

Date: 9 Sept, 2016

To: Todd Tucker
Boise Planning and Zoning

From: Douglas Hackler
President & CEO
American Semiconductor

Subject: Case Numbers CPA15-00008 & CAR15-00029

Dear Mr Tucker,

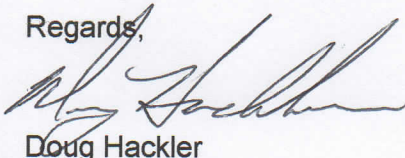
My company and I both support development in south Boise, but are vehemently opposed to approval for the Kirsten subdivision until adequate roads are available. Most specifically the Lake Hazel extension to Orchard and the widening of Cole south of Victory must be completed before approval of any new developments along Cole south of Victory.

I have reviewed the ACHD analysis of the Victory and Cole intersection and find the document factually inadequate and technically flawed. Traffic patterns are already a major problem on Cole Rd. Our employees cannot exit onto Century Way to travel south on Cole Road at the end of the day. Every day, traffic from the Victory/Cole intersection is backed up past Century Way, approximately a half of a mile! This makes it impossible to travel south on Cole. The traffic backup also negates any reasonable use of the Cole turn lane to travel east on Victory. In fact, this creates a very dangerous situation where frustrated commuters are traveling from Century Way to Victory using the median dividing lane in order to access the turn lane.

The ACHD determination that the Victory and Cole intersection is currently adequate fails to comprehend or mention the dangerous traffic alternatives that commuters are using to avoid the intersection. This includes the bypass of the intersection by using a loop of Orchard, Pleasant Valley and Hollilynn which places a high volume of commuter traffic on Hollilynn, a small residential street. Additionally, the ACHD report fails to take into account the traffic backup at peak hours, the time most likely for collisions, due to the funnelling of Cole into a narrow 2-lane route immediately south of the intersection. Claiming the intersection is adequate based on limited intersection traffic count data is inappropriate because commuter traffic is avoiding this totally inadequate intersection by taking undesirable and dangerous paths.

This situation is already intolerable and would only get worse if the proposed development is approved before adequate roads are built. We see evidence that planned and promised infrastructure like the widening of South Cole, the connection of Amity and Hake Hazel extension is often delayed or not completed. It is unreasonable to trust that roads will be built in the future as a justification for approving developments today. Build the roads first. Do not burden neighbourhoods and businesses with problems today in order that a developer might profit from adding to an already untenable situation.

Regards,



Doug Hackler