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ACHD Commissioners:

The Barber Valley Neighborhood Association (BVNA) is requesting that the Commission not adopt Resolution 2324 and instead directs the staff to modify the resolution to adopt the request from the City of Boise to amend the Master Street Map to reduce the planned number of lanes on Warm Springs Avenue between Wise Way and Eckert road to 3 lanes instead of 5.

BVNA initiated this effort to re-evaluate whether 5 lanes on Warm Springs Ave are needed. The neighborhood is concerned with pedestrian and bicycle safety and circulation on the existing 40 mph, 2-3 lane street, let alone a proposed 5 lane street. We believe ACHD should be planning for traffic calming options throughout the valley, instead of the establishment of a 'through' route that encourages Highway 21 traffic to cut through the valley to downtown Boise and points west. A 'through' route and associated speed limits are contrary to the planning objectives of SP01 and SP02, especially as it relates to multi-modal transportation and wildlife preservation. It is also inconsistent with the previous public investment in the Highway 21 Boise River bridge and development of the Federal Way routing from Highway 21 to downtown Boise.

We believe that a three lane street section with appropriate bike and pedestrian facilities in the existing right of way would use taxpayer dollars wisely, create a safer corridor for wildlife and people, and serve the current and future residents throughout the county. The BVNA, homeowners, private developers, and other engaged local stakeholders envision the Barber Valley as a safe, multimodal neighborhood with vehicle, pedestrian, bike, and transit facilities and crossings. The approach of planning for a 5 lane parkway is deeply flawed in pursuit of the preferred long-term solution of a connected, non bisected, and safe community with a 3-lane arterial. Additionally the developer's resources will be most efficiently leveraged to benefit the public and build-out of Warm Springs Avenue if the Master Street Map is amended to reflect a 3-lane minor arterial while preserving a 5-lane right-of-way.

A dual-lane parkway (5-lane buildout) will adversely affect the very nature and vision of Harris Ranch as being a pedestrian and family-friendly community designed to provide its residents open and easy access to the natural resources of the Barber Valley and the other amenities that are part of the SP-01 plan for Harris Ranch.

A dual-lane parkway will in effect bisect the Harris Ranch community and create an enormous barrier that will make safe crossings to and from the Town Center extremely difficult. A dual-lane parkway will

reduce connectivity between two major community assets - the Greenbelt and the Town Center (and ultimately the elementary school, once approved).

A dual-lane parkway will encourage higher, rather than lower, vehicle traffic speed as well as encouraging more through traffic to and from Boise County, increasing the risk to bicycle and pedestrian crossing.

A dual-lane parkway is not supported by traffic studies or projections. While we believe we understand ACHD's charter to accommodate future traffic projections, we disagree that a dual-lane parkway will be a reasonable future public investment. The Barber Valley east of Eckert Road is effectively fully developed with only 42 new homes left which are currently being built 2 miles east on E. Warm Springs Avenue (Finis Terra subdivision).

All new traffic attributed to the additional construction in Harris Ranch will originate from the Town Center area and will have an extensive and efficient traffic grid to distribute vehicle trips.

Boise County is not planned nor predicted to grow. Historic segment volumes indicate very little to no change in traffic volumes coming west from Highway 21, with the investment by ITD and taxpayers of the high level bridge and the 250 foot ROW width to the west (Highway 21/Gowen Rd), indicate commitment and capacity well into the future for traffic coming west from Boise County. We would prefer that Warm Springs not become a through route between Boise County and downtown and points west, which would be encouraged by lane expansion. The availability and capacity of Highway 21 and Federal Way to take traffic around the perimeter, along with our requested internal design, will ensure that Warm Springs Avenue remains a livable street.

Review of the 2016 traffic impact study for Harris Ranch shows conflicting information on whether a 5 lane street will be needed. Two items to highlight are that the intersection analysis showed single-lane roundabouts are sufficient to meet the predicted traffic demand even at full build-out in 2035. Also, the forecasted increase in background vehicle trips appears to be high. Except for one small, undeveloped parcel near Highway 21, the Barber Valley (outside of Harris Ranch) is already built-out, and it is anticipated that background traffic on Warm Springs Ave (east of Eckert) will not grow much beyond current levels.

The BVNA has included this as an agenda topic at monthly membership meetings and the discussion has revealed that an overwhelming majority of our membership/neighbors do not want a dual-lane parkway on the 'bypass'. Nearly 90 parties took the time to voice their support to the City to make this amendment. We know the Master Street Map is developed by ACHD in conjunction with the City and represents a shared vision to meet future transportation needs for all modes. We believe now is the time to reassess "shared vision" as well as the transportation needs "for all modes", especially in a new neighborhood with a master plan focused on density and walkability.

To sum up, expanding Warm Springs Avenue comes at the expense of reduced comfort, safety and convenience for all other modes of travel and will create a significant barrier to non-automobile travel through Harris Ranch. Specifically, access will be hindered to city parks, the Greenbelt and a future elementary school. The Barber Valley is built out; and what is not built today has already been accounted for in existing traffic studies that have accounted for this growth.

Respectfully,

**Barber Valley Neighborhood Association Board**

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