



## TRANSPORTATION COMMISSION MEETING

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho  
Monday, August 05, 2024 at 3:30 PM

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### Agenda

#### VIRTUAL MEETING INSTRUCTIONS

To join the meeting online: <https://us02web.zoom.us/j/81095276712>

Or join by phone: 1-253-215-8782

Webinar ID: 810 9527 6712

#### ROLL-CALL ATTENDANCE

<input type="checkbox"/> David Ballard	<input type="checkbox"/> John Wasson, Ex-Officio - ACHD
<input type="checkbox"/> Zachary Shoemaker	<input type="checkbox"/> Lila Klopfenstein, Ex-Officio - COMPASS
<input type="checkbox"/> Ryan Lancaster	<input type="checkbox"/> Miranda Carson, Ex-Officio - WASD
<input type="checkbox"/> Walter Steed	<input type="checkbox"/> Alissa Taysom, Ex-Officio - VRT
<input type="checkbox"/> Tracy Hopkins	<input type="checkbox"/> Justin Price, Ex-Officio - ITD
<input type="checkbox"/> Stephen Lewis	<input type="checkbox"/> Sgt. Tara Smith - Police
<input type="checkbox"/> Jared Smith	<input type="checkbox"/> Tishra Murray - Legal
<input type="checkbox"/> Tom LeClaire	<input type="checkbox"/> Hether Hill - Community Development
<input type="checkbox"/> Hoyoon Song	<input type="checkbox"/> Caleb Hood - Community Development

#### ADOPTION OF AGENDA [ACTION ITEM]

#### APPROVAL OF MINUTES [ACTION ITEM]

1. Approval of Minutes - July 1, 2024

#### OLD BUSINESS [ACTION ITEM]

2. Transportation Project Updates
3. Draft 2025-2029 IFYWP Update

#### NEW BUSINESS [ACTION ITEM]

4. Lost Rapids/Bird Park
5. September Off-Site Meeting
6. Ex-Officio Updates
7. Staff Communications

**FUTURE MEETING TOPICS**

8. Franklin, McDermott to Black Cat Project Update
9. VRT Ridership Update
10. ACHD Master Street Map Changes – Arterial Corridor Preservation (Cherry Lane)
11. Capital Investments Citizens Advisory Committee (CICAC) Update

**NEXT MEETING (OFF-SITE) - SEPTEMBER 19, 2024**

**ADJOURNMENT**

## Meeting Minutes

### Meridian Transportation Commission

Monday, July 1, 2024

Council Chambers – Meridian City Hall • 33 East Broadway Ave., Meridian, Idaho

#### Roll Call

##### MEMBERS

<input checked="" type="checkbox"/> David Ballard	<input checked="" type="checkbox"/> Walter Steed	<input checked="" type="checkbox"/> Zach Shoemaker
<input checked="" type="checkbox"/> Hoyoon Song	<input checked="" type="checkbox"/> Stephen Lewis	<input checked="" type="checkbox"/> Tracy Hopkins
<input checked="" type="checkbox"/> Jared Smith	<input checked="" type="checkbox"/> Tom LeClaire	<input type="checkbox"/> Ryan Lancaster

##### EX-OFFICIO

<input checked="" type="checkbox"/> John Wasson (ACHD)	<input checked="" type="checkbox"/> Lila Klopfenstein (COMPASS)	<input checked="" type="checkbox"/> Miranda Carson (WASD)
<input checked="" type="checkbox"/> Alissa Taysom (VRT)	<input checked="" type="checkbox"/> Justin Price (ITD)	

##### OTHERS PRESENT

<input checked="" type="checkbox"/> Cpl. Trevor Weitzel (Police)	<input checked="" type="checkbox"/> Tishra Murray (Legal)	<input checked="" type="checkbox"/> Caleb Hood (Comm. Dev.)
<input checked="" type="checkbox"/> Hether Hill (Comm. Dev.)		

#### Adoption of the Agenda

No changes were made to the agenda by staff or commissioners. Motion to approve by Commissioner Song, 2<sup>nd</sup> by Commissioner Ballard. All ayes

#### Approval of Minutes

##### 1. June 3, 2024

Commissioner Ballard had one question/point of clarification which Ms. Hill addressed. Motion to approve by Commissioner Hopkins, 2<sup>nd</sup> by Commissioner Song- all ayes; passes.

#### Old Business Items

##### 2. Transportation Projects Update – Hether Hill

Ms. Hill began on Page 6 of the packet and recommended the Commission review the updates provided in bolded text through page 13. Ms. Hill noted there were no significant updates month over month, with the exception of Ustick – Owhyee Storm to Black Cat project and noted ACHD staff were present to provide an update during agenda item number 5. There were no further questions or comments from the Commission.

##### 3. ACHD Master Street Map Changes: Arterial Corridor Preservation – Caleb Hood

Mr. Hood provided an update and overview of the letter sent to ACHD (included in the packet). The ACHD Commission approved the proposed changes to the MSM on June 26<sup>th</sup> and are reflected in ACHD's online mapping tools. Fairview/Cherry right-of-way preservation will be revisited later this year.

#### **4. Linder Road Concept Study – Hether Hill**

Ms. Hill provided an update on the recommendation the Transportation Commission (TC) provided to City Council on the Linder Road Concept Study. ACHD presented to City Council on June 18<sup>th</sup> and Council chose Concept #2 (of the options previously presented to the TC). Concept #2 is the standard 5-lane road without roundabouts. There were no further questions or comments from the Commission.

#### **New Business Items [ACTION ITEM]**

##### **5. Ustick, Owhyee Storm to Black Cat Project Update - Seth Jarsky (ACHD)**

Mr. Jarsky provided an update via presentation of the Ustick, Owhyee Storm to Black Cat project, including community survey results. Discussion ensued following the presentation.

##### **6. Ex-Officio Updates**

Lila Klopfenstein – The Transportation Improvement Program (TIP) public comment period is open July 1<sup>st</sup> through July 31<sup>st</sup>, with an open house scheduled for July 15<sup>th</sup>. Information will be emailed out to the TC and is available on the COMPASS website.

Miranda Carson – Durham School Services will begin servicing West Ada School District (WASD) beginning in Fall of 2024 for a 5-year contract. WASD is hosting an on-site hiring and family fun day on July 3<sup>rd</sup>.

Alissa Taysom – Valley Regional Transit (VRT) service changes were launched June 3<sup>rd</sup>, however, ridership numbers are not yet available. Ridership numbers for Route 24 may be available by the next TC meeting.

Justin Price – ITD kicked off planning for a public meeting(s) for Eagle Road. Additional details were not available, however, more information on the public meetings (anticipated for late August) will be provided soon.

##### **7. September Workshop**

Ms. Hill reminded the Commission of the holiday in September and requested any recommendations/ideas be submitted so a field trip for the Commission could be scheduled.

##### **8. Staff Communications**

Staff Communications began on page 15 of the packet, which primarily concerned an intersection in the Baraya Subdivision. In addition to what was published in the packet, Ms. Hill informed the Commission that a \$500,000 budget request for FY25 was presented to City Council for implementation of pedestrian and intersection improvement projects identified in the Meridian Intersection and Pedestrian Safety Task Force Report developed in 2023. Ms. Hill noted additional scoping and evaluation is needed to implement projects and would take place once and if funding is secured. Mr. Hood also added that ITD is seeking feedback on the Idaho Transportation Investment Program (ITIP) with a public comment period of July 1<sup>st</sup> through July 31<sup>st</sup>.

#### **FUTURE MEETING TOPICS**

##### **9. Lost Rapids/Bird Park**

- 10. Franklin, McDermott to Black Cat Project Update
- 11. Meridian Intersection Pedestrian Safety (MIPS) Task Force Update
- 12. Master Street Map Update
- 13. VRT Ridership Update

**Next Meeting Date: August 5, 2024**

**Adjournment; 4:25pm** – Motion by Commissioner Song, 2<sup>nd</sup> by Commissioner Hopkins - all ayes.

(AUDIO RECORDING AVAILABLE UPON REQUEST)

APPROVED:

\_\_\_\_\_  
WALTER STEED, CHAIR

\_\_\_\_\_  
DATE

ATTEST:

\_\_\_\_\_  
CHRIS JOHNSON (City Clerk)

\_\_\_\_\_  
DATE

DRAFT



# MEMO TO CITY COUNCIL AND TRANSPORTATION COMMISSION

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**From:** Hether Hill, Coordination Planner                      **Meeting Date:** August 5, 2024  
**Topic:** Transportation Project Updates

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Below is a summary/update on some of the transportation and roadway City Staff has been involved with recently. This is not an exhaustive list, but rather highlights some of the more important activities that have recently transpired (or are about to occur) in the transportation realm. Staff will be at the Transportation Commission meeting to discuss some of these topics in more detail. Please feel free to contact staff should you have any comments, concerns, or questions on any of these projects. New information is in **bold**.

## KEY ACHD PROJECTS

ACHD Integrated Five-Year Work Program: The 2024-2028 IFYWP Draft can be found here: <https://engage.achdidaho.org/integrated-five-year-work-plan-ifywp> The City's request for priority projects to be included in the 2025-2029 IFYWP were sent to ACHD by the Mayor on March 14<sup>th</sup>. **It is anticipated that the Initial Draft of the 2025-2029 IFYWP will be released on July 10<sup>th</sup>. Public/partner comment period on the 2025-2029 IFWYP Draft will be July 11<sup>th</sup> through August 14<sup>th</sup>, with adoption planned for September 25<sup>th</sup>.**

Amity Rd and Locust Grove Rd & Amity Road, Meridian to Locust Grove: These projects were presented to the ACHD Commission on September 13<sup>th</sup> to discuss the projects status, questions and concerns from the public, and the letters the City has submitted. **Project future is currently unknown with indefinite pause pending new direction from the ACHD Commission.** Project Website: <https://engage.achdidaho.org/amity-road-and-locust-grove-road-intersection>

*City Staff Contact: Brian McClure, Community Development*

Eagle Road, Lake Hazel to Amity: Landscaping within the roundabout at Taconic will be included in the Cost Share Permit. 95% design is complete. Widen Eagle to 5 lanes with curb, gutter, sidewalk and a multi-use pathway. Includes a multi-lane roundabout at Eagle Rd and Taconic Dr. **On 90-day construction bid list for June 2024 with notice to proceed in September.** Project website: <https://engage.achdidaho.org/eagle-road-lake-hazel-road-to-amity-road>. *City Staff Contact: Brian McClure, Community Development*

*City Staff Contact: Brian McClure, Community Development*

Fairview, Jericho Road to Eagle & Locust Grove/Fairview Signal: Widen intersection to 9 lanes on Fairview and 7 lanes on Locust Grove. Widen Fairview to 7 lanes with curb, gutter, sidewalk and Level 3 bike facility. Currently in ROW phase; **construction is expected to start 2029**. This project is exceptionally complex with multiple curbs, materials, and elevations. Z-crossing just west of Fairview/Webb in design. Here is a link to the project website: <https://engage.achdidaho.org/fairview-avenue-jericho-road-to-eagle-road>

*City Staff Contact: Caleb Hood, Community Development*

Franklin, McDermott to Black Cat: Widening Franklin Rd to 5 lanes between McDermott Rd and Black Cat Rd, and improving the intersection of Franklin Rd and McDermott Rd. The Franklin Rd and McDermott Rd intersection is a joint project with Nampa Highway District No. 1. City/ACHD partnership on landscaping in the medians/buffers and future location for a “Welcome to Meridian” sign being considered. Stormwater swales envisioned behind curb. 30% design complete with project team meeting on November 20<sup>th</sup>. **Design in FY24-25, Right of Way in FY28-29, notice to proceed scheduled for future**. Posted speed to be 35 MPH but no design elements contemplated to support. **Here is a link to the project website:** [https://engage.achdidaho.org/franklin-road-mcdermott-road-to-black-cat-road?utm\\_campaign=&utm\\_medium=email&utm\\_source=govDelivery](https://engage.achdidaho.org/franklin-road-mcdermott-road-to-black-cat-road?utm_campaign=&utm_medium=email&utm_source=govDelivery)

*City Staff Contact: Brian McClure, Community Development*

Lake Hazel and Eagle Signal: The design includes significant grade changes of the existing intersection and will integrate large retaining walls. Widen and signalize intersection to 4/5 lanes on Eagle and 3/4 lanes on Lake Hazel with multiuse pathway connections. Project will be constructed as part of Eagle Road, Lake Hazel to Amity widening. On 90-day construction bid list for June 2024 with notice to proceed in September. Project website: <https://engage.achdidaho.org/lake-hazel-and-eagle-intersection>.

*City Staff Contact: Brian McClure, Community Development*

Lake Hazel Road, Locust Grove Road to Meridian Road: Brighton owns multiple parcels of land between S Apex Avenue and S Meridian Road. Per their requirements from the City of Meridian they are required to complete a significant utility upgrade that will require the roadway be reconstructed. ACHD Commission has approved a Cooperative Development Agreement for the reconstruction and widening of E Lake Hazel Road between S Apex Avenue and S Meridian Road to 5-lanes, with 10-foot wide concrete multi-use pathways on both sides of the road. Lake Hazel is currently closed in this section for related improvements.

Lake Hazel Road, Eagle to Cloverdale: Widen Lake Hazel Rd to five 11’ lanes with curb gutter and 10’ detached multiuse path on both sides. Bridge improvement included to remove and replace the existing bridge over the Ten Mile Creek. Project will include swales adjacent to the roadway. Design is complete. **Design 2022-2023; ROW; 2024; Construction 2027**. City to cost share on continuous lighting within Meridian City limits (not Boise). Project Website: [https://engage.achdidaho.org/lake\\_hazel\\_eagle\\_cloverdale](https://engage.achdidaho.org/lake_hazel_eagle_cloverdale).

*City Staff Contact: Brian McClure, Community Development*

Linder, Overland to Franklin (Overpass of I-84): Widen Linder Rd to 5 lanes with a bicycle and pedestrian facility from Overland Rd to Franklin Rd. Project includes a new I-84 overpass, improvements to the Overland and Franklin intersections, and connection of W Verbena Dr across Linder. The City is funding design; design is complete. ROW is programmed at ACHD for 2024-2025 and construction is programmed for 2026-2027 in the IFYWP. <https://engage.achdidaho.org/linder-road-overpass-franklin-road-to-overland-road> The City has been awarded \$4.3M from ITD towards completion of this project. The City and ACHD have entered into an agreement to spend the Strategic Initiative Funds in 2025.

*City Staff Contact: Caleb Hood, Community Development*

Linder, Ustick to Pine (concept): The project team met to review concepts. Also, the ACHD Pedestrian Advisory Group (PAG), ACHD Commissioners, and City staff did an onsite review of the existing conditions on this stretch of road. In all concepts impacts to some properties would have left substandard conditions for parking and exacerbated backout parking concerns for all users. Based on the feedback from the project team and PAG, ACHD is working with consultants to develop new concepts. New concepts discussed include 3 and 5-lane designs with shared roads, roundabout couplets for improved safety/access with turning restrictions, and enhanced speed mitigation features to promote school and park access. A traditional 5-lane design with the most property acquisitions is also being considered. The Transportation Commission recommended a 5-lane option to Council. On June 18<sup>th</sup>, 2024 City Council gave general support for a traditional 5-lane option. A support letter to ACHD is forthcoming. Project Website: <https://engage.achdidaho.org/linder-road-pine-avenue-to-ustick-road>.

*City Staff Contact: Brian McClure, Community Development*

McMillan/Black Cat Roundabout: Multi-lane roundabout with truck apron, curb, gutter, and 10-foot-wide multi-use pathways. Crosswalk at each leg with two stage pedestrian crossings and rectangular rapid flashing beacons (RRFBs) at each pedestrian crossing. City is partnering with ACHD on Tier 1 landscape improvements in the RAB (conduit for now, landscape in the future), splitter islands and 4-foot buffer areas. **99% designed. Construction is planned for 2029 in the draft IFYWP.**

<https://engage.achdidaho.org/mcmillan-and-black-cat-intersection>

*City Staff Contact: Caleb Hood, Community Development*

Star Road Bridges: Replace two bridges over the Five Mile Creek and Five Mile Feeder. Bridge width will support future widening to 5-lanes and a type 3 bike facility (MUP). This project is substantially completed.

Ustick, Ten Mile to Linder: Widen Ustick Rd to 5 lanes with curb, gutter, center medians, and multi-use pathway from Ten Mile Rd to Linder Rd. Right-of-way is scheduled for 2025 in the adopted IFYWP and construction is planned for 2026. Median landscaping is being explored by the project team. Concept includes pedestrian bridge crossing over Five Mile Creek with a signalized crossing at Ustick. Design will include multiuse pathways. A retaining wall will be necessary along Five Mile Creek. No sidewalk/pathways along Five Mile creek where retaining wall to be located; connection will rely on City pathway on north side of creek (in Bridgetower).

[https://engage.achdidaho.org/ustick\\_ten\\_mile\\_linder](https://engage.achdidaho.org/ustick_ten_mile_linder)

*City Staff Contact: Caleb Hood, Community Development*



Ustick, Black Cat to Ten Mile: Widen to 5-lanes with center medians. Signalized crossing at Naomi (location of new ACHD maintenance facility, south of City wastewater facility). The ACHD consultant has submitted 99% PS&E and documents required for ROW acquisition. ROW acquisition taking the next several months; CN in FY25. **On 90-day construction bid list for September 2024.**

[https://engage.achdidaho.org/ustick\\_black\\_cat\\_ten\\_mile](https://engage.achdidaho.org/ustick_black_cat_ten_mile)

*City Staff Contact: Caleb Hood, Community Development*

Ustick, Owyhee Storm to Black Cat: Widen to two lanes in each direction, with a center turn lane and median islands where the center turn lane is not needed for access. Project includes 10-foot wide multi-use pathways on each side, curb and gutter. ROW planned for 2026; construction 2027 in the current IFYWP. Project cost is estimated at \$11M. <https://engage.achdidaho.org/ustick-road-owyhee-storm-avenue-to-black-cat-road>

*City Staff Contact: Caleb Hood, Community Development*

## **ACHD CAPITAL MAINTENANCE**

Residential Capital Maintenance includes conducting field reconnaissance and collecting survey data to determine an improvement strategy for deteriorated/non-compliant facilities such as: pavement, drainage, pipes, sidewalks, ramps. ACHD aims for bringing the segments up to Complete Streets standards where possible. Existing non-compliant pedestrian ramp and driveway access points located along each roadway segment will be identified to be upgraded to meet ADA compliance. Reasonable attempts will be made to improve each pedestrian ramp as directional, not diagonal.

Meridian Downtown Pavement and Pedestrian Improvements (2024): Formerly named: “FY2022 Residential Capital Maintenance”. The project goal is to rehabilitate pavement and add pedestrian improvements including sidewalk and bulb-outs. Segments include: W 3<sup>rd</sup> St, W Pine to north end; E Broadway Ave, E 3<sup>rd</sup> to E 6<sup>th</sup>; W Cherry Ave, NW 4<sup>th</sup> St to Meridian Rd; W Idaho Ave, W 8<sup>th</sup> St to N Meridian Rd; W Maple Ave, W 1<sup>st</sup> St to N Meridian Rd; W 2<sup>nd</sup> St, W Cherry Ave to W Cherry Ln; NW 4<sup>th</sup> S, W Broadway Ave to Maple Ave. <https://engage.achdidaho.org/2022-residential-capital-maintenance> Segments E Washington Ave, NW 7<sup>th</sup> to Meridian Rd; NW 7<sup>th</sup> St, W Washington St to middle school micro-path (currently adding sidewalk, no pavement rehab, could change); and W 6<sup>th</sup> St, W Washington St to W Carlton Ave are also part of this project, but have a separate web page: <https://engage.achdidaho.org/washington-street-and-6th-street> *City Staff Contact: Caleb Hood, Community Development*

Residential Pavement and Pedestrian Improvements (2026): Segments included: 1<sup>st</sup> St W, south end to Franklin Road; Rose Circle; Country Terrace Way S, south end to Overland Road; Blossom Pl, south end to W McGlinchey Ave; McGlinchey Ave, Blossom Pl to NW 8<sup>th</sup> St; Interlachen Ct, west end to Interlachen Way; Laurel Ct, south end to Verbena Dr; Tobago Ct. E., west end to SE 5<sup>th</sup> Way; Larkspur Ct, south end to Verbena Dr; Lilac St, south end to Waltman St; Lavender Ct, south end to Verbena Dr; Sugar Creek, south end to Sugar Creek Dr; Lawndale Dr, McGlinchey Ave to Crestmont Dr; Crusier Dr, west end to Five Mile Rd; and Francine Pl S, Victory Rd to S Francine Ln. ACHD project number: 521060. Project team meeting held April 12<sup>th</sup>.

*City Staff Contact: Hether Hill, Community Development*

## ITD PROJECTS (Updated by ITD Staff April 2024)

ChindenWest Corridor: This project will result in 4 travel lanes (two in each direction). Widening will take place to the south of the existing alignment and be constructed to accommodate future widening to 6 travel lanes (three in each direction) with high-capacity intersections at roads with river crossings. Project website: [US-20/26 ChindenWest | ITD Projects \(idaho.gov\)](https://chindenwest.com/middletontostar/)

Star Road to ID-16: Improvements include re-aligning and reconstructing US-20/26, constructing pathways, and relocating nearby irrigation infrastructure. Anticipated completion in spring 2024. Crews are currently finishing the final stage of the Phyllis Canal Bridge. Final paving and completion of the bridge should be early summer 2024. (Key No. 20367) Re-aligning and reconstructing US-20/26, constructing pathways, and relocating nearby irrigation infrastructure. Anticipated completion by end of April 2024. Minor punch list items will remain through early Summer.  
ITD Project Manager: JD Lewelling, [JD.Lewelling@itd.idaho.gov](mailto:JD.Lewelling@itd.idaho.gov)

Middleton Road to Star Road: Final design for east and west sections were completed in September and October 2023, respectively. PS&E is scheduled for May 2024 for the east package and for October 2024 for the west package. Construction expected to start in either Fall of 2024 or Spring of 2025 depending upon right-of-way acquisition. Project website: <https://chindenwest.com/middletontostar/>. Final design for east and west sections were completed in September and October 2023, respectively. PS&E is scheduled for mid to late 2024 for both the east (Key No. 24310) and west (Key No. 24309) packages. Construction expected to start in fall of 2025 depending upon right-of-way acquisition. Construction funding has yet to be identified.  
City Staff Contact: Caleb Hood, Community Development  
ITD Project Manager: Jeff Nettleton, [jeff.nettleton@itd.idaho.gov](mailto:jeff.nettleton@itd.idaho.gov)

### Idaho Highway 16 extension, I-84 to U.S. 20/26

Crews continue building new ramps to connect US-20/26 and SH-16 and will continue through spring of 2024. The new bridge over Five Mile Creek is complete. A new pedestrian bridge over Five Mile Creek east of McDermott Road is complete. The north abutment of the McMillan Overpass will be under construction this winter. Construction on the US 20/26 and SH 16 interchange should start this summer. Construction on several irrigation structures such as the Purdam Drain, & Husky Drain will continue throughout this winter. Foundation work is also starting on bridges over Ten Mile Creek. On the south end of the project, work is continuing on the center pier of the new I-84 interchange and ramps between Franklin Road and I-84. Construction is anticipated to be complete 2025 and will include: Approximately 4.5 miles of highway between U.S. 20/26 and I-84; an interchange at I-84; signalized intersections at Franklin Road and Ustick Road; reconstruction of the U.S. 20/26 intersection; overpasses at Cherry Lane, McMillan Road, and the railroad; and minor adjustments to local roads near SH-16. Project website: [itdprojects.idaho.gov/pages/sh16corridor](https://itdprojects.idaho.gov/pages/sh16corridor) Construction underway on the new I-84 interchange between Garrity and Ten Mile and widening Franklin Road. The south portion of Franklin Road widening has recently been concrete paved. The north portion of Franklin Road will be paved in the next month. Asphalt paving to complete the ramps will begin in the coming weeks. Contract completion date is Fall 2024. **See staff communications for link to video update.**  
ITD Project Manager: Jeff Ryan, [Jeff.Ryan@itd.idaho.gov](mailto:Jeff.Ryan@itd.idaho.gov)

Ustick to Chinden: North ramps at US-20/26 will reach completion in early June 2024. McMillan overpass has approach slabs and concrete railing being worked on. Local Ersatz road construction

continues now that Meridian's water line is installed. Plan to close and build the new McDermott & Ustick Intersection May through June 2024. Plan to close and build the McDermott & McMillan Intersection July through August 2024. Contract completion date is Fall 2025.

*ITD Project Manager: Dan Gorley, [Dan.Gorley@itd.idaho.gov](mailto:Dan.Gorley@itd.idaho.gov)*

Franklin to Ustick: MSE walls started for Cherry Lane overpass. Construction continues on two bridges over Ten Mile Creek for SH-16 and for Quasi Place road. Construction of railroad bridge will start soon. Contract completion date is Fall 2025.

*ITD Project Manager: Dan Gorley, [Dan.Gorley@itd.idaho.gov](mailto:Dan.Gorley@itd.idaho.gov)*

Interstate 84 Eastbound Auxiliary Lane, Meridian Interchange to Eagle Interchange: Design is anticipated to be complete spring 2024. Construction timeline is dependent on funding availability. This project will add a second on-ramp lane eastbound at Meridian Interchange, an auxiliary (fifth) lane between Meridian Interchange to Eagle Interchange, and a second off-ramp lane at Eagle Interchange: Design is anticipated to be complete in spring 2024. A virtual public open house was held February 13-28, 2024. Construction timeline is dependent on funding availability. This project will add a second on-ramp lane eastbound at Meridian Interchange, an auxiliary (fifth) lane between Meridian Interchange to Eagle Interchange, and a second off-ramp lane at Eagle Interchange.

<https://itdprojects.org/projects/i-84-meridian-interchange-to-eagle-interchange-auxiliary-lane/>

*ITD Project Manager: Mark Wasdahl, [Mark.Wasdahl@itd.idaho.gov](mailto:Mark.Wasdahl@itd.idaho.gov)*

FY24 Surface Treatments US 20/26 & SH 44: Sealcoat approximately 107 lane miles of US 20/26 and SH-44 this summer. This will improve ride quality and extend the pavement lifespan. Project will start no later than June 14, 2024. A typical sealcoat uses oil heated to 150-185F, but this time we will heat it to 275-325F. In addition to the increase in oil temperature, the aggregate is also heated and pre-coated with oil. This new technology makes it possible to do all the work at nighttime, thus greatly reducing the impact to the traveling public. Sealcoat approximately 107 lane miles of US 20/26 and SH-44 this summer. This will improve ride quality and extend the pavement lifespan. Project will start no later than June 14, 2024. A typical sealcoat uses oil heated to 150-185F, but this time we will heat it to 275-325F. In addition to the increase in oil temperature, the aggregate is also heated and pre-coated with oil. This new technology makes it possible to do all the work at nighttime, thus greatly reducing the impact to the traveling public.

*ITD Project Manager: Walter Olin, [Walter.Olin@itd.idaho.gov](mailto:Walter.Olin@itd.idaho.gov)*

SH-55 Eagle Road Safety Review: An inter-agency team was assembled to discuss a safety review of Eagle Road, I-84 to SH-44. The safety review, which included a speed study, was completed at the end of February 2023. ITD has presented to City Council several times, the last time was on September 5, 2023. ITD shared what was found in the safety review and showed what sign and striping improvements were made as a result. They also shared that the speed study showed that no change to the enforceable speed limits on Eagle Rd were recommended. ITD recognizes the city's concerns regarding the daily congestion on Eagle Rd and proposed implementing advisory speed limit signage with flashing beacons. These would be activated during the busiest times of the day. The purpose would be to alert the public of times when congestion is most likely. After the presentation there were concerns from the mayor and at least one council member due to advisory speeds not being enforceable. ITD and the city continue to engage to find the best solution for the traveling public on Eagle Rd. An additional inter-agency team with law enforcement, the city, ITD, and other agencies will

be put together in the coming months to continue discussions. While different agencies may have different goals, the main goal we all agree on is keeping the public safe and ensuring drivers can get to where they need to go as efficiently and safely as possible. An inter-agency team was assembled to discuss a safety review of Eagle Road, I-84 to SH-44. The safety review, which included a speed study, was completed at the end of February 2023. ITD has presented to City Council several times, the last time was on September 5, 2023. ITD shared what was found in the safety review and showed what sign and striping improvements were made as a result. They also shared that the speed study showed that no change to the enforceable speed limits on Eagle Rd were recommended. ITD recognizes the city's concerns regarding the daily congestion on Eagle Rd and proposed implementing advisory speed limit signage with flashing beacons. These would be activated during the busiest times of the day. The purpose would be to alert the public of times when congestion is most likely. After the presentation there were concerns from the mayor and at least one council member due to advisory speeds not being enforceable. ITD and the city continue to engage to find the best solution for the traveling public on Eagle Rd. An additional inter-agency team with law enforcement, the city, ITD, and other agencies will be put together in the coming months to continue discussions. While different agencies may have different goals, the main goal we all agree on is keeping the public safe and ensuring drivers can get to where they need to go as efficiently and safely as possible.

*ITD Contact: Justin Price, [Justin.Price@itd.idaho.gov](mailto:Justin.Price@itd.idaho.gov)*

I-84 Mobility Improvement Study: This study will determine whether additional auxiliary lanes and other improvements are needed to smooth merge hesitations, achieve better traffic distribution, and achieve lane balance for the 11-mile section of Interstate 84 between the Garrity Interchange in Nampa and the I-84/I-184 Wye Interchange in Boise. Existing traffic counts will be collected, future traffic counts will be developed, existing conditions will be reviewed along with all previous environmental and operational studies, traffic will be modeled, an origin-destination study will be conducted and a phasing plan and future NEPA action will be recommended. A data collection plan is currently being developed, ITD resources are being allocated for that data collection and a Request for Proposals will be advertised within 60 days.

*ITD Project Manager: Mark Wasdahl, [Mark.Wasdahl@itd.idaho.gov](mailto:Mark.Wasdahl@itd.idaho.gov)*

SH-69 Traffic Study: This study will identify roadway improvements necessary to accommodate traffic through 2050. Currently, the long-range traffic forecast is being re-evaluated. Technical meetings with cities of Kuna and Meridian are anticipated for June 2024.

*ITD Project Manager: Mark Wasdahl, [Mark.Wasdahl@itd.idaho.gov](mailto:Mark.Wasdahl@itd.idaho.gov)*

## **PATHWAYS** (Updated by City Parks Staff April 2024)

Nine Mile Creek, Linder to Meridian: In initiating the land trade, parks staff discovered a strip of easement belonging to Nampa and Meridian Irrigation District that can accommodate the pathway, rendering a land trade unnecessary. The current (funded) project phase will run from NW 3rd Street along the Ninemile Creek as far as approximately 8th Street. In April, staff received approval to request additional funding from LHTAC for construction of this segment, as costs have risen significantly since funds were originally allocated. Staff is currently working with an engineering consultant, with plans expected to be complete in 2025, and project construction in 26/27. A future City project (not yet funded) proposes to extend the Rail With Trail Pathway west as far as Linder Road.

Five Mile Creek Pathway: This project, which includes 2/3 of a mile of newly paved pathway along the south bank of the Fivemile Creek, and a pedestrian bridge crossing of the Ninemile Creek, is now complete. It connects 3 miles of existing pathway in northwest Meridian with more than 4 miles of existing pathway to the east, allowing for approximately 8 miles of continuous multi-use pathway through Meridian, primarily along the Fivemile Creek.

## **OTHER PROJECTS**

MDC, Downtown Parking Efforts: MDC is working on an update to Destination Downtown. Part of this is parking analysis. The MDC consultant is wrapping-up the Parking Management Strategies & Implementation Guide. MDC and City Staff met in late January to discuss next steps.

## Hether Hill

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**From:** John Wasson <jwasson@achdidaho.org>  
**Sent:** Tuesday, July 2, 2024 11:22 AM  
**To:** Hether Hill  
**Subject:** Lost Rapids crosswalk

**External Sender - Please use caution with links or attachments.**

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Heather,

I apparently missed this investigation being completed in late May. This is for the requested crosswalk on Lost Rapids:

Received results of pedestrian study.

700-900: 15 pedestrians crossing Lost Rapids, 8 of these were kids at 8:35 prior to bus arrival.

1100-100: 7 pedestrians crossing Lost Rapids

400-800: 10 pedestrians crossing Lost Rapids, extensive on street parking in the bike lane

There is moderate pedestrian usage but none close to the 20 in one hour range that we look for. There are plenty of gaps at this location and I do not see a huge factor that would lend to striping a crosswalk at this time. Recommend no action. JMH

While there is some observed pedestrian activity, this location does not meet the minimum threshold to be considered for marked crosswalk installation at this time. As land uses change, we can reconsider installation.

Approved. (JES)

*John*

**John Wasson**

Assistant Traffic Engineer | Traffic Engineering

Ada County Highway District (ACHD)  
 3775 Adams Street, Garden City, Idaho 83714

**Phone:** (208)387-6151

[www.achdidaho.org](http://www.achdidaho.org)

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# MEMO TO TRANSPORTATION COMMISSION

## Agenda Topic on the Transportation Commission Agenda

**From:** Hether Hill

**Meeting Date:** August 5, 2024

**Topic:** Staff Communications

Below are summaries of relevant correspondences received by City Staff since the last TC meeting.

**From:** Les and Amelia Carson <[lesandam@pacbell.net](mailto:lesandam@pacbell.net)>

**Sent:** Tuesday, July 30, 2024 3:51 PM

**To:** Robert Simison <[rsimison@meridianscity.org](mailto:rsimison@meridianscity.org)>

**Subject:** Traffic issues!

External Sender - Please use caution with links or attachments.

Hello Mayor Simison,

My husband and I live in Spurwing Greens near the intersection of Chinden & Ten Mile. As I understand it, when Rock Harbor church was being built, they were given a right-turn-only exit onto Chinden. Apparently, when Costco was approved (at a most ridiculous location), that exit was taken from the church and given to Costco. I guess only a certain number are allowed within a certain distance of an intersection and Costco has more "bang"!

Short story long, Rock Harbor church now uses the Spurwing Greens exit. Sundays are an unbelievable mess at our entrance! Now, the traffic seems to be moving to other days as well and with the church expansion, no telling what we'll be faced with. This picture was taken Monday at 1:11pm. I did not make it out on the first green light and barely did on the second.





This is horrible. The paper reported that Costco increased the traffic at the near intersection by approximately 17,000 cars daily so this just adds to our predicament. Now, it looks like there's an application to add over 300 condos at Black Cat and Chinden they estimate will increase cars by over 5,000 cars per day. In addition, if In & Out is approved for the location near Costco, you're looking at a disaster waiting to happen. Please PLEASE do not let this happen.

I'm now finished with my rant and truly hope you'll seriously consider all that I've said and will pass it on to the planning commission and anyone who'll listen to the voice of the people. Thank you kindly.

Amelia Carson  
Sent from my iPhone

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**From:** Andrew Marini  
**Sent:** Thursday, June 27, 2024 1:07 PM  
**To:** [planning@meridiancity.org](mailto:planning@meridiancity.org)  
**Cc:** Jeffrey Hall <[jhall@nwcommercialgroup.com](mailto:jhall@nwcommercialgroup.com)>; Terri Benson <[tbenson@adacounty.id.gov](mailto:tbenson@adacounty.id.gov)>; Niki Benyakhlef <[Niki.Benyakhlef@itd.idaho.gov](mailto:Niki.Benyakhlef@itd.idaho.gov)>  
**Subject:** Request: W/E Corporate Dr./South Progress Ave. Intersection

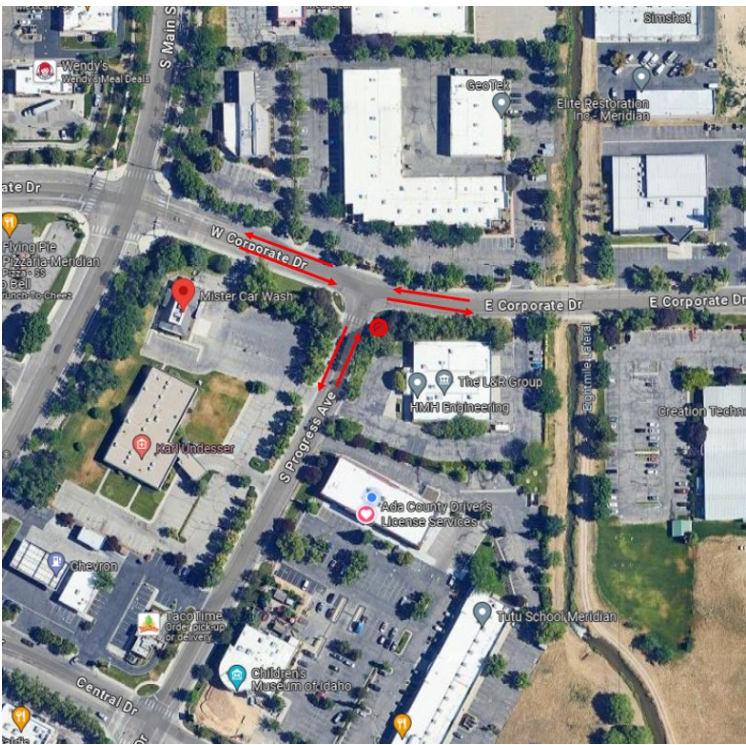
Good Afternoon, Meridian P&Z Team,

Hi, I'm Andrew Marini, the Manager of the Ada County Sheriff's Office - Driver's Licensing Office at 736 S. Progress Ave. I'm writing to you about the new construction of the Mister Car Wash at 675 S. Progress Ave., Meridian 83642. I'm concerned about the T-intersection of W/E Corporate Dr. and S. Progress Ave. (screenshots below). Currently, there is only a stop sign for northbound S. Progress Ave. traffic to make an LT or RT onto Corporate Drive. This intersection has some blind spots, and I've witnessed and experienced near misses with westbound & eastbound Corporate drive traffic. The stop sign & line are recessed back to accommodate a pedestrian x-walk, further reducing Corporate drive traffic visibility. The developer for Mister Car Wash has removed the temporary fencing and bushes for the corner which also posed visibility/blind spot concerns. I anticipate an increase in trips and usage of these roadways due to the new construction. I believe that the installation of a three-way stop at this intersection is a necessary measure to significantly improve safety and manage stacking on S Progress Ave. during peak hours.

If this has yet to be considered, I would like to formally request that the City look into modifying this intersection. Our shared goal of ensuring safety on our roadways makes this a crucial issue. Please let me know what I need to do to get this looked at. Thank you so much, and I look forward to hearing from you soon!

Andrew





**Andrew Marini**  
**Licensing Manager**  
Administrative Services Bureau  
Boise: 400 N Benjamin Ln #101, Boise, ID 83704  
Meridian: 736 S Progress Ave, Meridian, ID 83642  
O: (208) 577-3036  
M: (208) 859-8335 (Primary)  
[amarini@adacounty.id.gov](mailto:amarini@adacounty.id.gov)



**From:** Tara Smith <[tsmith@meridiancity.org](mailto:tsmith@meridiancity.org)>  
**Sent:** Wednesday, June 5, 2024 10:42 AM  
**To:** Josh Jones <[jjonesmthome@gmail.com](mailto:jjonesmthome@gmail.com)>  
**Cc:** Trevor Weitzel <[tweitzel@meridiancity.org](mailto:tweitzel@meridiancity.org)>; Caleb Hood <[chood@meridiancity.org](mailto:chood@meridiancity.org)>  
**Subject:** RE: Baraya Subdivision

Good morning Josh,

I apologize for the delay in responding. I'm going to be out of the office for several weeks for a surgery, and have a lot of things needing to get ready for my absence. I do remember communicating with your wife on this issue. I'm aware ACHD conducted a speed and volume study in April of last year on S. Baraya, but that it did not meet the criteria for traffic calming measures at that time. I have reached out to my contact at ACHD again recently to gain some insight into the issue from their perspective but have not heard back yet. However, I know ACHD does, at times, work with neighborhoods to install calming measures even when criteria is not met, via resident petitions.

What I believe to be part of the issue is the placement of the stop sign itself. S. Baraya is the main drag through there, while Balance Rock ends at a T intersection at this time. Typically, at a T intersection, the road that is ending is required to stop/yield to the street that continues. When they add to the subdivision in the future, I'm certain the plan is to extend Balance Rock on to the west, as evidenced by the spur road, but for now, the issue could be motorists are disregarding the sign because they don't believe they should have to stop. I see this in other areas of my job as well...if the average citizen doesn't understand or see the relevance in a law, they don't tend to follow it. So one of the questions I posed to my ACHD contact is why isn't the stop sign on Balance Rock instead? My best guess is they were likely trying to slow down straight through traffic on S. Baraya, or they were complying with the City codes that govern the length a neighborhood street can be without a curve or stop sign. It all goes to controlling speed, however, I'm a far cry from a traffic engineer.

I know this is a frustrating situation for you and it may take a collaboration of efforts to find a solution, but in the meantime, for my part, I have assigned an officer to pay that intersection some attention. He was out there yesterday morning for about an hour and will visit it as time allows to see if we can curb some of the issue. However, enforcement is very temporary as you well know, because we simply cannot be there all the time. Since I will be out of the office after tomorrow, I have included my Corporal, Trevor Weitzel, on this email so he is in the loop and can be your contact if something else comes up.

Thank you!

**Tara Smith | Traffic Sergeant**  
 Meridian Police Department  
 1401 E. Watertower St., Meridian, Idaho 83642  
 Phone: 208-846-7397 | Fax: 208-846-7366



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**From:** Josh Jones <[jjonesmthome@gmail.com](mailto:jjonesmthome@gmail.com)>  
**Sent:** Sunday, June 2, 2024 8:29 PM  
**To:** Tara Smith <[tsmith@meridiancity.org](mailto:tsmith@meridiancity.org)>  
**Subject:** Baraya Subdivision

**External Sender - Please use caution with links or attachments.**

Ma'am,

My name is Josh Jones, and I am reaching out regarding a traffic issue at the corner of Baraya St and W Balance Rock Dr. My wife, Hannah Jones, has previously emailed you concerning the frequent violations at this stop sign. The problem has escalated, and now it's a daily occurrence, posing a significant risk, especially with many children playing in our neighborhood.

Several residents, including myself, are in discussions with the city about installing speed bumps at stop signs to enhance safety. However, in the meantime, we are urgently requesting the presence of an officer at this intersection occasionally to enforce the stop sign.

I have numerous videos documenting these violations—approximately 100 currently, with at least 15 more recorded daily. I am willing to share these videos if it helps address the issue and improve safety.

We understand that there are larger issues to handle, but your support in this matter would be greatly appreciated by our entire community.

Thank you for your attention to this urgent safety concern.

Sincerely,  
Josh Jones

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**From:** Chelssie Oates <[chelssieh23@gmail.com](mailto:chelssieh23@gmail.com)>

**Sent:** Thursday, June 13, 2024 5:57 PM

**To:** Caleb Hood <[chood@meridiantcity.org](mailto:chood@meridiantcity.org)>; Trevor Weitzel <[tweitzel@meridiantcity.org](mailto:tweitzel@meridiantcity.org)>

**Subject:** Baraya subdivision stop sign issue

**External Sender - Please use caution with links or attachments.**

Dwar officer,

I hope this email finds you well. My name is Chelssie, and I serve as the Vice President of the HOA Board for our subdivision. I'm reaching out to you regarding an issue brought to my attention by one of our homeowners, concerning instances of stop sign violations in our community.

I understand that you've been working closely with them to address these concerns, and as a board member, I'm keen to discuss potential solutions with you. Recently, I've been in communication with AcHD, and they've indicated limitations in implementing changes to the current traffic control measures, including stop signs, speed bumps, painted lines, and even the possibility of installing a four-way stop sign.

Before I proceed with formal correspondence to AcHD, outlining our desired revisions, they've advised us to have a representative assess the site in question. Hence, I'd appreciate the opportunity to converse with you beforehand to ensure alignment in our approach.

If convenient, could you please reach out to me via phone or email at your earliest convenience? Your insights and expertise would be invaluable in navigating this matter effectively.

Thank you for your attention to this matter.

Warm regards,  
Chelssie  
Cell: 208-921-0844