

Maybe one side of street for pedestrians and other for parked cars to avoided pedestrians in the street.

I'm wondering if there is any evidence that these devices [candles] actually improve safety. So far my experience has been that they actually endanger our children.

The [candle] installation on Curling resulted in making the walking path unplowable causing snow not only to build up, but be plowed into the walking lane. Kids ended up having to walk or bike in the street. In the spring there was a ton of loose gravel that the street sweepers couldn't reach.

W Braemere Road

Better barrier between pedestrian walking and car traffic to protect school children and other pedestrian traffic.

HVD is very unfriendly for walking. The candles help drivers be more aware of walking lane but they do force walkers onto the most unlevel part of the street. Moving the candles over by a foot toward the street center would help a lot. At minimum HVD needs candles or curb on 3 to 4 key corners. The walking lane should have a rumble strip and reflectors its full distance. A sidewalk the full length is too expensive and would never happen but maybe on certain stretches such as W Braemere to Whidden as that is key tie-in to school walking routes. The City should buy a sweeper and plow that are small enough for walkways. Other Cities have "Sharrows" that should be painted on the downhill traffic lane to encourage bikes to ride in the traffic lane and not on the outside of the candles

I feel that the matter is that traffic travels too fast on HVD. The current mitigation, the candle sticks, is the best ACHD could do at the time. This is a street lots of people & their pets walk, as well as children walking to school. The do nothing, or remove the candle sticks approach ignores the danger to pedestrians. What else can be done to calm traffic Regarding our "neutral" answer to question #5 - we believe mitigation is effective in keeping cars from cutting into the walking lanes when driving the curves & corners on HVD. However, too many people park in between or ON the candles. Also many of the candles were placed inside of the white line marking the walking lane more narrow/sloped into the gutter & less attractive for walkers.

The candles do make me feel safer as a pedestrian. They are not attractive & make it hard for people to park in front of their houses. I would prefer a sidewalk with parking restricted to one side of the street.

W Highland View Drive

Against candles

No street left in the middle

No concrete curb! They are stupid.

Area inside candles can't be cleaned or snow plowed any longer!

No more parking on west side of HVI???? Don't like all the restrictions

Have to move mailbox out into the road? What a mess!

Candles are hindrance because it prohibits parking

candles make it harder to plow and clean street

Candles make it difficult for snow removals as would extruded curb. They also make it difficult to get out of our driveway due to limited space for trash cans.

Very few people stop at the stop sign at Braemere & HVD

Do not clutter up HVD any more than you already have.

For Whatever reason the candles were not placed on the "white" line but instead several inches toward the curb which places them in the most comfortable path to walk because of the increasing decline in street level sward the curb.

I suffered a serious fall as a result [of candle placement].

I am absolutely opposed to the extruded curb concept or any other physical change to the street.

Speed (digital) readout signs are worth trying out. I support them.

Hate candles

DO NOT want concrete curb

Makes it less safe (candles)

Cannot clean street or plow entire street.

Winter would make it awful

Street not able to be cleaned

takes away parking.

I believe current pedestrian mitigation (candles) that was implemented on HVD is effective, but more needs to be done.

I strongly support the stop signs on HVD for the following reasons: (1) the Five Mile report confirms that the stop signs are in fact working to reduce speeds; (2) stop signs increase driver awareness; (3) stop signs are the traffic calming measure strongly preferred by the neighborhood as measured by 200+ surveys completed in conjunction with ACHD in April 2016; (4) 50.6% of the neighborhood said that they supported or strongly supported stop signs on HVD; (5) Stop signs are inexpensive and easy to maintain; (6) use of stop signs for speed mitigation is not unprecedented. They have been used by the Commission in at least one other neighborhood for speed mitigation where the neighborhood requested them.

I also support the candles as an important way of raising drive awareness of the designated walkway - a sidewalk would be much better.

I urge ACHD to add at least one and preferably two or more crosswalks to HVD to get school kids & pedestrians safely to the walkway

I am delighted to see an electronic speed sign recently added to HVD.

(blank)

I don't like the candles or extruded curbs. Not sure what the solution is other than speed pumps which I also don't like.

I don't understand what mitigation means.

Speeding is a problem.

I am wondering if the added stop signs have altered the habits of speeders.

The speed limit should NOT be lowered.

I have lived in the Highlands 47 years and done quite a bit of walking - have not felt endangered by vehicles.

Don't know how candles & snow plowing will work.

I strongly object to the added stop signs. These are not needed to control traffic slow and do nothing but add to our air pollution and lessen trust & acceptance of speed
I strongly disagree that extruded curbs and candles are the answer to pedestrian safety. Focus should be on traffic calming and reduction of speed. HVD is a beautiful and unique Boise street and should be preserved as such; more complex calming measures may need to be developed.

I strongly disagree with the peer review [Five Mile report] statement of stop signs having "little effect" on speed. I am in favor of stop signs.

The candles are effective in providing a safe barrier for pedestrians and I am in favor of an extruded curb for enhanced pedestrian safety

I think adding the stop signs helped the problem.

I think speed should be controlled but not by use of candles or permanent extruded curbs

Would prefer use of the flashing speed signs and enhanced police patrols with tickets written

I think that the candles have improved pedestrian safety by keeping cars from cutting corners and focus drivers to their lane. However, there still seems to be plenty of drivers that can't be bothered to use their breaks or downshift to a lower gear, that let gravity carry their car way over the posted 20 mph limit.

I've noticed the new "your speed is" radar activated signs on Hill rd and also Bogus Basin Rd, and believe they are effective. I would gladly host one of those in my yard. And they car plug it into my lamppost, if they have a cheaper version that runs straight off 120v and not a solar powered battery.

I think the candles are ugly, BUT I have noticed a dramatic increase in the number of pedestrians walking on HVD. Even more impressive to me is that I see way more kids walking and riding bikes.

SOMETHING is desperately needed, if ugly candles are the only option we get, I will take it

Like the candles as a visual for cars to stay out of lane for pedestrians.

Strongly oppose to extruded curb - CRAZY!

Want fewer candles to allow for some parking.

Many of the vehicles driving on HVD are going well above the posted speed limit of 20 mph

No extruded curbs

Snow removal is a problem b/w candles.

Babysitters may not fit between candles

Parking may be a challenge with candles.

Take out candles - add small speed bumps to slow traffic.

Speeding is better now with the stop signs

Candles are necessary on HVD.

Speeding remains a constant issue, compromising my safety entering & exiting my driveway, & as a pedestrian, cyclist on HVD.

New speed sign isn't working properly (on HVD). Suggest ACHD troubleshoot.

ACHD should communicate expectations regarding pedestrian/bicycle use of protected path & expectations for residents (parking, snow removal, mail boxes, etc.) regarding the protected path/candles.

Stop signs help

Candles are unnecessary and look terrible.

The bicycles go down faster than most cars.

The candles , particularly in the winter, are a hazard if car should skid.

The candles have made HVD SIGNIFICANTLY more hazardous. Bicycles now have nowhere to travel other than in the traffic lane. Cars now park on the side of the street opposite the candles which is much more narrow causing a traffic hazard and a liability. Street Sweepers cannot clean properly causing debris to accumulate inside candles, also

Please review these candles before somebody gets hurt. They are not accomplishing their purpose and are a hazard

The young drivers go way too fast!

More police presence when work & school drivers are out & when they come home - 7:30 AM & 7 PM

We are 50-year residents of the same house on HVD have one of the most treacherous driveways to get in and out of and have run & walked here all that time. The vehicle speed is our greatest concern, as well as the amount of traffic. It makes it increasingly difficult and dangerous getting in and out of our driveway. We have had at least 5 separate instances of out of control excessive speed around the curve of our part of the street resulting in property damage to our landscaping and my husband's car.

We are both strongly against candles or an extruded curb. Both make cleaning, plowing and parking difficult. They narrow the roadway which is more dangerous for cars and bikes especially on blind curbs.

We are seeing a significant increase in the number of vehicles & some mind the speed limit but many do not.

The candles help constrict the traffic & slow it down but not enough. They also create snow removal & parking issues

We continue to disagree with the classification of our street as a collector simply to justify development. The street is narrow, steep, curvy and has no sidewalks.

Will this cut into my property?

The most safety concern is during the morning work/school commute.

The candles have not provided safe pedestrian/speed mitigation, while proving to be trip hazards & slip hazards from the sand and debris in the path, which is uncleaned

An electric speed sign at Windemere would help.

The designation of HVD as an "arterial" (5000 cars/day) needs to be changed

Stop signs remind people this is still a neighborhood w/police on the occasion giving tickets for not stopping (place 2 more signs on HVD - 1@ Parkhill & 1 further up.

The candles are a hazard. When there is snow or ice in the pathway, pedestrians are forced onto the roadway - where cars seem more aggressive than before the candles were placed. Also debris, sand, rocks, etc. land in the walkway which make them dangerous for walking, riding, bikes, etc.

I feel like people are driving a bit faster w/ candles in the roadway.

Bottom line - HVD WAS NOT developed to carry traffic, pedestrians, & bicyclists. Unless the entire neighborhood is torn down and redeveloped (which won't happen) then HVD needs a new street designation - it is not a safe collector street.

Someone who bikes on the road almost daily, I feel like the candles area hazard. It is dangerous to bike inside the candle lane due to debris & sand. In the road if a car comes, it is not always safe to go into the candle lane. I think there just needs to be a line on both sides of the road along w/ a few extra 'pedestrian lane' signs.

The candles create a narrow road making it tighter for my bicycle. I have had close calls since it went in. Because the bike is faster than walkers, it is not safe to ride in the I am concerned about questions 3 & 4 leading to more terrible 'solutions' to improve safety on HVD. These candlesticks are ridiculous. They have made the road much less safe - debris, width, obstacles....If an idea this horrible can be implemented, I hate to see what else might happen.

HVD has always been unsafe for pedestrians. It is getting worse since [W] Braemere was closed and more houses are going in up top [E Braemere]. People speed and often don't use the stop signs. It is only a matter of time until someone gets hurt.

I often ride my bike to work, the candles are placed so that is not safe to ride or walk. I.e., Candles are not on the line they are placed further in from the street so if trash cans are out or branches hang down, I have to ride in the road further to avoid, not near gutter. In the winter/fall leaves & snow block the path so again pedestrians are pushed

There is too much traffic on HVD and people drive too fast - it does not feel safe. A better alternative would be a designated bike walking lane without candles but reflective paint

I would like the candles removed, they do not serve a safer purpose. The walkways could be repainted with the bike symbol painted in the line like is seen on 15th st. Thank

I would recommend a more frequent police appearance on HVD to deter speeders. Speed bumps would also help.

Not sure if the 'candles' are the correct 'mitigation' for safety including speed on WHVD *BUT* some type of barrier is needed - narrower street has slowed cars down!

Not sure what other barriers there are - rumble strip, rounded screw-like heads, etc

I am strongly opposed to the candles currently on HVD and the future extruded curb.

Wagon Wheel Road

At the risk of diverting attention from the focus of this survey, I would like to point out that the Bogus/Ranch Road intersection, which is a blind curve, consistently sees cars traveling easily 20 mph above the limit, a situation that ACHD has consistently ignored. THIS IS TOO DANGEROUS!

Wyndemere Drive

Current mitigation plan is ineffective. Candles prohibit effective snow removal and street cleaning. Candles are also impediments to parking for neighborhood visitors and have degraded the aesthetics of the neighborhood. We routinely walk HVD and feel its safe to walk/run. Request for more police control would be more effective in controlling speed, if its the major concern.

Lack of snow removal forces pedestrians into the street to walk. Candles should be removed

HVD is a narrow, winding road with many blind driveways, we'd say "safe" is not a term to use. However, most mitigation issues - more stop signs, speed bumps (no!) and the candles (huge no!) are simply annoying and don't do what is needed here. The candles, or a permanent curb, create more issues. Snow removal becomes impossible so pedestrians will need to walk in the street! Will we make homeowners responsible for clearing in front of their homes and fine them if they don't? The candles reduce property value. We wouldn't buy a home with those unsightly things in front! Pedestrian safety is an issue but candles aren't the answer, even sidewalks might not help on a winding road. Although costly they might not be a bad solution (one side of the street of course). Speed needs to be controlled, but perhaps if we had the occasional city patrol on the I am a pedestrian, bicyclist, motorist on HVD. The candles currently in place are a danger to pedestrians and bicyclists. Road debris, recycle containers and the occasional parked care make the "safe" lane unusable, throwing all users into traffic lanes. The candles themselves take up too much of the safe lane making it unusable & dangerous.

I walk up HVD every day as part of my exercise routine. Cars are speeding down the street and there is little space left for me to walk safely. The candles have been broken off and lay on the road in several places. As the traffic continues to increase due to approved new housing this condition is going to worsen. There needs to be some allowance for pedestrians on this road!!!!

I would be in support of sidewalks ONLY. All this other stuff is useless and annoying.

My concerns are the peer review w/ the stop signs. I have witnessed the stop signs working to slow down traffic. The only place where speed is still an issue is where there is not a stop sign or e.g., Wyndemere/HVD.

We need sidewalks!! Candles trap dirt & get run over all the time. Street parking has become an issue

Sidewalks would be nice.

Lived here 32 years. Except for to/from work traffic (8 am-5pm) I've not noticed significant volume increases

Speed bumps (with warnings) prior to curves and at regular intervals would help! (see catalpa - 20 mph is limit on that street. Bumps help).

Slow down traffic - Kids walking & biking to school - nothing has changed - vision triangles not cleaned at Wyndemere/HVD.

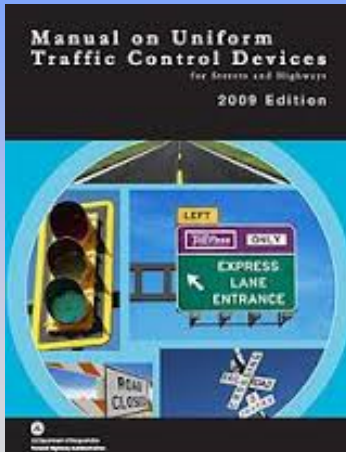
The candles added to HVD to increase pedestrian safety are terrible! As a runner/walker I found that I had to walk in the traffic lane during the winter months because of snow accumulation in the "pedestrian lane". They need to be removed - or ACHD needs to plow walkway in winter.

While the candles are bad, the plan for the curb is reckless and will inevitably lead to terrible and otherwise avoidable accidents.

ABSTRACT 2 - ATTACHMENT A

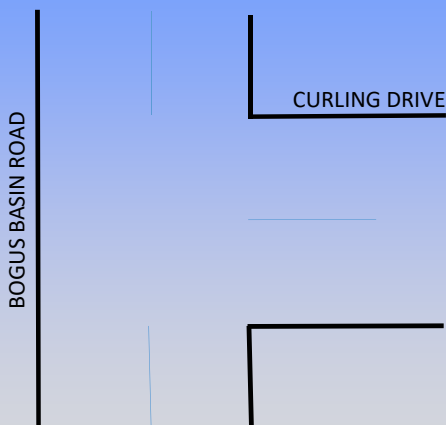
US Dept. of Transportation

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

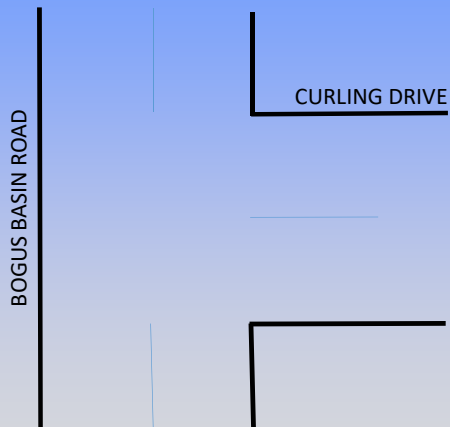
4C.04.A.1



**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

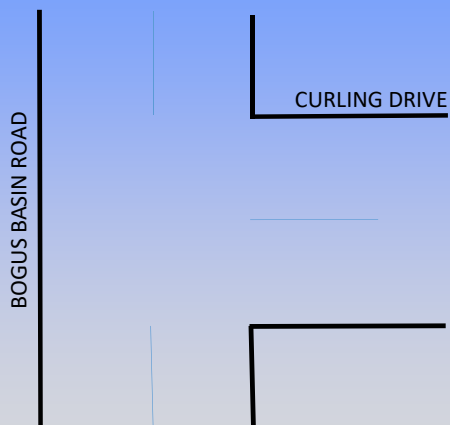
2/8/2017 AM (7:00-7:45) = 151/hr

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*

Hello Highlands' Families!

March 20, 2018

Dates to remember:

March 22	Choir Concert for Parents, 9:00 in the Gym
March 23	Tears of Joy Theater Assembly for the Students, 9:15 in the Gym End of Third Quarter, Early Release for Students (<i>10:30~AM Kindergarten & 1:15~ for All Day Kindergarten – Sixth Grade</i>)
March 26-30	Spring Break, No School
April 10	PTO Meeting, 6:00 PM in the Library

“Round-up 2018” Art Auction-April 20th, 6pm Crane Creek Country Club

Yee Haw! Saddle up for Round-Up for the Arts 2018. The 2018 Highlands Art Auction is less than a month away. Did you know you can donate your own family or business experience to auction? Team up with another family or go it alone to provide an extra special experience for the lucky bidder! No idea is too small! A letter with more information and donation form are attached to the newsletter.

We have already received donations from local businesses such as Chandlers, Guru Donuts, Zoo Boise, Boise Escape, Bogus Basin and others!

Follow us on Facebook for updates: <https://www.facebook.com/boisehighlandsauction/>

Purchase tickets by completing the order form or order tickets at:

<https://tinyurl.com/highlandsartauction2018>

Safety Reminder

If your child needs to walk on Bogus Basin Road before or after school, please remind them to use the crosswalk and utilize the sidewalks. We have had reports of students running across the road (not at the crosswalk) as well as students walking in the bike lane where cars have been observed driving. Thank you for your help and support as we work to keep our children safe!

Lost and Found

Please check our Lost and Found for items your child may be missing. We will be donating all unclaimed items at the end of the third quarter, Friday, March 23rd.

Thank you and Have a Wonderful Week!

ABSTRACT 3 - ATTACHMENT A



Ada County Highway District – Public Records Request Form

Idaho Code 74-102 and ACHD Policy 2023.3 provide the public the opportunity to review or copy public documents. In order to best serve the public and expeditiously process your request for public records, all requests to examine or copy public records **MUST BE MADE IN WRITING**. Please complete this form. All applicable fees may be required prior to receipt of record(s). We will acknowledge and grant or deny this request within three (3) business days, and we will provide the public records within ten (10) business days. Business days are Monday – Friday, 8:00 a.m. to 4:30 p.m. All requests received after normal business hours (excluding holidays) shall be deemed received the next business day. Note: Records released pursuant to this request are not warranted as to completeness or accuracy. The information provided represents the disclosable information available under Idaho Code Title 74, Chapter 1 and the ACHD Policy Manual 2023.3. Additional records may present a more accurate representation of a given situation.

Date: 11 / 18 / 18

PLEASE TYPE OR PRINT LEGIBLY

Name: Thomas Seacord
First Name Last Name

Company (if applicable): _____

Address: 525 Balmoral Road Boise ID 83702
Street City State Zip

Phone: (208) 860 - 6437 Fax: () -

Signature: Email: tfseacord@yahoo.com

Public Records Request:

Provide traffic speed data current within the last 5 years on
Bogus Basin Road N/S of the intersection at Ranch Road and N/S of
the intersection at Torridon Way.

<p>Legal Department Review:</p> <p>_____ Steven B. Price Date</p> <p>_____ Scott D. Spears Date</p> <p>_____ Justin M. Fredin Date</p>	<p>Staff Use Only:</p> <p>Request Completed By: _____</p> <p>Completion Date: _____</p> <p>Requestor Contacted: _____</p> <p>Notification by: <input type="checkbox"/> U.S. Mail <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Phone</p> <p>Request Picked Up By: _____</p> <p>Date Request Picked Up: _____</p>	<p>Copying Fees: Pursuant to I.C. § 74-102(10)</p> <p>First 100 Copies = FREE</p> <p>First 2 Hrs Labor = FREE</p> <p>_____ x \$.09 = \$ _____</p> <p># Pages (101+ Copies)</p> <p>_____ x \$1.00 = \$ _____</p> <p># Pages (Plan Sheets)</p> <p>_____ x \$5.00 = \$ _____</p> <p># Tapes/CDs/DVDs</p> <p>_____ x \$ _____ = \$ _____</p> <p># Labor Hrs/Rate (after first 2 hours)</p> <p>TOTAL COST = \$ _____</p>
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Ada County Highway District • 3775 Adams Street, Garden City, ID 83714 • Voice (208) 387-6100 •

ABSTRACT 3 - ATTACHMENT B

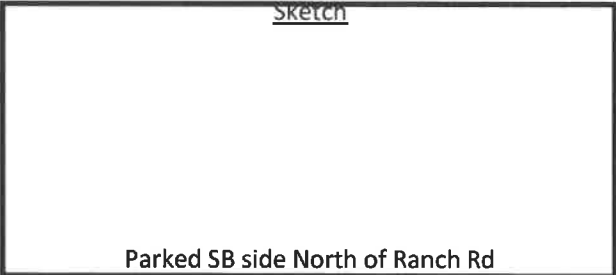
Radar Speed Study Form



Street Bogus Basin Limits Ranch
 Segment Length _____ Existing Speed Limit 30 Direction NB & SB
 Date 10/4/2017 Weather Mostly Cloudy 51 Degrees Time 2:10pm to 2:40pm
 Observer C. Gates Requested By T. Curns

Vehicle Speed Survey							
MPH	Number of Vehicles						Total Vehicles
	5	10	15	20	25	30	
55							0
54							0
53							0
52							0
51							0
50							0
49							0
48	x						1
47	x						1
46							0
45							0
44							0
43	x	x	x	x			4
42	x	x	x	x			4
41	x	x	x	x	x	x	7
40	x	x	x				3
39	x	x	x	x	x	x	12
38	x	x	x	x	x	x	11
37	x	x	x	x	x		8
36	x	x	x	x	x	x	14
35	x	x	x	x	x	x	17
34	x	x	x	x			6
33	x	x	x	x	x	x	12
32	x	x					2
31	x	x	x	x	x		8
30	x	x	x	x			4
29							0
28							0
27							0
26							0
25							0
24							0
23							0
22							0
21							0
20							0
Total Number of Vehicles:							114

85th Percentile Speed:	40	mph
Pace:	33 - 42	mph
Percent Within Pace:	82%	
Percent Under Pace:	12%	
Percent Over Pace:	5%	
Average Speed:	36	mph



Radar Speed Study Form



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

Street Bogus Basin Rd Limits Park Hill Dr to Ranch Rd
 Segment Length _____ Existing Speed Limit 30 Direction NB
 Date 9/26/2018 Weather Clear, 71 Time 11:45-12:45
 Observer T. Hatcher Requested By T. Curns

Vehicle Speed Survey							
MPH	Number of Vehicles						Total Vehicles
	5	10	15	20	25	30	
55							0
54							0
53							0
52							0
51							0
50							0
49							0
48							0
47							0
46							0
45							0
44	x						1
43	x						1
42							0
41	x	x					2
40	x	x	x	x			4
39	x	x	x	x	x		8
38	x	x	x	x	x	x	13
37	x	x	x	x	x		6
36	x	x	x	x	x	x	14
35	x	x	x	x	x	x	17
34	x	x	x	x			5
33	x	x	x	x	x	x	17
32	x	x	x				3
31	x	x	x	x	x		13
30	x	x	x	x			8
29	x	x					2
28	x	x	x				3
27							0
26							0
25							0
24							0
23							0
22							0
21							0
20							0
Total Number of Vehicles:							117

85th Percentile Speed:	38	mph
Pace:	30 - 39	mph
Percent Within Pace:	89%	
Percent Under Pace:	4%	
Percent Over Pace:	7%	
Average Speed:	35	mph

Sketch

43.38.681 N 116.12.355 W - Parked NB on Bogus Basin Rd, between Parkhill Dr and Ranch Rd, recording both NB and SB traffic speeds.

Radar Speed Study Form



Street Bogus Basin Rd Limits Park Hill Dr to Ranch Rd
 Segment Length _____ Existing Speed Limit 30 Direction SB
 Date 9/26/2018 Weather Clear, 71 Time 11:45-12:45
 Observer T. Hatcher Requested By T. Curns

Vehicle Speed Survey							
MPH	Number of Vehicles						Total Vehicles
	5	10	15	20	25	30	
55							0
54							0
53							0
52							0
51							0
50							0
49							0
48							0
47	x						1
46							0
45	x						1
44	x	x					2
43	x	x	x				3
42	x	x					2
41	x	x					2
40	x	x	x	x	x		5
39	x	x	x	x	x	x	8
38	x	x	x	x	x	x	15
37	x	x	x	x			4
36	x	x	x	x	x	x	16
35	x	x	x	x	x	x	13
34	x	x	x	x	x		6
33	x	x	x	x	x	x	10
32	x	x	x	x	x		7
31	x	x	x	x	x	x	11
30	x	x	x	x	x		7
29	x						1
28	x						1
27							0
26							0
25							0
24							0
23							0
22							0
21							0
20							0
Total Number of Vehicles:							115

85th Percentile Speed:	39	mph
Pace:	30 - 39	mph
Percent Within Pace:	84%	
Percent Under Pace:	2%	
Percent Over Pace:	14%	
Average Speed:	36	mph

Sketch

43.38.681 N 116.12.355 W - Parked NB on Bogus Basin Rd, between Parkhill Dr and Ranch Rd, recording both NB and SB traffic speeds.

Radar Speed Study Form



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 Segment Length _____ Existing Speed Limit 30 Direction NB & SB
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51							0
50							0
49							0
48	x						1
47	x						1
46							0
45							0
44							0
43	x	x	x	x			4
42	x	x	x	x			4
41	x	x	x	x	x	x	7
40	x	x	x				3
39	x	x	x	x	x	x	12
38	x	x	x	x	x	x	11
37	x	x	x	x	x	x	8
36	x	x	x	x	x	x	14
35	x	x	x	x	x	x	17
34	x	x	x	x			6
33	x	x	x	x	x	x	12
32	x	x					2
31	x	x	x	x			8
30	x	x	x	x			4
29							0
28							0
27							0
26							0
25							0
24							0
23							0
22							0
21							0
20							0
Total Number of Vehicles:							114

85th Percentile Speed:	40	mph
Pace:	33 - 42	mph
Percent Within Pace:	82%	
Percent Under Pace:	12%	
Percent Over Pace:	5%	
Average Speed:	36	mph

Sketch

Parked SB side North of Ranch Rd

Radar Speed Study Form



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

Street Bogus Basin Rd Limits Park Hill Dr to Ranch Rd
 Segment Length _____ Existing Speed Limit 30 Direction NB
 Date 9/26/2018 Weather Clear, 71 Time 11:45-12:45
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52							0
51							0
50							0
49							0
48							0
47							0
46							0
45							0
44	x						1
43	x						1
42							0
41	x	x					2
40	x	x	x	x			4
39	x	x	x	x	x	x	8
38	x	x	x	x	x	x	13
37	x	x	x	x	x		6
36	x	x	x	x	x	x	14
35	x	x	x	x	x	x	17
34	x	x	x	x			5
33	x	x	x	x	x	x	17
32	x	x	x				3
31	x	x	x	x	x	x	13
30	x	x	x	x			8
29	x	x					2
28	x	x	x				3
27							0
26							0
25							0
24							0
23							0
22							0
21							0
20							0
Total Number of Vehicles:							117

85th Percentile Speed:	38	mph
Pace:	30 - 39	mph
Percent Within Pace:	89%	
Percent Under Pace:	4%	
Percent Over Pace:	7%	
Average Speed:	35	mph

Sketch

43.38.681 N 116.12.355 W - Parked NB on Bogus Basin Rd, between Parkhill Dr and Ranch Rd, recording both NB and SB traffic speeds.

Radar Speed Study Form



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

Street Bogus Basin Rd Limits Park Hill Dr to Ranch Rd
 Segment Length _____ Existing Speed Limit 30 Direction SB
 Date 9/26/2018 Weather Clear, 71 Time 11:45-12:45
 Observer T. Hatcher Requested By T. Curns

Vehicle Speed Survey							
MPH	Number of Vehicles						Total Vehicles
	5	10	15	20	25	30	
55							0
54							0
53							0
52							0
51							0
50							0
49							0
48							0
47	x						1
46							0
45	x						1
44	x x						2
43	x x x						3
42	x x						2
41	x x						2
40	x x x x x						5
39	x x x x x x x x x						8
38	x x x x x x x x x x x x x x x						15
37	x x x x x						4
36	x x x x x x x x x x x x x x x						16
35	x x x x x x x x x x x x x						13
34	x x x x x x x						6
33	x x x x x x x x x x x						10
32	x x x x x x x x						7
31	x x x x x x x x x x x						11
30	x x x x x x x x						7
29	x						1
28	x						1
27							0
26							0
25							0
24							0
23							0
22							0
21							0
20							0
Total Number of Vehicles:							115

85th Percentile Speed:	39	mph
Pace:	30 - 39	mph
Percent Within Pace:	84%	
Percent Under Pace:	2%	
Percent Over Pace:	14%	
Average Speed:	36	mph

Sketch

43.38.681 N 116.12.355 W - Parked NB on Bogus Basin Rd, between Parkhill Dr and Ranch Rd, recording both NB and SB traffic speeds.