

From: [Inna S.](#)
To: [Todd Tucker](#)
Cc: [Kent Goldthorpe](#)
Subject: Public Comments for Boise City Council on ACHD Staff Recommendations re: Syringa Valley
Date: Thursday, March 17, 2016 12:54:25 PM

To:
Boise City Council,
Todd Tucker
Subject: Syringa Valley Development, Road Improvements

CC: Kent Goldthorpe, ACHD Commission President

I would like to bring to Boise City Council's attention that ACHD Staff deviated from their Policy and common Engineering practices in their Final Recommendations on roads improvements to Syringa Valley Development, dated 1/27/2016.

I have already testified about the need for Lake Hazel to Orchard extension.
ACHD also fully considered and then omitted necessary improvements to S. Cole road from their written recommendations to the City of Boise.

As an engineer, I know that sidestepping Engineering process and not providing needed roads before the start of a major construction project undermines both public safety and our quality of life in South Boise.

Regarding S. Cole rd, ACHD Staff wrote that according to their policy, Developer is responsible for all street frontages adjacent to the site.
Developer proposed to access existing Cole road to access the building site.
Cole Rd received a failing grade "F" south of Victory, that stands for a jammed road, in ACHD traffic assessment.

ACHD Staff Report on Kirstin Subdivision stated: "Typically, staff recommends improvements to mitigate the impacts, or that the developer wait until ACHD makes improvements, as scheduled in the CIP or FYWP. In this case improvements would include widening Cole Road to 5 lanes from Amity to Victory Road. However, given the costs associated with widening Cole Road (\$3,500,000), and the planned extension of Orchard Street to Lake Hazel Road it would be infeasible (and after the extension of Orchard Street unnecessary) for the applicant to widen a mile segment of Cole Road with the first phase of this development. The applicant will be required to construct the Orchard Street extension after the first 170 single family lots have been final platted the development as required in the Syringa Valley Specific Area Plan".

I would like to comment here, that the word "infeasible" does not exist, and should be "unfeasible".

Then, as I stated before, since there are no roads on North and South sides of the 600 acre site, and the roads on West and East sides are only 2-lane roads, the DEVELOPER ABSOLUTELY HAS TO PLAN FOR BUILDING ROADS TO THE

ACREAGE HE WANTS TO DEVELOP.

Also, the assertion that no cars from future Syringa Valley will use Cole Road and will only drive on future Orchard extension DEFIES COMMON SENSE.

West bound traffic will avoid taking detour to the east on future Orchard extension.

It is only fair to assume that HALF of Syringa Valley's 44,000 estimated car trips will drive on S. Cole rd, which amounts to DOUBLE of 2014 traffic count of 17,000 to 23,000.

Since S. Cole rd ALREADY GOT A FAILING GRADE "F", without a doubt the road has to be improved before Syringa Development construction starts.

On the final page of ACHD Staff report on Syringa Valley, ACHD also made statements what it considers ACCEPTABLE for Level of Service on our roads such as:

" * Acceptable level of service for a two-lane principal arterial is "E" (690 VPH)."

I compared this to "**Highway Capacity Manual**", and am including explanation of the Grading System:

Table 1. Level of Service Criteria for Signalized Intersections

A, Free Flow

B, Stable Flow (slight delays)

C, Stable flow (acceptable delays)

D, Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)

E, Unstable flow (intolerable delay)

F, Forced flow (jammed)

This led me to conclude that ACHD considers "Intolerable traffic delays" to be Acceptable for the public it is supposed to serve.

Further, at the very bottom of page 34, ACHD went on describing what it considers Acceptable LOS for Intersections.

"* Acceptable Level Of Service for a signalized intersection is a V/C ratio of 0.90 or less."

I consulted with **Federal Highway Administration Guide for their Standard.**

It describes **Thresholds for Critical Volume-to-Capacity ratio** as:

< 0.85	Intersection is operating under capacity. Excessive delays are not experienced.
0.85-0.95	Intersection is operating near its capacity. Higher delays may be expected, but continuously increasing queues should not occur.

ACHD estimates that currently Cole/Victory rd operates with V/C ratio 0.86, which stands for INTERSECTION NEAR ITS CAPACITY.

Allowing anymore housing and car trips to be added to S. Cole rd will only make this

intersection WORSE.

In conclusion, I would like to sum up that the existing traffic problems in S. Boise must stem from ACHD's policy that INTOLERABLE TRAFFIC DELAYS and INTERSECTION NEAR ITS CAPACITY are ACCEPTABLE.

Since ACHD's role to the City of Boise is Advisory, I would like to propose that Boise City Council should make their own common sense recommendations about LACK OF ROADS and CAPACITY near Syringa Valley site, and does not rely on ACHD's final recommendations, that sidestepped common engineering standard, as well as their own development policy.

I had to put this in writing now because of 3 minute limit on my public testimony at City Hall.

With best regards,

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