

29 March 2022



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

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

Mr. Bautista,

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

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

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

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

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

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

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

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

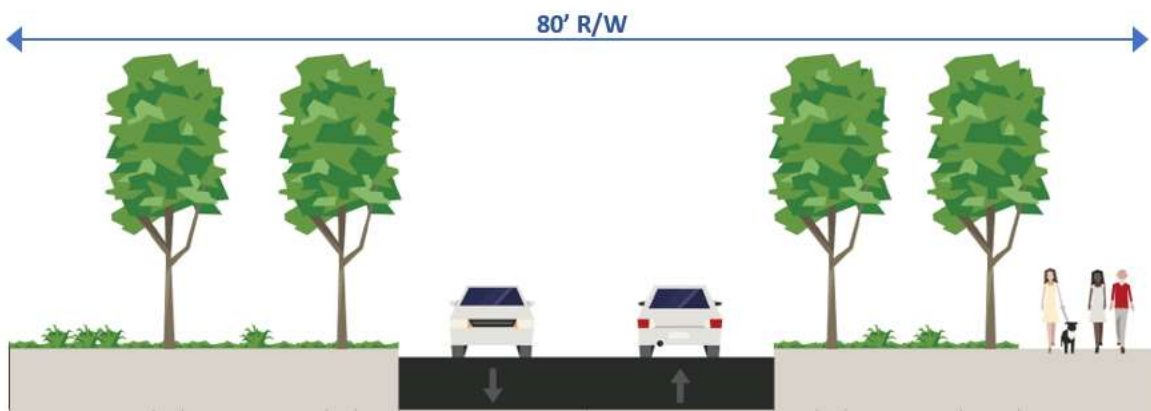
2. Crossings Opportunities: Widely spaced street intersections along much of WSA has resulted in limited marked crossing locations. Rarely will people walk 1000 feet or even 500 feet out-of-direction to get to a marked crossing location on WSA. This means that every legal crossing location needs to function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

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

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

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

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



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

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



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

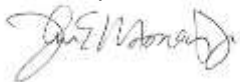
- 4. Harris Ranch Road @ Timbersaw: existing pedestrian facilities are missing or non-compliant and this is a high-demand pedestrian crossing location. Consider pedestrian crossing improvements at this location.
- 5. Eckert Road @ Millbrook: The City of Boise anticipates installation of an enhanced pedestrian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

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

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

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

Sincerely,



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