

Dear Mayor Chadwick, members of the Star City Council and Mr. Nickel:

RE: TRAILMARK STATION SUBDIVISION (FILE #: AZ-24-08/ DA-24-08/PUD-24-03/ PR-24-06)

Thank you for the opportunity to comment on the proposed Trailmark Station Subdivision (“proposed Subdivision”). We are writing to express concerns about traffic safety on Joplin Road west of Can-Ada Road that we believe will occur if not mitigated as part of the conditions of approval of the proposed Subdivision.

We, individually or cumulatively, own, or operate an agricultural business at three of the first few properties on Joplin Road west of Can-Ada Road. All three are within a mile of the proposed Subdivision. We have lived at or regularly visited these properties regularly for nearly forty years and are very familiar with the area and surrounding roads.

Our primary concern is that the inevitable increase in construction traffic on Joplin Road west of Can-Ada Road—a winding stretch of road with limited visibility, multiple driveways and a school bus stop at the bottom of a hill—will create a dangerous situation for current residents that has not been studied and is not mitigated in the current plans for the proposed Subdivision.

We join in the concerns raised and requests made in the letter dated September 10, 2025 submitted by William C. Clayton, LLC, to the developer (Martin Taylor, Toll Brothers) and the City of Star (Shawn Nickel, snickel@staridaho.org).

We have discussed our concerns with the developer’s representative, Mr. Taylor, as well as special conditions that can reduce our traffic safety concerns. We are appreciative of their consideration of our concerns and expressed willingness to ensure a safe development.

With the special conditions of approval proposed below, we do not oppose the proposed Subdivision. Without the following special conditions of approval, however, we must object to the proposed Subdivision.

Joplin Road West of Can-Ada Road

A description of the unique characteristics of this stretch of Joplin Road is necessary given that it is not include in the traffic study for the proposed Subdivision, which is directly north of the intersection of Joplin and Can-Ada.

The first quarter-mile of Joplin Road to the west of Can-Ada Road winds along a high bench above the farm fields below. It passes two driveways and a few farm roads in this stretch.

The road then passes a school-bus-stop-ahead sign and drops down a hill and, at the bottom of the hill, passes two nearly “hidden” driveways on the north side of the road.

The first of these driveways is at 6412 and is the primary access to a livestock farm and the surrounding farm fields. This hidden driveway regularly provides in/egress for trucks, farm equipment, trailers hauling livestock, tractors and other vehicles.

Immediately after that driveway—within about one-hundred feet—is the second “hidden” driveway at 6434. This is a residential driveway and school bus stop. Traffic traveling on Joplin from either direction—east or west—can quickly approach this driveway while a vehicle is entering and particularly exiting this driveway.

Immediately after that driveway—another few-hundred feet—on the opposite side of the road are two driveways accessing the Jaker’s Re-Wholesale Nursery at 6485. Jaker’s operates five days a week and regularly sees employee and commercial landscaping and nursery traffic from 7:00 a.m. to 4:30 p.m.

Shortly after Jaker’s is the loading dock and driveway at 6022 Joplin Road which sees regular residential, farm and commercial tree nursery traffic.

The entire section of Joplin Road described in this section is within about a half-mile of the Joplin/Can-Ada intersection, and the distance from the school-bus-stop sign to the far Jaker’s driveway is about a quarter-mile.

The Existing Traffic Study Does Not Address Joplin Road West of Can-Ada

The Starling Springs Traffic Impact Study (“Traffic Study”) submitted to the Star City Council:

- Expressly excludes study of Joplin Road west of Can-Ada Road on the incorrect assumption that traffic will not meaningfully increase there;
- Incorrectly states that a traffic light will be installed and lane improvements will be made in 2024 and 2025 at the intersection of Can-Ada and Chinden Boulevard. With two lanes, high-speed traffic, and no traffic light, this intersection is dangerous, has seen horrific accidents, and is very difficult to cross north-to-south or to turn east coming from the north. We have each, and on multiple occasions, spent 5+ minutes trying to cross that intersection and believe it is

likely to become very congested at peak traffic times, including construction traffic coming from the proposed Subdivision development construction.

- Fails to identify accidents on Can-Ada Road between Chinden and Joplin. The intersection of Can-Ada and Joplin, or just north of it, has sadly been the scene of numerous accidents where vehicles, usually speeding, have driven over the tall, steep hillside into the proposed Subdivision property. The most recent of these incidents occurred a few months ago and led to the death of a motorcyclists. This is one of multiple such unfortunate instances over the years and the failure to identify these accidents raises concerns about the Traffic Study.
- Fails to consider the additional traffic that will filter onto Joplin Road west of Can-Ada during the contemplated road construction on Chinden.
- All of which calls into question the surprising conclusion in the Traffic Study that the years of construction and occupation of nearly 350 new homes directly northeast of the Joplin/Can-Ada intersection will add only 1% additional traffic to Joplin Road west of Can-Ada. Such a conclusion is unrealistic given the existing conditions and contrary to the real experience we have had with construction traffic to the development adjacent to the proposed Subdivision (see below). In particular, this conclusion fails to recognize the practical reality that most traffic traveling to or from the west of the proposed Subdivision will choose to proceed on Joplin Road to avoid the congestion at the intersection of Chinden and Can-Ada and Star Roads, which the Traffic Study recognizes already exceeds its “operational “thresholds”.

The following chart is excerpted from the Traffic Study.

Table A. Mitigation Threshold Evaluation

Intersection or Roadway	2024 Existing Need?	2029 Background Need?	Percent of Site Traffic at Buildout	Operational / Mitigation Need	Proposed Mitigation	Approx. Year of Need	Estimated Units Built at Time of Need
Can Ada Road / Joplin Road	No Mitigation Required						
Can Ada Road / Chinden Boulevard (US 20-26)	Yes	Yes	AM – 4% PM – 5% Average – 4.5%	The NB and SB approaches exceed ACHD and ITD operational thresholds during the AM and PM peak hours.	ITD ChindenWest Traffic Signal (2025)	Current Need (2024)	0 units (current need under existing conditions)
Star Road / Chinden Boulevard (US 20-26)	Yes	Yes	AM – 3% PM – 4% Average – 3.5%	The overall intersection exceeds ACHD and ITD standards. During the PM peak hour the WBT, NBT, EBL operate under capacity but exceeding ITD's v/c threshold.	ITD ChindenWest Chinden Boulevard (US 20-26) widening to four lanes (2025)	Current Need (2024)	0 units (current need under existing conditions)
	No	Yes			Second dedicated EBL turn lane.	2026 (PM)	40% (138 units)
Star Road / Joplin Road	No	Yes	AM – 6% PM – 8% Average – 7%	The EB approach exceeds ACHD and ITD operational thresholds during the AM and PM peak hours.	NBL, SBL, SBR turn lane.	2028 (AM)	80% (276 units)
Star Road Joplin Road to Chinden Boulevard (US 20-26)	Yes	Yes	AM – 6% PM – 8% Average – 7%	SB volume during the AM peak hour and the NB volume during the PM peak hour exceed ACHD's 2-lane minor arterial standard.	ACHD CIP Widen to five lanes (continuous left-turn lane, 2031-2035)	Current Need (2024)	0 units (current need under existing conditions)
Joplin Road Can Ada Road to Chinden Boulevard (US 20-26)	No Mitigation Required						
Can Ada Road Joplin Road to Chinden Boulevard (US 20-26)	No Mitigation Required						

Traffic Safety Concerns During Project Construction

Our experience with the current development to the southeast of Joplin and Can-Ada illustrates our concerns that the proposed Subdivision development will create additional traffic safety concerns on Joplin Road if mitigation measures are not implemented.

We have experienced a significant increase in traffic on the section of Joplin west of Can-Ada—in particular, gravel and semi-trucks speeding on Joplin and often starting before 7:00 AM. One of us reached out to the excavation company and their only response was that their job is to get the project done. In addition, construction workers going to and from the construction site are excessively speeding on this section of road as they rush to be on time or to get home at night.

As described above, a vehicle—especially one speeding—can come over the hill on Joplin and pass the hidden driveways at 6412 and 6434 at the bottom of hills in an instance, creating the real risk of a T-bone accident there.

It was stated in the Traffic Study that the intersection of Chinden and Can-Ada would have a new traffic light and turning lane when construction on the project was to begin. However, construction for the traffic light project has not been started and appears to be delayed. As the road project has been delayed, this will not alleviate construction traffic safety concerns on Joplin and further emphasizes the need for safety mitigations on Joplin.

It is reasonable to conclude that these problems will only worsen with an additional large development immediately to the east of Joplin and Can-Ada, absent special conditions that meaningfully mitigate these safety concerns.

Requested Conditions for the Proposed Trailmark Station Subdivision

We respect the right of the Dancer family to sell their property for development. We are, however, very concerned about the safety impacts that the increased construction traffic will have on our nearby properties. We have discussed the following special conditions of approval with Toll Brothers' representative, Mr. Taylor. We are appreciative of their consideration of our concerns and expressed willingness to ensure a safe development.

With the following special conditions of approval to address safety on Joplin Road west of Can-Ada, we do not oppose the proposed Subdivision. Without these special conditions of approval, however, we must object to the proposed Subdivision.

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1. During all phases of development and construction, Developer will provide a designated contact with decision making authority who will act as the point of contact to residents for all construction and development related issues and questions.
2. The Developer will take all steps necessary and reasonable to ensure traffic related to the project construction does not travel on Joplin Road west of Can-Ada Road by directing all employees, contractors and its other agents to access the development via Star Road only. Joplin Road west of Can-Ada may only be utilized by construction related traffic during an emergency or if both the Star/Chinden and Can-Ada/Chinden intersections are closed. All construction traffic must immediately utilize Star Road once the emergency or closure has been remedied. Developer shall include this requirement in all of its contractor and vendor contracts for the duration of construction. A designated sign shall be placed at the exits and entrances of the project indicating no construction traffic on Joplin Road west of Can-Ada Road. Should Developer be made aware of violations of construction traffic access, Developer shall do all things reasonable and necessary to remedy said violation and if violation is not remedied, such violation shall be considered a violation of the conditions of approval.
3. The Developer shall work with the residents of Joplin Road west of Can-Ada Road to place and maintain up to five (5) high-quality signs agreeable to those residents that state, "No Construction Traffic Allowed on Joplin Road West of Can-Ada Road", or similar. The signs shall be placed at locations requested by the residents of Joplin Road west of Can-Ada Road and where the landowner grants permission. The signs shall be maintained and kept visible by the Developer during all times and phases of construction of the development. The signs shall be 36"x 36" minimum, diamond shaped, with orange background and black letters, and otherwise of the same quality of regular road signs such as a speed limit sign. The sign shall be placed so it is at a height equivalent to that required by the Ada County Highway District for speed limit signs (7' minimum above the roadway).

We believe these special conditions will help reduce the impact and traffic safety concerns on Joplin Road west of Can-Ada Road. Thank you again for the opportunity to provide these comments and for your consideration,

Brian, Jason and John Wonderlich,

On behalf of 3WBS, LLC and Sterling Oaks Farm, LLC