

**MINUTES OF THE SPECIAL MEETING
OF THE HAILEY CITY COUNCIL
HELD MAY 3, 2017 AT THE
BCSD HIGH SCHOOL DISTANCE LEARNING LAB**

The Meeting of the Hailey City Council was called to order at 5:30 P.M. by Mayor Fritz Haemmerle. Present were Council members Carol Brown, Don Keirn, Fritz Haemmerle, and Martha Burke. Staff present included City Attorney Ned Williamson, City Administrator Heather Dawson, and City Clerk Mary Cone.

Call to order by Mayor Haemmerle. Mayor Haemmerle announced the plans for tonight's meeting, including limiting time allowed per person to 4 mins for comments and speaking on traffic regarding to Quigley. Mayor Haemmerle intends to end the meeting by 8 pm. The next meeting will be May 11th, place TBD but he suggests that it will be at Hailey City Hall to deliberate on this topic. Public comments will be received until Monday May 8th at 5 pm on this project.

Mayor Haemmerle then handed over to Lisa Horowitz.

PUBLIC HEARINGS:

PH 159 Presentation of traffic impact study for Quigley Farms (Continued from April 20, 2017)

Horowitz introduced Lou Menard with H W Lochner, Menard is an engineer and is here to discuss the Quigley traffic study his firm conducted .

Menard announces the responsibility he has when performing engineering studies. Then he explains the process, to identify key intersections, collect existing traffic data, calculate growth rate and project future traffic without development as a baseline. Lochner hired a traffic counter to observe one day in March 2017. Menard continues explaining the trip generation, distribution and assignment within the process and how he calculates the level of service (LOS), and identify potential improvements to respond to the estimates that are calculated. Capacity is calculated 25 years out from now. ITD has had a traffic counter on the highway for 25 years, they compared their findings with ITD's and used the growth rate of 1.6% per year over the next 25 years. Quigley development land uses include 200 houses. Average weekday traffic 3833 trips calculated at build out. Menard shows existing LOS, current levels D at Fox Acres and Main Street and Bullion and Main Street. In 2042 if 25% of traffic goes Northbound and 75% goes Southbound from Quigley, a couple of intersections, Fox Acres and Croy at 75, go to LOS F. Croy may not be as bad as the data suggests. With proposed Quigley project build out in 2042, several LOS E's on Fox Acres, where 60% Northbound traffic and 40% Southbound traffic are entering Quigley development. If 100% traffic goes north, Fox Acres has less impact in 2042. Other considerations cut-through traffic from High School to downtown, this is a short duration congestion, not something that LOS calculation averages out through the hour. Quigley development is not anticipated to add to the cut-through traffic volume. Menard mentions the recommend improvements, 2nd Westbound to Northbound right turn lane at Fox Acres and Highway and Two-way left turn lane on Fox Acres West of Creekside.

City engineer, Brian Yeager now speaks to council, he has reviewed this traffic study. Alta engineering has reviewed this same study, they are not able to be at tonight's meeting, so Yeager is giving his review of the study. Yeager wants to help people understand what goes into a traffic study. The 2007 Transportation Master Plan identified when a collector street may need to be upgraded to minor arterial streets. Collector streets are Croy and Bullion streets, have approximately 2000 trips per day, they are beginning to transition to minor arterial (btwn 2000 – 10000 trips per day). Yeager discusses traffic counts in peak hour counts and 24 hour counts. Yeager displays a graph showing the peak in am or pm worst hour of traffic in each. The City of Hailey put out 2 - 24 hour traffic counters in August 2016 for 2 weeks. Yeager analyzes city traffic counts with Lochner's trends on traffic, it seems to validate Lochner's numbers. Traffic impact study does not factor in seasonal traffic. Seasonal traffic impacts the highway mostly, it does not seem to impact residential traffic. 1.6% annual growth factor for growth seems reasonable adds Yeager. The Lochner traffic counts are representative of what the City of Hailey found in their traffic counts.

Quigley Farms used the traditional traffic methodology, trip generation, compares Lochner study with the Quigley development traffic study, seems reasonable. Trip generation rates were not reduced to account for: Internal capture rate reduction (local store to get milk) – or pass by trip reduction or changes to existing traffic flow patterns due to new travel route options. Lochner's study follows conventional traffic engineering principals and is reasonable.

Trip distribution and assignment is then discussed by Yeager, key note here is: what if 100% of traffic exited using the northern route. Applicant used this approach, LOS at peak intersections does not substantially deteriorate. The Quigley study focused on disbursement through Croy and Bullion streets, most likely the traffic will disperse greater through other streets, having a less significant traffic impact. Yeager then discussed New traffic flow considerations and finally, Trip distribution summary. There are minimal LOS impacts using a Northern route distribution scenario. Finally Yeager announces that traffic will disperse throughout more routes than what are showing in the constrained routes, results could be better LOS than predicted in the study.

Alta Engineering firms table shows LOS at studied intersections. This table represents the roadway geometry as it exists today. Alta suggests a few improvements including a diverter at Croy and 8th, and a mini roundabout at Eastridge and Croy. Alta reviewed the Lochner study and concurs with study's findings as does Yeager. The proposed conceptual solutions made by Alta are shown, these include a Diverter island at 8th and Croy, and the mini roundabout at Eastridge and Croy. At Bullion and 8th, Yeager suggests improving the curve by increasing the radius and height and possibly installing a stop sign at Croy and 8th instead of a diverter. Yeager states from an engineering approach regarding peak hour volume and neighborhood perception will probably be different than what an engineer's analysis presents. There is plenty of room to absorb the traffic increases. Yeager explains a general citizen complaint where someone believes that many cars are speeding in front of house, when City puts traffic counters at the spot, an occasional speeding vehicle is captured but citizen's original theory is disproved.

City put traffic counts on Eastridge between Quigley and Croy on April 27th, 2017. There were 1912 vehicle trips, normal traffic growth projected 2964 for 2042 year. With Quigley, additional count to 4880 volume per day with 50% traffic. This sounds like a lot, but if distributed over a

period of time, say 8 hours, then that is about 1 car every 6-8 seconds, still we below the capacity of the road. Quigley anticipates it will be 39% of this traffic.

Mayor Haemmerle asks a question about Croy and Bullion and other collector streets? Yeager responds. Northern part of Woodside Blvd has approximately 4000 vehicles per day. On Bullion between 3rd and 4th is 1500 - 1600 vehicles per day.

Council has no questions.

Public comments:

Lili Simpson speaks to council and hands out a document for council to review. Simpson worked with the Western Transportation Institute (WTI) at Montana State, on the Blaine County wildlife committee. Dr. Al-Kaisy with Montana State is an expert on traffic flow and operations at the WTI. Some of Dr. Al-Kaisy's former students consulted on the 2007 Hailey Transportation Master Plan. Dr. Kaisy reviewed the Lochner study on Quigley farms at the request of Simpson, and he assessed the merit of the traffic split, over time. The reviewer has concerns over Tables 6 & 7 for the intersection of Highway 75 and Bullion Street. The study failed to address additional traffic mitigation solutions, Dr. Kaisy suggested that there may need to be more infrastructures changes to accommodate increased traffic in the future.

Simpson points to the graph at the bottom of her handout, Fox Acres currently has 4000 trips per day, would need to be expanded in width to accommodate traffic increase over time. When you widen the street, it costs money, it costs more to remove snow and it needs to be accounted for. Croy and Bullion streets and others will need to be increased/widened to minor arterial roads. In terms of aesthetic measures, delays/business there are more things to look at, speeds are faster if pavement is wider, these standards are in the 2007 Hailey Transportation Master Plan. These such upgrades have not been budgeted for. Simpson asks who is going to pay for the extensive upgrades to the city's standards? Will the citizens or the Quigley Farms developer. Simpson suggests that Hailey could, do nothing and see increased traffic flow, or ask developer to reduce development numbers, have developer pay more in fees or deny the annexation.

Steven Greenberg is a Doctor at St. Luke's clinic, he speaks to council. Greenberg asks, what is the impact to pedestrians and bikers going to various schools with this increased traffic in the future? Greenberg lives on the bike path and rides his bike often. Do we need to think about more upgrades for bikes and pedestrians?

Jim Phillips Quigley Road resident speaks to council. Not easy to absorb and respond to all of the information presented tonight. In 2007 Hailey Transportation Master Plan, Bullion and Main (Hwy 75) was at LOS E, and the new study states LOS will be B or C level. Why was this E in 2007 but with additional traffic it is now B or C LOS level? He has not gotten this question answered. The Lochner study did not identify any concerns with 8th and Bullion going over the Hiawatha Canal and no suggestions for upgrades to this intersection. What are the costs associated with these upgrades, Phillips suggests to get estimates and have the developer pay these costs. With regard to the amount of pass-through traffic, Quigley Road would be used, then numbers in the study would need to be reworked. The question is not simply intersection or

street capacity, it is negative impact on quality of life of residents on the eastern section in Hailey. You must look at alternative levels of development on this project to make sure the traffic does not negatively impact the neighbors.

Bill Hughes Hailey resident speaks to council. Hughes quotes articles from the Idaho Mountain Express, comments from Lou Menard the engineering consultant, suggesting no impact, Hughes disagrees with this comment. Hughes expresses an opinion on Don Kostelec's comment (with Alta), data doesn't show what you feel? Perception is reality for most people. The technical analysis is tempting to mitigate traffic with words, Hughes suggests. The consultants attempt to support their personal agenda Hughes suggests. And Hughes rejects the technical analysis as personal opinion. 6000 trips are not insignificant in his mind. Hughes concurs with Phillips and Simpson, and states that the City should not partner with the developer and incur costs on behalf of them.

Walt Femling speaks to council, lives on Bullion at 8th and Bullion. Femling has experienced many studies in his career, many studies don't hold water. Femling worries about his intersection, he frequently gets knocks on his door at all hours of the day from people who've missed the turn and need help. We need to focus on this intersection, it needs to be addressed. Femling is in favor of the mini roundabouts so that the traffic does not stop and creates less pollution and noise, and adds that a stop sign is not the answer. One other point, the Leidy Samson property which is in her estate, putting a road through this property is a bad idea and would change the dynamics of the area.

Lisa Leach comments to council. Leach is pro develop, perception will devalue property. Infrastructure needs to be in place before development.

Paul Ries lives on Eastridge Drive, he comments to council. Ries asks why the Dumke property was not included in this traffic study? The 20 duplex units equates to another 40 homes impacting this area in Quigley. The school numbers typically include busing traffic, this is not a typical school, there will be more vehicle trips because of this. Many streets will be over capacity, including Main Street and Myrtle, without development, all the studies have different estimates, this needs to be considered. Almost 1900 trips per day, about 5000 trips per day, adding Dumke's property another 1000 trips per day. Ries states this is a significant increase in traffic. This development will cause some streets to go to minor arterial streets, increasing speeds through town, do we want this? The traffic from this development will impact existing neighborhoods. ACI agreement with county addresses quality of life of citizens, this needs to be managed to reduce the impact to Hailey citizens.

Maureen Patterson Hailey resident on Buckhorn Dr, speaks to council. She is not for or against this project but she does know that traffic going to and coming from Quigley will drive on city streets to get to the development, she doesn't know how you solve it, you know this.

Linda Ries lives on Eastridge Drive speaks to council. Unfortunately, there is no reflection of residents for walking dogs, etc. when she goes across the road at peak times, there is no place to walk to get out of the way of vehicles. Traffic is traffic, life is important and safety is important.

Galen Hanselman Quigley road resident agrees with all the speakers tonight so far. Hanselman thanked Yeager for his presentation, it answered many of the questions he had. This shows current conditions and traffic flow. We have the impact study, the problem is, there is more than accommodating traffic through intersections. 2007 Comprehensive Plan calls out street functional classifications, color coded classifications of the street types. You are bumping up the classifications on certain streets which will require upgrading them, is this really what we want?

Daralene Finnell Bullion Street resident is concerned about this development. Finnell feels that this development is designed to increase traffic in the city. This plan uses our streets as a default traffic plan, particularly worried about wintertime. It is dangerous to walk to the grocery store. Finnell is concerned with the city initiated annexation idea, on his (developer) rules, does not seem quite right to her. The Hailey Comprehensive Plan is being set aside for what a developer wants, at the expense of its citizens.

Penny Thayer speaks to council. Thayer appreciates the citizens comments tonight, please listen to their research, consider their plea and know what this will cost to the city if annexed.

Kate Weihe Hailey resident speaks to council. Weihe appreciates the presentations tonight as she has learned a lot over this process. We are seeing a lot of growth in the city, and have dangerous intersections currently. Weihe asks the council to address the infrastructure whether or not you annex.

No more public comments.

Cooley asks a question of the engineer. He responds, not sure, maybe a different growth figure or different timings used. Yeager also answers, suspects 2007 traffic on highway was higher than today.

Mayor Haemmerle asks everyone to pick up a FAQ handout on your way out.

Mayor Haemmerle asks applicant if he wishes to comment, he does not.

Motion to continue hearing to May 11, 2017, at Hailey city hall meeting room, motion by Keirn, seconded by Burke, motion passed unanimously.

CONSENT AGENDA:

- [CA 148](#) Motion to approve liability waiver from Blaine County School District for use of Hailey automobile, which was donated as surplus property for use in robotics experiment, and authorize the Mayor to sign/accept the release.....
- [CA 149](#) Motion to approve submittal of an Application for Permit with IDWR to request a flow rate increase of city owned groundwater right 37-20831, being used by the School District to irrigate the Middle School and authorize the Mayor to sign.....
- [CA 150](#) ~~Motion to approve Resolution 2017-038, and authorize the Mayor to sign an Agreement with the Northridge Homeowner's Association for cost sharing the irrigation utility bill expense in an amount that is proportionate to the City owned area watered by the Association.....~~

- [CA 151](#) Motion to approve Resolution 2017-039, and authorize the Mayor to sign an Agreement with Bliss Architect to design city council meeting room expansion options and preliminary cost estimates
- [CA 152](#) Motion to approve Resolution 2017-040, and authorize the Mayor to sign the Adopt A Park agreement with Swenke Landscaping for maintenance and mowing the Skate Park during the 2017 park season.....
- [CA 153](#) Motion to approve Special Event Permit for 4th of July Parade on July 4, 2017, to be held on Croy Street (between Main Street and River Street and Carbonate Street (between Main Street and River Street)
- [CA 154](#) Motion to approve Special Event Permit for Wood River Farmers Market starting June 29, 2017 and going through October 12, 2017, to be held on East Carbonate Street between Main Street and the alley
- [CA 155](#) Motion to approve Special Event Permit for Girls on the Run Color Me Fearless 5K on June 3, 2017, to start and end at Heagle Park
- [CA 156](#) Motion to approve a new Taxi Business License for Sun Valley Shuttle, LLC
- [CA 157](#) Motion to approve minutes of April 20, 2017 and to suspend reading of them
- [CA 158](#) Motion to approve claims for expenses for costs incurred in April and contracts for May, 2017

Williamson pulls CA 150

Burke moved to approve all consent agenda items minus CA 150, seconded by Cooley, motion passed unanimously.

Williamson states that CA 150 needs further work and council will see it in the future.

Motion to adjourn at 7:16 pm made by Burke, seconded by Cooley, motion passed unanimously.