

Dana Partridge

From: Trevor Chadwick
Sent: Tuesday, March 15, 2022 1:38 PM
To: Dana Partridge; Shawn Nickel
Subject: FW: Willowbrook Traffic Impact

Dana,

Please add this to the letters for willowbrook.

Thank you

Trevor A. Chadwick
Mayor, City of Star
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“There can be no personal victory or triumph for those who serve here. There can be no individual defeat. No man or woman can rule here, or for any prolonged period impose his or her will upon others. **The only victor when we are wise – is Idaho. The only victim if we are unwise – is her People.**” Grandpa Jack M Murphy, Lt. Governor, Idaho, 1967-1975

From: Richard Moore <richardelwoodmoore@gmail.com>
Sent: Tuesday, March 15, 2022 1:31 PM
To: Trevor Chadwick <tchadwick@staridaho.org>; Kevin Nielsen <knielsen@staridaho.org>; David Hershey <dhershey@staridaho.org>; Jennifer Salmonsens <jsalmonsens@staridaho.org>; Kevan Wheelock <kwheelock@staridaho.org>
Subject: Willowbrook Traffic Impact

Dear Mayor and Council,

I am writing as a concerned citizen residing within Star’s impact area regarding the proposed Willowbrook Development. I want to thank the council for insisting on a traffic study prior to the consideration of any development agreement.

A traffic study is essential to understanding the impact a development will have on the community in which it is to be located. A traffic study is even more important for a development as large as the one proposed by Willowbrook as it will have far reaching implications for the entire city of Star and the surrounding areas. The city cannot be expected to tell Willowbrook how many houses they will allow in the development agreement without first having this important study.

Approving a development agreement prior to reviewing the results of a traffic study is flawed and can lead to litigation at a later stage. What happens if recommendations from a traffic study are not possible to implement? The traffic agencies will have many recommendations based on the traffic study. An ensuing disagreement between the city and Willowbrook may then occur centering on which recommendations are actually required, and which are merely recommended. A strong example was brought up by the ITD representative, what happens if the study shows Can Ada

needs to be seven lanes? Best to have a traffic study completed to understand the full implications of the development up front. A traffic study will bring to light the actual number of houses sustainable in the proposed development area.

There are some serious flaws with the plan proposed by Willowbrook. The first is the assumption that Can Ada can be rerouted to eliminate grade issues. The rerouting is dependent on the purchase of land to reroute the road. Willowbrook says they are in discussions with the homeowners regarding the purchase of the necessary land. A discussion is not an assurance of sale. There needs to be significant assurance that the purchase is going to occur before any approval is granted.

The second flaw is the proposal to add a road north through BLM land to connect the development with Highway 16. The traffic study will show that people will not go north on that road in order to proceed south unless Can Ada and Deep Canyon are impassable. I ask that no approval be granted that will create unacceptable conditions on Can Ada and Deep Canyon.

Willowbrook should not object on the basis of cost to do a traffic study prior to approval of the development agreement. It is customary to do appropriate preliminary engineering before requesting approval for projects. It is a best practice to have a traffic study in place prior to seeking approval for a development agreement. It is possible Willowbrook is avoiding doing a traffic study, because they understand the results will show they are proposing way too many houses in the area constrained by Deep Canyon and Can Ada.

An important step in the traffic study is to get approval of the scope of work by the relevant traffic agencies. I have talked with ITD and they have yet to receive a scope of work from Willowbrook. Similarly, I suspect the other agencies have yet to receive scope of work documents. Please ensure that Willowbrook follows the proper procedures prior to accepting their traffic study.

Regards,

Richard Moore