



TRANSPORTATION COMMISSION MEETING

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho
Monday, October 07, 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"/> Caleb Hood – Community Development	

ADOPTION OF AGENDA [ACTION ITEM]

APPROVAL OF MINUTES [ACTION ITEM]

1. Approval of Minutes - August 5, 2024

OLD BUSINESS [ACTION ITEM]

2. Transportation Project Updates

NEW BUSINESS [ACTION ITEM]

3. Traffic Impact Study Overview (Mindy Wallace - ACHD)

4. Corporate Dr. / S. Progress Ave.
5. Tree Farm Way / Chinden Blvd.
- [6.](#) VRT Ridership Update
7. Ex-Officio Updates
- [8.](#) Staff Communications

FUTURE MEETING TOPICS

9. Franklin, McDermott to Black Cat Project Update
10. ACHD Master Street Map Changes – Arterial Corridor Preservation (Cherry Lane)
11. Capital Investments Citizens Advisory Committee (CICAC) Update
12. Baraya Subdivision
13. Transportation Commission Bylaws

NEXT MEETING - NOVEMBER 4, 2024

ADJOURNMENT

Meeting Minutes
Meridian Transportation Commission
Monday, August 5, 2024

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

Meeting commenced at 3:47pm due to technical difficulties in Council Chambers.

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 checked="" type="checkbox"/> Ryan Lancaster |

EX-OFFICIO

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> John Wasson (ACHD) | <input checked="" type="checkbox"/> Lila Klopfenstein (COMPASS) | <input 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 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 Lewis, 2nd by Commissioner Song - all ayes.

Approval of Minutes

1. July 1, 2024

Motion to approve by Commissioner Hopkins, 2nd by Commissioner Ballard- 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 dates that have been updated per ACHD’s draft IFYWP. There were no further questions or comments from the Commission.

3. Draft 2025-2029 IFYWP Update – Hether Hill

Ms. Hill provided an update and overview of the draft IFYWP and shared that the public comment period will end August 14th.

New Business Items [ACTION ITEM]

4. Lost Rapids/Bird Park

Mr. Wasson informed the Commission that ACHD has conducted their evaluations and studies and found there are adequate gaps in traffic to allow for crossings. Therefore, ACHD found no need to mark a crosswalk and considered the topic closed for the time being.

5. September Off-Site Meeting

Ms. Hill reminded the Commission of the off-site meeting scheduled for September 17th at 9:30am at the Public Safety Training Center. The Police Department will provide an informational session/demonstration of a crash reconstruction.

6. Ex-Officio Updates

Lila Klopfenstein – COMPASS is accepting nominations for Leadership in Motion.

Allissa Taysom and Justin Price were available online, however, the audio for remote attendees was not functioning and they were unable to provide any updates.

7. Staff Communications

Staff Communications began on page 15 of the packet. Discussion commenced regarding an email the Mayor's Office received about traffic concerns on Chinden/Ten Mile associated with Rockharbor Church. Mr. Wasson believes the only relief would be if ITD would retroactively provide them an access onto Chinden and informed the Commission the citizens of the neighborhood are considering requesting a petition to limit parking on residential streets. Ms. Wasson also mentioned the use of flaggers requires a license agreement with ACHD. ACHD and ITD are going to coordinate and report back. Second discussion pertained to an email received regarding the intersection of Corporate Dr./ S. Progress Ave. Mr. Wasson is going to take a look and report back in October. The third discussion was related to the Baraya Subdivision. Mr. Wasson discussed ACHD's process for implementing traffic calming measures. Chair Steed acknowledged the Police Department's involvement in these evaluations. Lastly, Chair Steed acknowledged the current meeting was Commissioner Song's last and presented him with a Certificate of Appreciation.

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 Date (Off-Site): September 19, 2024

Adjournment; 4:36pm – Motion by Commissioner Song, 2nd 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

From: Hether Hill, Coordination Planner **Meeting Date:** October 7, 2024
Topic: Transportation Project Updates

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 2025-2029 IFYWP can be found here: https://engage.achdidaho.org/integrated-five-year-work-plan-ifywp-2025-2029?utm_campaign=&utm_medium=email&utm_source=govDelivery **The IFYWP was adopted on September 25th.**

Amity Rd and Locust Grove Rd & Amity Road, Meridian to Locust Grove: These projects were presented to the ACHD Commission on September 13th 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. **Road closure starting September 16th, removing asphalt pavement on September 17th with expected completion November 2025.** Project website: <https://engage.achdidaho.org/eagle-road-lake-hazel-road-to-amity-road>.

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. **95% design plan-in-hand scheduled for August 28th. 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

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.

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 18th, 2024 City Council gave general support for a traditional 5-lane option. 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

Overland and Linder, Linder Rd. Overpass – Phase 1: Reconstruct and widen the intersection and construct the new north lane of the intersection. Additionally, this project will include APS, MUP’s, bulb-outs and small retaining wall. On 90-day construction bid list for November 2024 with Notice to Proceed (construction) in February 2025.

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%20ten%20mile%20linder)
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 with Notice to Proceed (construction) in November 2024.** [https://engage.achdidaho.org/ustick black cat ten mile](https://engage.achdidaho.org/ustick%20black%20cat%20ten%20mile)
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 (2025): 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 3rd St, W Pine to north end; E Broadway Ave, E 3rd to E 6th; W Cherry Ave, NW 4th St to Meridian Rd; W Idaho Ave, W 8th St to N Meridian Rd; W Maple Ave, W 1st St to N Meridian Rd; W 2nd St, W Cherry Ave to W Cherry Ln; NW 4th S, W Broadway Ave to Maple Ave. <https://engage.achdidaho.org/2022-residential-capital-maintenance> Segments E Washington Ave, NW 7th to Meridian Rd; NW 7th St, W Washington St to middle school micro-path (currently adding sidewalk, no pavement rehab, could change); and W 6th 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> **On 90-day construction bid list for October 2024 with Notice to Proceed (construction) in January 2025.**

City Staff Contact: Caleb Hood, Community Development

Arterial and Collector Capital Maintenance: Pavement rehabilitation and upgraded pedestrian ramps. Segments include Hubbard Rd, Ten Mile Rd to Meridian Rd and includes filling select sidewalk gaps along the corridor. On 90-day construction bid list for November 2024 with Notice to Proceed (construction) in February 2025.

Residential Pavement and Pedestrian Improvements (2026): Segments included: 1st 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 8th St; Interlachen Ct, west end to Interlachen Way; Laurel Ct, south end to Verbena Dr; Tobago Ct. E., west end to SE 5th 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 12th.

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

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

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 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

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

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

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

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

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

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

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

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.

TOPIC	Meridian Fixed Route Ridership & Rider Profiles
DATE	September 9, 2024
STAFF MEMBER	Alissa

Overview

At the July 1st meeting, the Meridian Transportation Commission requested information regarding ridership activity in Meridian following the June 2024 Service Change and the demographics of riders on fixed route bus service.

Fixed Route Ridership

On June 3, 2024, Valley Regional Transit implemented the largest service change in 20 years. This change includes consolidation of routes, expansion and contraction of service in many areas, opening and closing of stops, and deployment of new stop signs and information sheets at all VRT stops.

In Meridian, service was expanded through the rerouting of the route 45 – Boise State/CWI to follow the route 30 – Pine through downtown Meridian. The routing of the 45 was also altered to serve Boise Towne Square Mall, providing a direct connection from Downtown Meridian, as well as a direct connection to Downtown Boise from Meridian.

Midday service levels on the route 42 – Happy Day to Towne Square Mall was increased from once every 120 minutes to once every 60 minutes. Route 42 runs from Caldwell to the Towne Square Mall. This increases service levels on Overland from Ten Mile to Boise, providing reliable all-day service for riders.

The route 8 – Five Mile/Chinden, was discontinued, and the service was repurposed to provide the new route 24 – Ustick/Maple Grove which provides direct, hourly, all-day service from the Towne Square Mall to the Village at Meridian. The 24 almost doubles the number of trips to and from the Village. This increases the number of opportunities people can connect to destinations in Meridian, Boise.

Finally, the route 43 – Caldwell Express was consolidated with the 40 – Caldwell/Boise Express. This peak only route provides riders access to destinations in Downtown Caldwell, Nampa & Boise, and connects with services in Meridian along Overland Road.

These changes have led to an increase in ridership on routes that serve the city of Meridian by 82% (Table 1) compared to ridership in June and July of 2023, and a 41.5% (Table 2) increase in stop level ridership within the city of Meridian.

Table 1 Route Ridership

Route	2023				2024				% Change
	June	July	August	Total	June	July	August	Total	
24	--	--	--	0	1,603	1,709	999	4,311	--
30	341	388	544	1,273	486	456	452	1,394	10%
40	1,335	1,006	1,273	3,614	1,218	1,325	1,451	3,994	11%
42	2,008	1,840	2,139	5,987	2,674	2,665	3,035	8,374	40%
45	470	387	491	1,348	885	1,115	1,077	3,077	128%
Total	4,154	3,621	4,446	12,221	6,866	7,270	7,014	21,150	73%

Table 2 Stop Activity in Meridian

Average Daily Boardings & Alightings			
	2023	2024	% Change
June	108	141	30%
July	124	135	8%
August	101	129	27
Average	116	164	21%

Rider Profiles

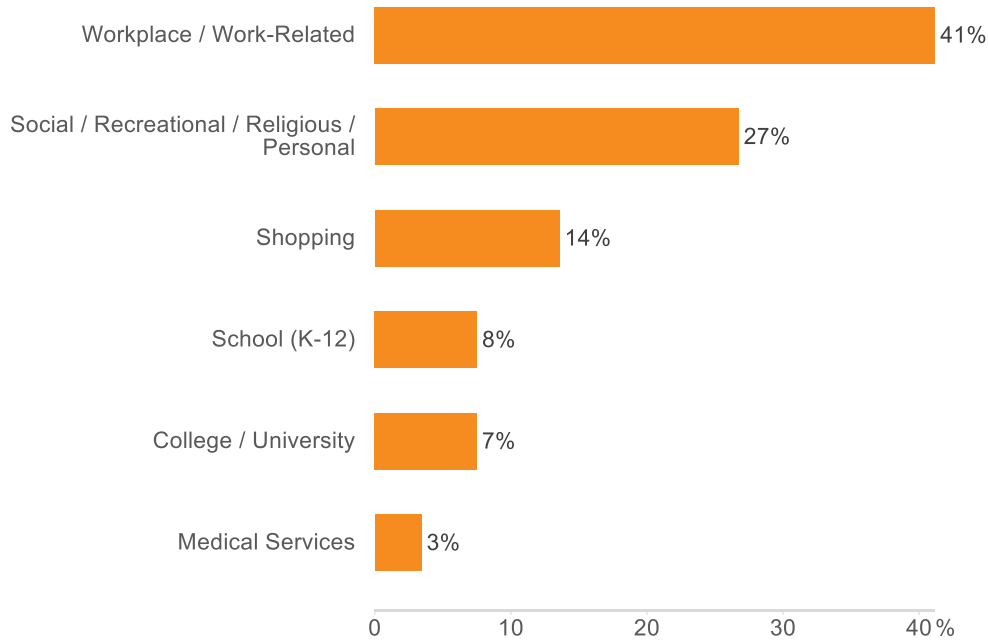
In 2021, COMPASS and Valley Regional Transit conducted an Onboard Survey to create a better understanding of travel patterns, trip characteristics and travel behavior of transit riders. Data collected for the survey included, but was not limited to

- Direction of travel
- Origin and Destination type
- Gender
- Age
- Race
- Household Income
- Disability Status and
- Reason for use of transit for journey

The survey results reported that workplace/work-related trips make of 41% of respondents' trips. Another 41% of trips were for social/recreational/religious/personal and shopping purposes.



Figure 1 Trip Purpose



More Information

Attachments:

Attachment 1: Map Average Daily Activity June – August 2023

Attachment 2: Map Average Daily Activity June – August 2024

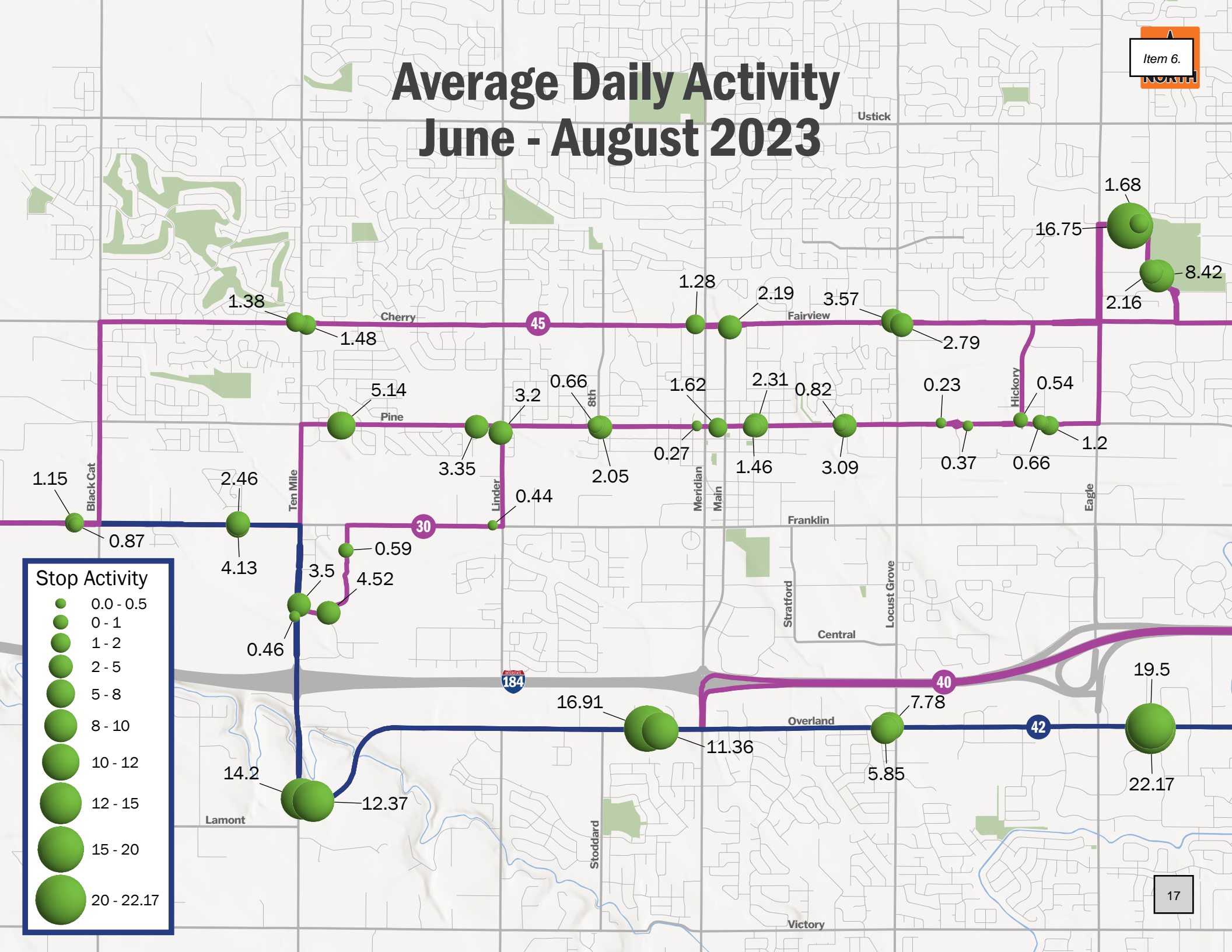
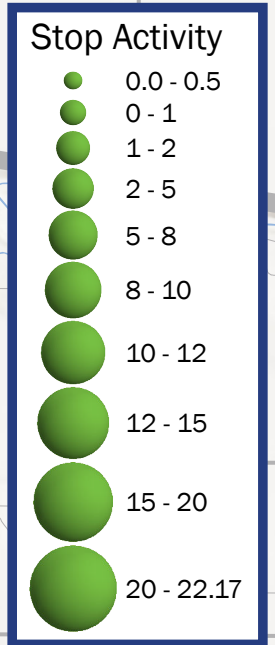
Attachment 3: 2021 COMPASS Onboard Survey

For detailed information, contact:

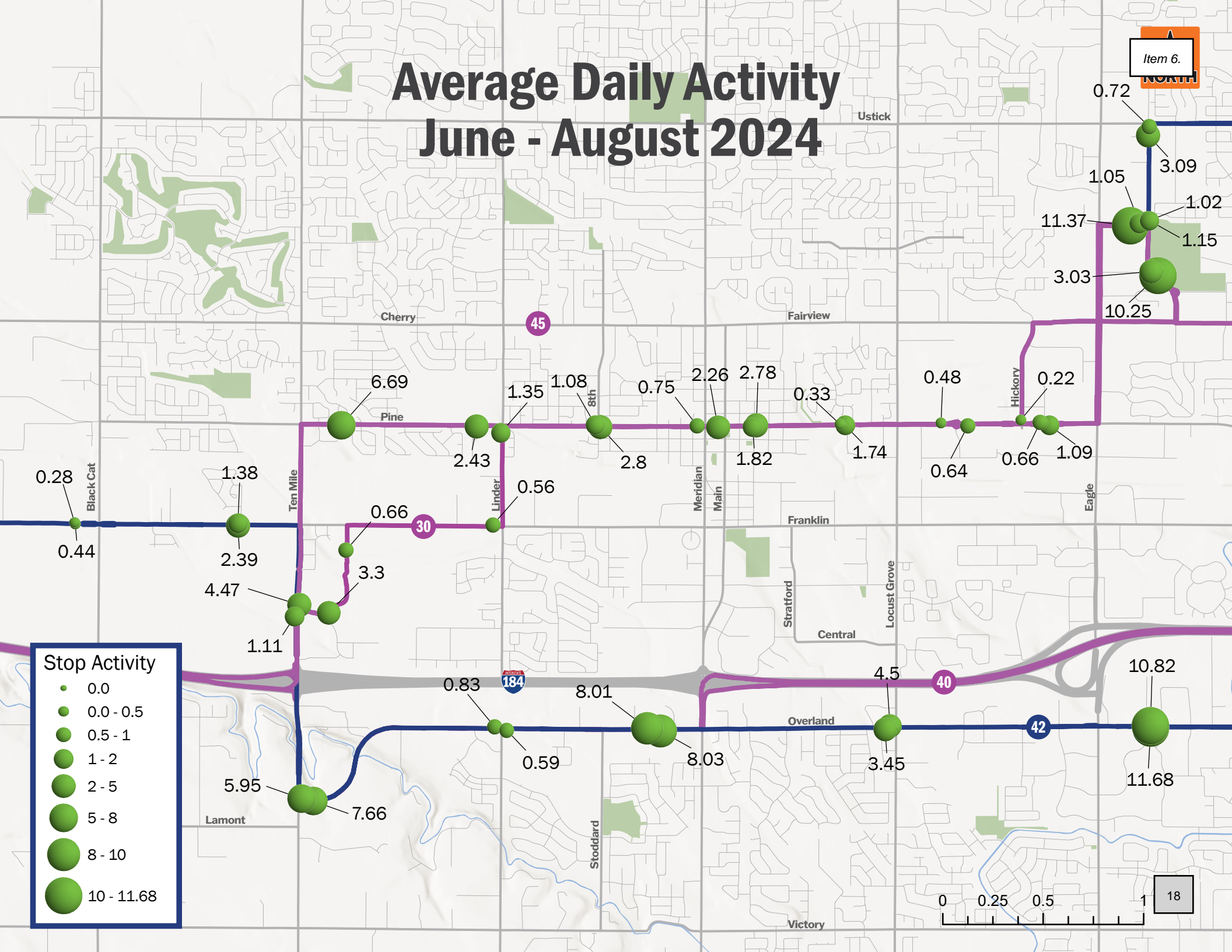
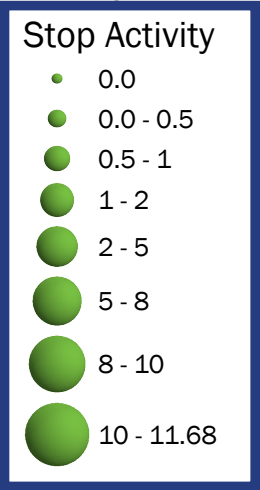
Alissa Taysom
Associate Planner II
ataysom@rideVRT.org
(208) 258-2717



Average Daily Activity June - August 2023



Average Daily Activity June - August 2024



Item 6.



2021 COMPASS ONBOARD SURVEY

Final Report | April 19, 2022



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COMPASS

SUBMITTED BY:
RSG

IN COOPERATION WITH:
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1.0 INTRODUCTION

In the fall of 2021, an onboard origin-destination (OD) survey Valley Regional Transit (VRT) fixed-route riders was conducted on behalf of Community Planning Association of Southwest Idaho (COMPASS) and VRT. One of the purposes of this study is to create a better understanding of current travel patterns on the existing transit system serving the greater Boise area. This OD survey follows FTA best practices to learn more about trip characteristics and travel behavior of transit riders. This study will inform transportation planning and refine and calibrate the regional travel demand forecast model.

The 2021 OD study was conducted as a tablet-based intercept study. The survey collected a 24% sample of average weekday ridership on fixed-route buses, 544 total responses. The following sections of this report summarize the survey methodology and results.

2.0 SAMPLING PLAN

The study team developed a sampling plan including each of VRT's fixed routes. The sampling plan identified the number of surveys to be completed for a minimum of a 10% sample on each route by direction and time of day. Surveying was conducted on Mondays through Fridays and focused on trips between 6:00 a.m. and 10:00 p.m. Specifically, the sampling plan and all survey efforts were constructed around the following four VRT-defined time periods:

- AM Peak: 6:00 a.m.-9:00 a.m.
- Midday: 9:01 a.m.-2:59p.m.
- PM Peak: 3:00 p.m.-7:00 p.m.
- Evening: 7:01 p.m. or later

As mentioned above, the OD survey sampling plan was designed to obtain a sample of 10% of average weekday boardings on each route, in line with FTA best practices. These levels were adjusted by route, time period, and direction, roughly proportional to actual ridership. For a typical onboard survey before the COVID-19 pandemic, the research team would develop a sampling plan using ridership data from one year prior to the survey period (e.g., October 2020 for an October 2021 field). Because of the unique situation as the COVID-19 pandemic evolved, the research team determined that the final sampling plan should instead be based upon ridership data from September 2021 (just before fielding) to account for ridership changes that continued throughout the pandemic period. September 2021 boardings were approximately 50% of pre-pandemic boardings. Due to the reductions in ridership during the pandemic, the research team ended up targeting a 15% sample by route to ensure a robust dataset. Overall, VRT had approximately 2,350 weekday boardings for the month of September 2021 and this formed the basis of the sampling plan. Based on these ridership numbers, Table 1 shows the survey sampling targets by route.

TABLE 1: SEPTEMBER 2021 RIDERSHIP DATA USED FOR SAMPLING GOALS

ROUTE	AVERAGE WEEKDAY RIDERSHIP	OD SAMPLING RATE	OD SURVEY TARGET	OD SURVEYS COLLECTED
1 - Harris Ranch Via Parkcenter	100	15%	15	28
2 - Broadway	207	15%	31	38
3 - Vista	254	15%	38	47
4 - Roosevelt	78	15%	12	18
5 - Emerald	213	15%	32	42
6 - Orchard	118	15%	18	24
7A - Fairview / Ustick	121	15%	18	30
7B - Fairview / Towne Square Mall	179	15%	27	32
8 - Five Mile	37	15%	6	9
8X - Five Mile Chinden Loop	37	15%	6	10
9 - State Street	305	15%	46	100
10 - Hill Road	87	15%	13	29
12 - Maple Grove	107	15%	16	22
16 - Hype Park Loop	40	15%	6	9
17 - Warm Springs	35	15%	5	11
28 - Cole Victory	107	15%	16	21
29 - Overland	155	15%	23	37
40 - Nampa / Meridian Express	44	15%	7	8
42 - Happy Day to Towne Square Mall	81	15%	12	16
43 - Caldwell Express	18	15%	3	6
45 - Boise State / CWI Express	27	15%	4	7
Total	2,350	15%	353	544

3.0 QUESTIONNAIRE DEVELOPMENT

The previous onboard surveys conducted in 2010 and 2015 formed the basis for the 2021 questionnaire. The complete questionnaire is in Appendix A: Questionnaire. The research team designed the survey as a tablet-administered personal interview. The research team used tablets that integrate with GIS software to allow for accurate real-time geocoding of survey data. The data collected for the OD survey include:

- Route surveyed on;
- Direction of travel;
- Any other transit routes used and number of transfers;
- Time of trip;
- Origin location and type;
- Boarding location;
- Alighting location;
- Destination location and type;
- Access and egress modes;
- Frequency of VRT use;
- Gender of respondent;
- Age;
- English language ability and other language spoken at home;
- Household income;
- Race and Ethnicity of respondent;
- Household Size;
- Number of individuals in household;
- Employment status;
- Disability status;
- Veteran status;
- Student status;
- Driver license status;
- Number of vehicles in household;
- Method of fare payment;
- Reason for use of transit for journey;
- Smartphone availability;
- Home location of respondent;
- Satisfaction with VRT;

4.0 SURVEY ADMINISTRATION

4.1 STAFFING, SURVEYOR TRAINING AND REMEDIATION

The job positions for this project included onboard surveyors. The role required surveyors to board buses and interact with riders. The trainings and work assignments were conducted Mondays through Fridays during the fielding period. The research team maintained a survey staff of three individuals for this effort. Two of the three interviewers were bilingual (English and Spanish).

4.2 OD SURVEY ADMINISTRATION

Survey Administration

TRAINING

Prior to fielding, survey staff were required to take part in a basic training. Due to the small survey staff required for this field, training was limited to an overview of the purpose and objectives of the survey, questionnaire content, interviewer procedures and requirements, survey logistics, how to maximize response rates (including hard-to-survey riders), and the data collection process.

ADMINISTRATION PROCEDURE

Data collection onboard VRT buses began October 4, 2021 and ended on October 28, 2021. The first two and a half weeks of October were used as a soft launch period to assess ridership and collection rates as the COVID-19 pandemic posed uncertainty around what interviewers would encounter on buses. Only one interviewer fielded during the soft launch period. Two additional interviewers were added during the remainder of the collection period.

Interviewers boarded their assigned bus and selected riders at random to participate in the survey. If a selected rider refused to participate, interviewers were instructed to approach the next rider behind the first rider selected. While conducting the interview, interviewers asked the respondent each question from the survey tablet and recorded each response provided to them by the rider. Respondents also had the opportunity to select the answers to the questions directly on the tablet during the demographic section to allow for more privacy. Interviewers had to be capable of establishing conversation in regard to the survey with bus riders and inputting rider responses. If a rider did not have the opportunity to complete the survey on board their bus, they were offered to provide their name and phone number or email to complete the survey later. If the respondent did not respond to the text within three days, a research team call center representative called and followed up with the respondent. If a respondent did not respond to the email, a follow up and final email was sent.

PERFORMANCE MONITORING

To ensure that high quality data were collected, and interviewers were conducting the OD survey in accordance with the study team's standards using real-time monitoring as described below.

The tablet PC program was designed in a manner that allowed the research team's supervisors to periodically monitor the performance of individual interviewers in real time. This included a review of response rates and the characteristics of the riders who were interviewed regarding age, gender, race, and the average length of each interview. Separately, spot checks were conducted on the location and transfer information to make sure the trips being captured were logical.

5.0 DATA PROCESSING

5.1 DATA CLEANING

Completeness of Data

To ensure that accurate and high-quality data were collected, completed surveys were reviewed by supervisors upon receipt. Supervisors then provided feedback and additional training to interviewers. Real-time review had the added benefit of calculating the number of surveys completed by time period. Additionally, it provided overall daily progress, the progress of each route, and the progress of the interviewers.

REAL-TIME GEOCODING

The addresses and intersections collected during field interviews were instantaneously geocoded with nearly 100% accuracy because the tablets were equipped with 4G/3G service and interface with Google Maps. After addresses and intersections were geocoded, the survey software marked the locations on a map, which served as a visual aid allowing interviewers to confirm accurate information was gathered.

Much of the survey data were cleaned in real-time. However, additional checking was done after surveys were completed included the following:

- Checking for valid home, origin, and destination street names, city names, and ZIP Codes;
- Ensuring the number of household occupants was greater than or equal to the number of employed members of the household;
- Ensuring the respondents who indicated that they were employed also reported that at least one member of their household was employed;
- Ensuring that transit route names and stops were consistently spelled/coded
- Ensuring that transfers to/from other transit routes were possible, with some leeway provided for riders who walk several blocks to reach their next route;
- Ensuring the time of day a survey was completed was reasonable given the published operating schedule for the route;
- Ensuring the origin and destination addresses were not the same;
- Ensuring that the boarding and alighting addresses were not the same;
- Ensuring the boarding and alighting addresses made sense for the route;
- Ensuring that the respondent did not list the same route twice;
- Checking to be sure the access/egress mode was appropriate given the distance of travel from the trip origin/destination to place where the respondent boarded/alighted transit; and
- Reviewing the total distance on transit compared to the total trip distance.

In addition, each trip was visually inspected. The key tasks that were conducted as part of this visual inspection included the following:

- Visually inspecting and examining key variables of survey trips with very short distances;
- Visually inspecting the sensibility of trips with zero transfers or three or more transfers;

- Visually inspecting the sensibility of drive access/egress trips given the distance traveled by car relative to the distance traveled by transit;
- Visually inspecting the sensibility of drive access/egress trips with more than one transfer;
- Visually inspecting sensibility of the origin-to-destination path with respect to the survey route that was used for the trip; and
- Visually inspecting the routes reported being used for the trip.

If a record passed all the visual checks and verifications listed above, the record was classified as “useable” and tagged for inclusion in the final survey database.

SECONDARY PROCESSING

The research team performed secondary quality assurance checks on the data. This secondary process included checking to see if direction was recorded correctly for each route and if number of total transfers equaled the number of additional routes listed. RSG made appropriate adjustments where necessary. Additionally, RSG reviewed data to ensure questions that incorporated logic were recorded correctly. For example, RSG examined riders that responded that they did not pay for their bus trip to validate that they were not asked the two follow-up fare questions, type of fare and level of fare.

5.2 DATA WEIGHTING/EXPANSION

The OD survey data were weighted and expanded to match boarding counts by route, direction, and time period.

VRT provided October 2021 average weekday boarding data for the weighting, to match the month in which the surveys were conducted.

The following time periods were used:

- AM peak: 6:00 a.m.-9:00 a.m.
- Midday: 9:01 a.m.-2:59 p.m.
- PM Peak: 3:00 p.m.-7:00 p.m.
- Evening: 7:01 p.m. and later

The research team weighted the sample by route at the most disaggregate level possible. Higher ridership routes, routes 5 and 9, were weighted by route segments. All other routes were aggregated to the route level due to small sample sizes and ridership for that route. For the segmented routes, segments were assigned based on a combination of appropriate geographic boundaries and to ensure there was sample in each segment at each time period.

The ridership targets, original sampling goals, unweighted survey counts, and average weights are shown in Table 2. Overall, 544 usable surveys were collected (538 and 6 of these were conducted in English and Spanish, respectively). This resulted in a 24% sample of total weekday ridership, exceeding the original sampling target by 191 surveys.

TABLE 2: WEIGHTING AND TOTAL RIDERSHIP

Average Weekday Ridership	Sampling Goal	Surveys (Unweighted/ Not expanded)	% Of Target	Surveys (Weighted/ Expanded)	Average Weight
2,250	353	544	154%	2,250	4.62

Linked Trip Weight

The weights calculated are unlinked weights, meaning that they represent all boardings on VRT buses over an average weekday. Next, a linked trip weight was calculated from the unlinked weight for all VRT routes in the system and represents the number of overall trips within the system on an average weekday. The linked weight accounts for transfers being made on a single trip. A respondent making no transfers to another route would receive a linked trip weight of 1 times their unlinked weight, while a respondent who transferred to another sampled route would have a weight of 0.5 times their unlinked weight, and so on.

Analyses conducted using the linked trip weight represent individual riders among the sampled routes and accounts for transfer activity between the routes. This weight should be applied when analyzing markets so that riders making transfers are not counted multiple times; unlinked weights should be applied when analyzing a single route.

5.3 GEOGRAPHY

For geographic analysis, the research team joined location data to geographic zones specified by COMPASS. The 23 zones within the study area are shown in Figure 1. Six of these zones are included primarily for separate external travel analysis and are deemed “out of region” for this analysis. A description of each zone is provided in Table 3.

FIGURE 1: GEOGRAPHIC ZONES

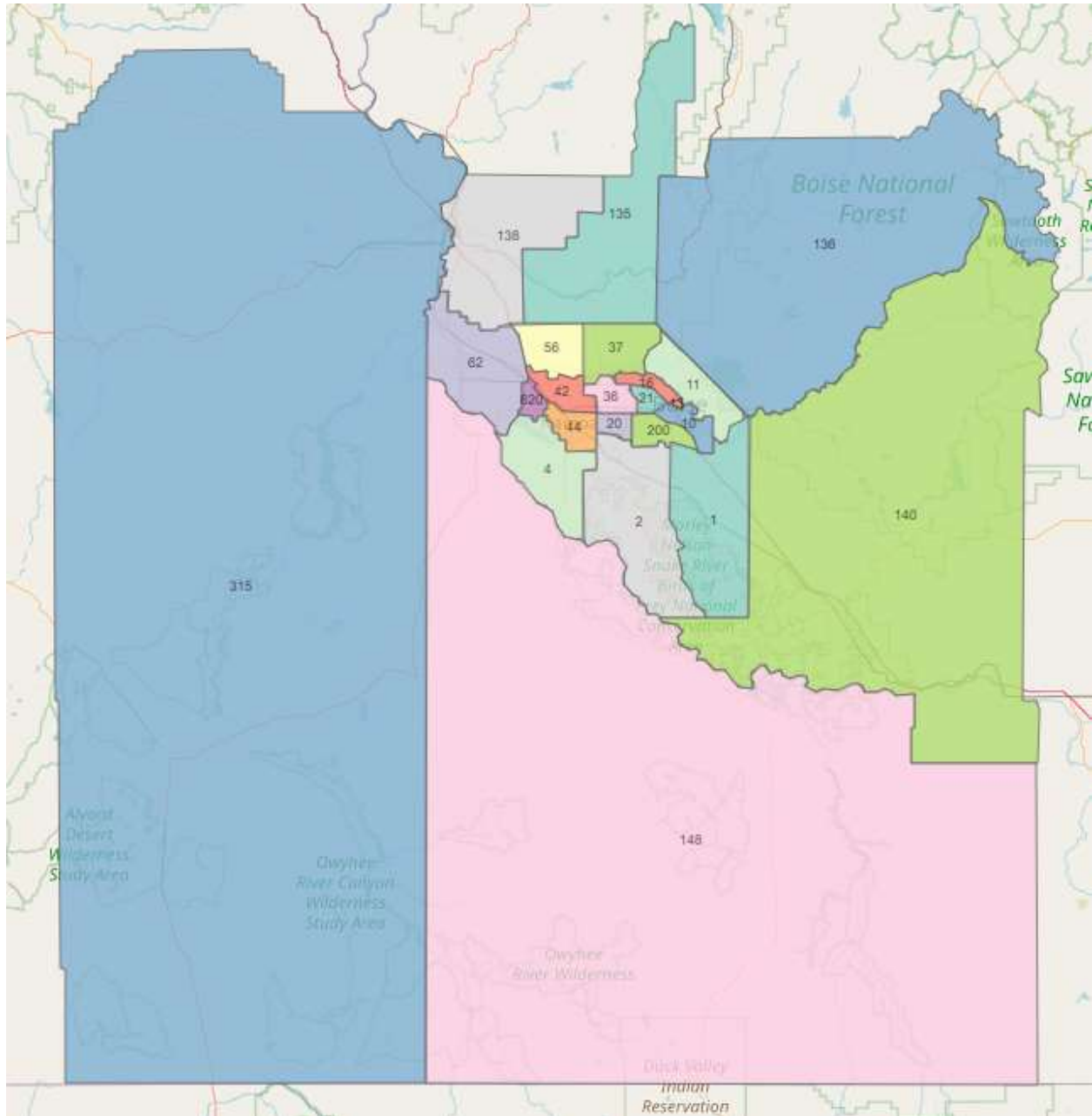


TABLE 3: ZONE DESCRIPTIONS

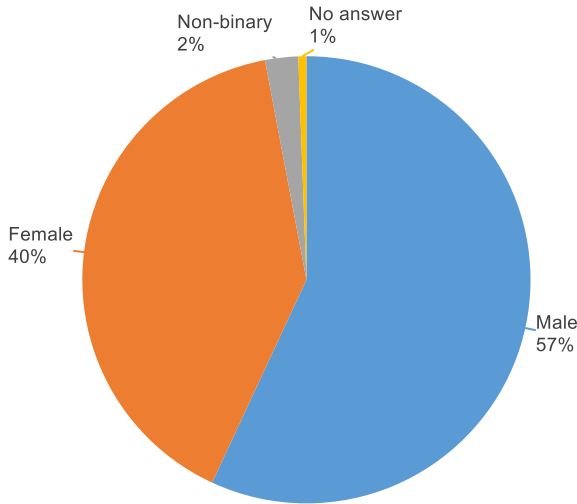
ZONE ID	ZONE NAME
1	Ada-Southeast Rural
2	Ada-Southwest Rural
4	Canyon-South Rural
10	Boise-Southeast
11	Boise-Foothills
13	Boise-Downtown
16	Boise-Northwest
200	Boise-Southwest
21	Boise-West Bench
36	Meridian-North
37	Eagle/Star
42	Nampa-North
44	Nampa-South
56	Canyon-Northeast Rural
62	Canyon-West Rural
135	External-Gem County
136	External-Boise County
138	External-Payette County
140	External-Elmore County
148	External-Owyhee County
315	Meridian South and Boise Southwest
20	Meridian-South
620	Caldwell-South

6.0 RIDER PROFILE

Below provides the characteristics of respondents using VRT fixed-route system. Figures in this section are weighted using linked trip weights.

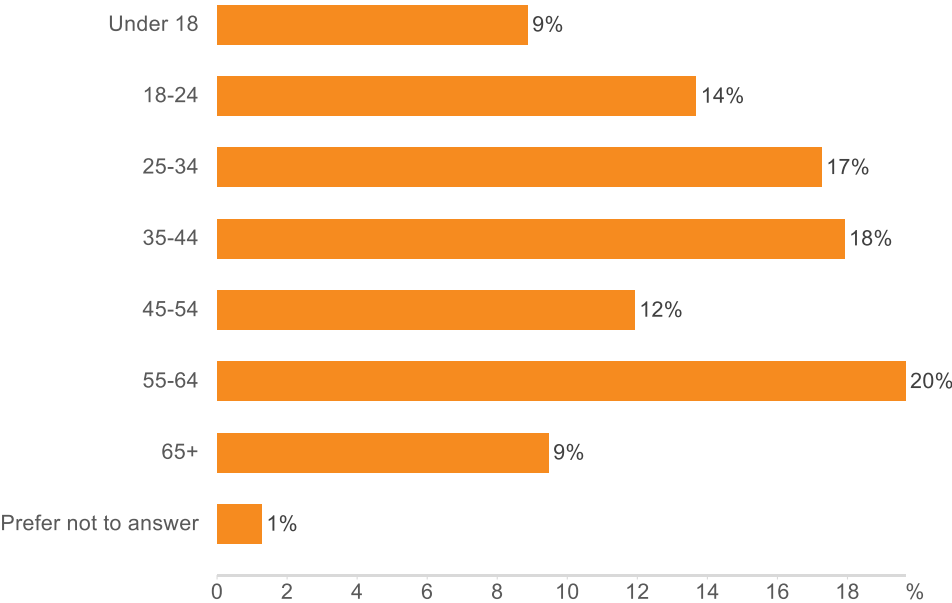
VRT respondents consist of slightly more men than women (57% vs. 40%, Figure 2). The 2020 Census reports that there are equally as many women as there are men in Ada and Canyon counties. A majority of respondents, 63%, were younger than 44 years old however the largest age cohort of respondents are aged 55 to 64 years old (Figure 3: Age).

FIGURE 2: GENDER



n = 544

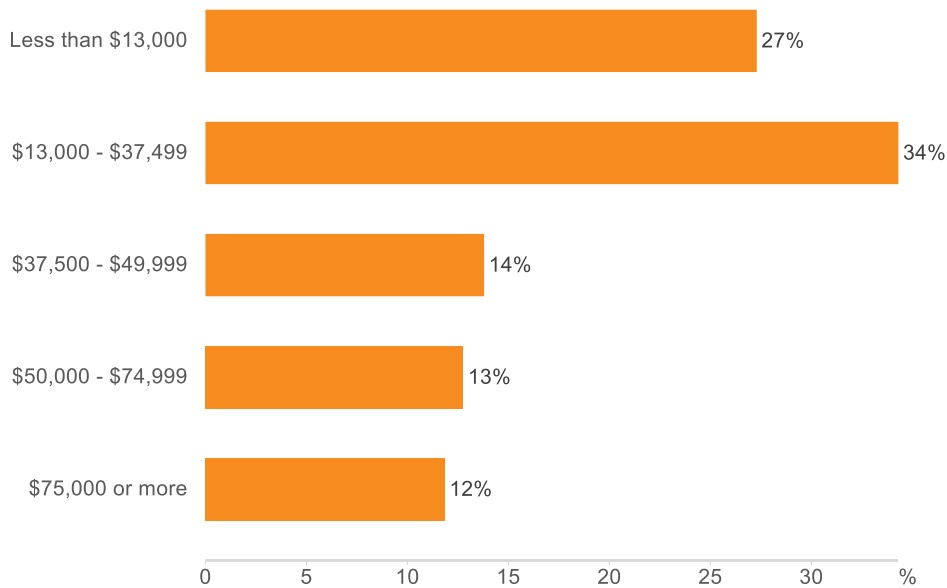
FIGURE 3: AGE



n = 544

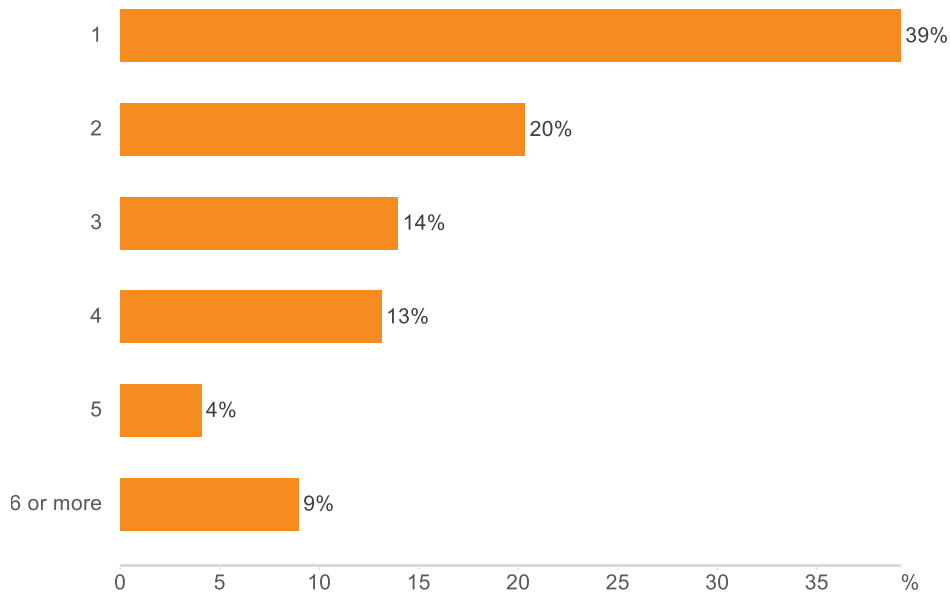
Among respondents who provided their income (22% did not provide), over 60% reported an annual household income less than \$25,000 (Figure 4). Nearly 60% of respondents either live alone or with one more person (Figure 5). A large majority of VRT riders, 81%, identifies as White (Figure 6).

FIGURE 4: ANNUAL HOUSEHOLD INCOME



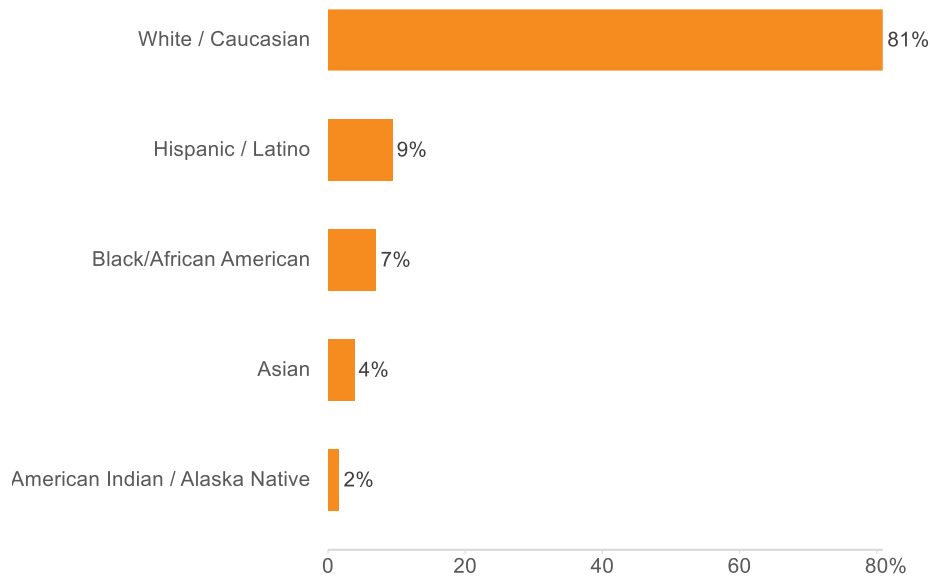
n = 422

FIGURE 5: NUMBER OF PEOPLE IN HOUSEHOLD



n = 544

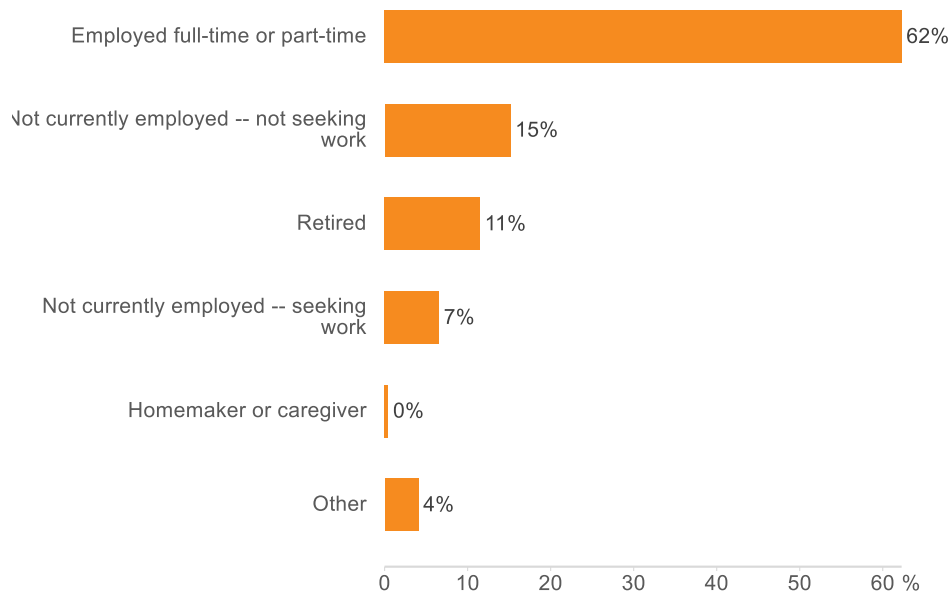
FIGURE 6: RACE



n = 544, note: Respondents could select multiple responses and therefore the totals do not add to 100%.

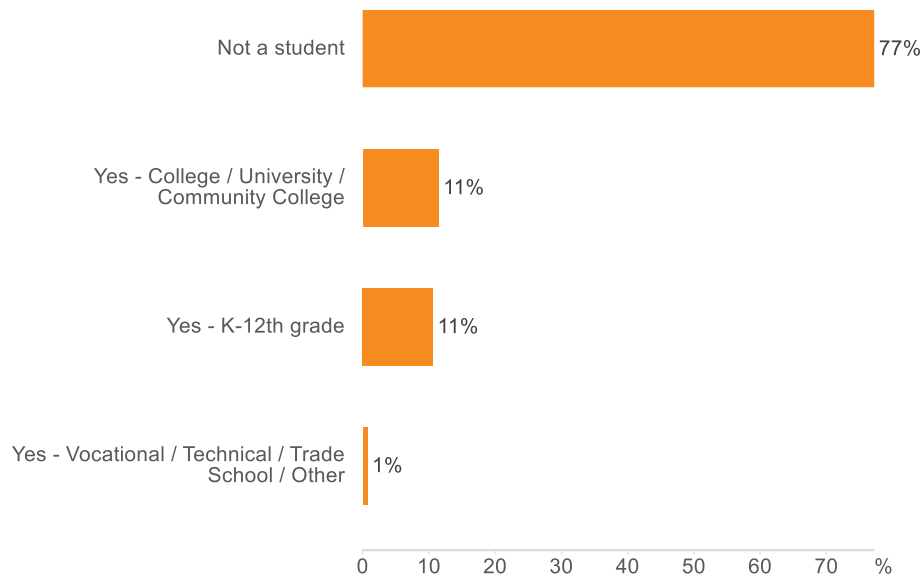
Nearly two-thirds of respondents reported working full-time or part-time, while a third, 33%, reported being unemployed or retired (Figure 7). A majority of respondents are not students (Figure 8).

FIGURE 7: EMPLOYMENT STATUS



n = 544

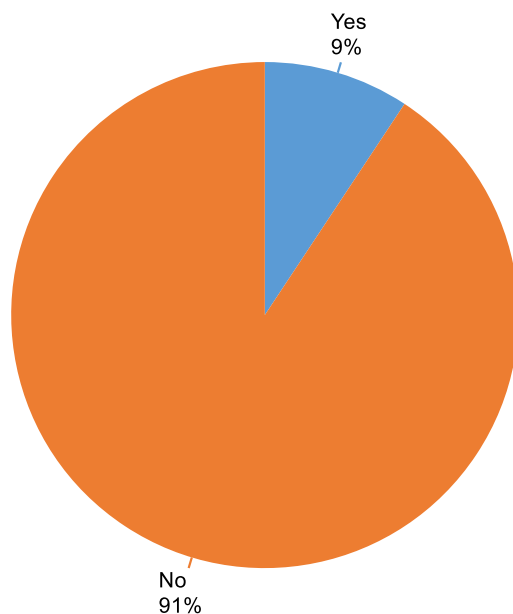
FIGURE 8: STUDENT STATUS



n = 544

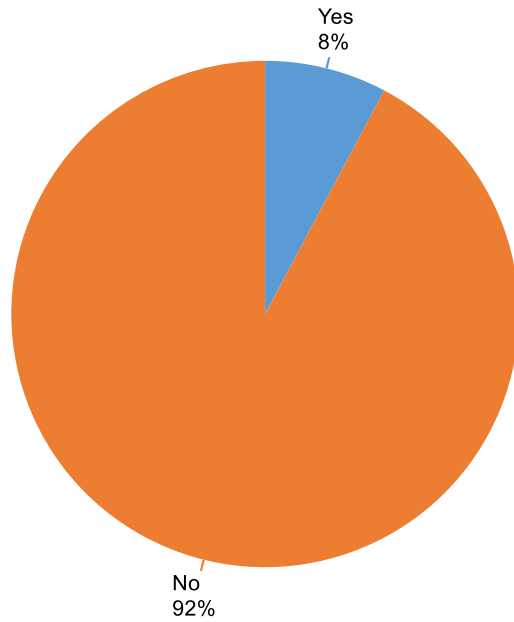
Nearly 10% of respondents reported that they require Americans with Disability Act (ADA) accommodations or have conditions that impact their ability to drive (Figure 9), and 8% of respondents reported that they are a veteran or active member of the US armed forces (Figure 10). The 2020 Census similarly reports that 9.1% of individuals, under the age of 65 years, in Ada and Canyon counties live with a disability.

FIGURE 9: DISABILITY STATUS



n = 544

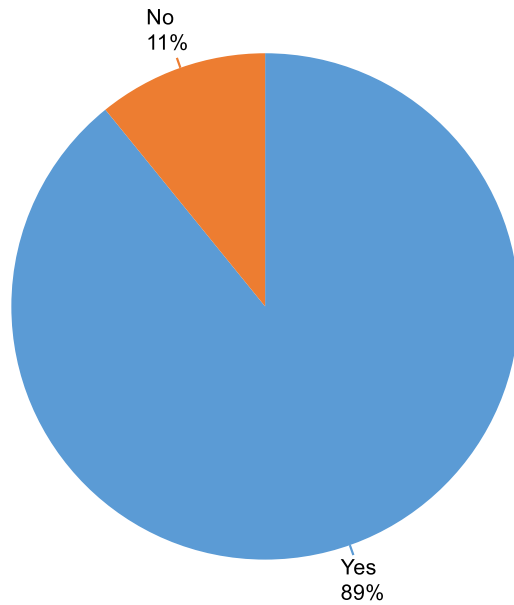
FIGURE 10: VETERAN STATUS



n = 544

A majority of respondents, 89%, reported that they have a smartphone with a data plan available for use (Figure 11).

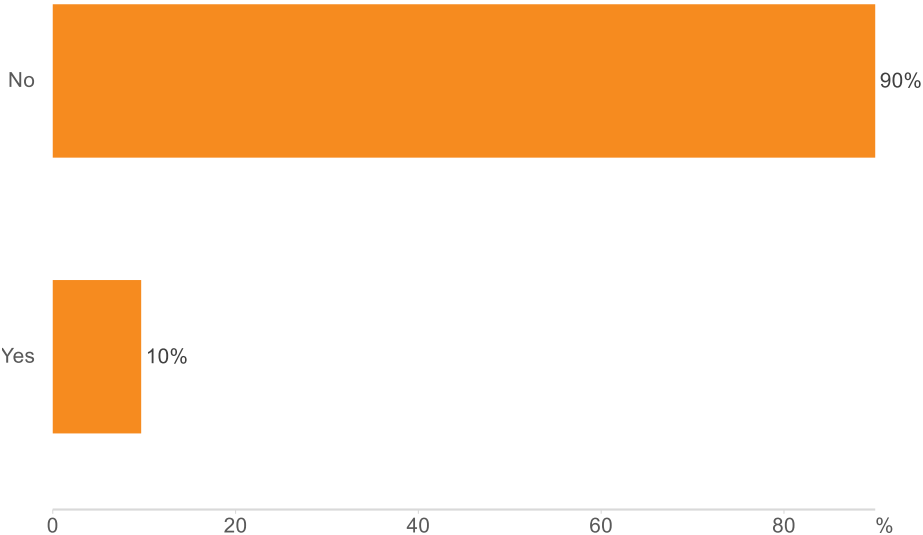
FIGURE 11: SMARTPHONE AVAILABLE



n = 544

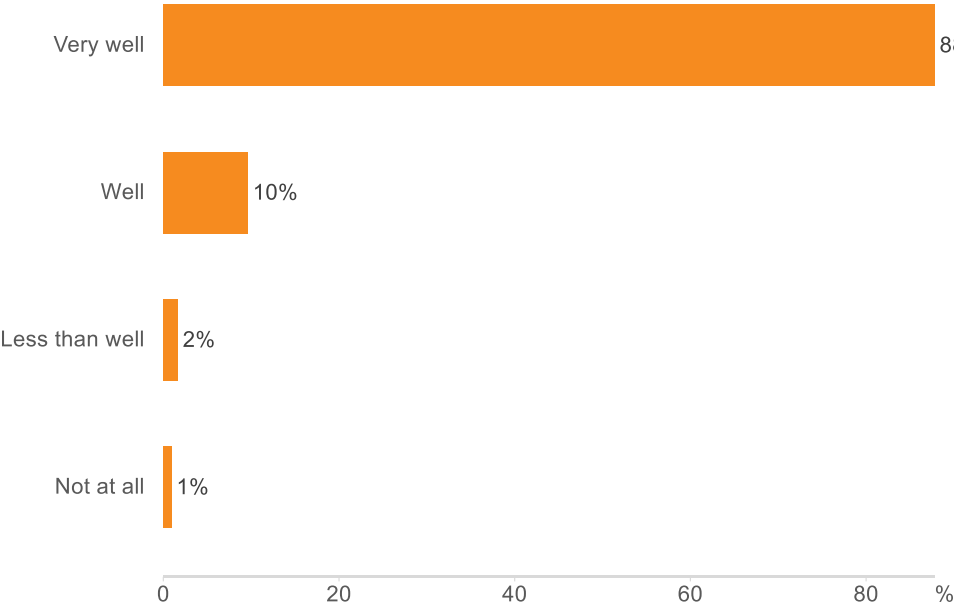
A majority, 90%, of respondents do not speak another language at home other than English (Figure 12). The 2020 Census reports that 86% of people in Ada and Canyon Counties speak English at home. Almost all, 98%, of respondents that speak a language other than English at home speak English very well or well (Figure 13). Half of the respondents that speak a language other than English at home speak Spanish (Figure 14).

FIGURE 12: ANOTHER LANGUAGE AT HOME



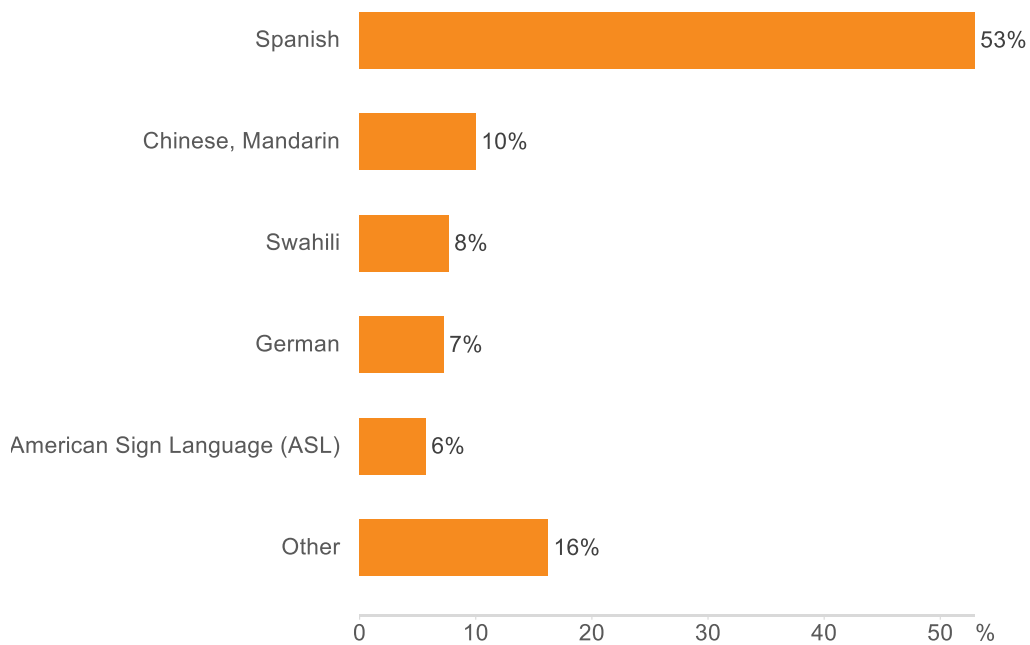
n = 544

FIGURE 13: ENGLISH SPEAKING ABILITY



n = 55

FIGURE 14: LANGUAGE SPOKEN AT HOME OTHER THAN ENGLISH



n = 55

7.0 TRIP PROFILE

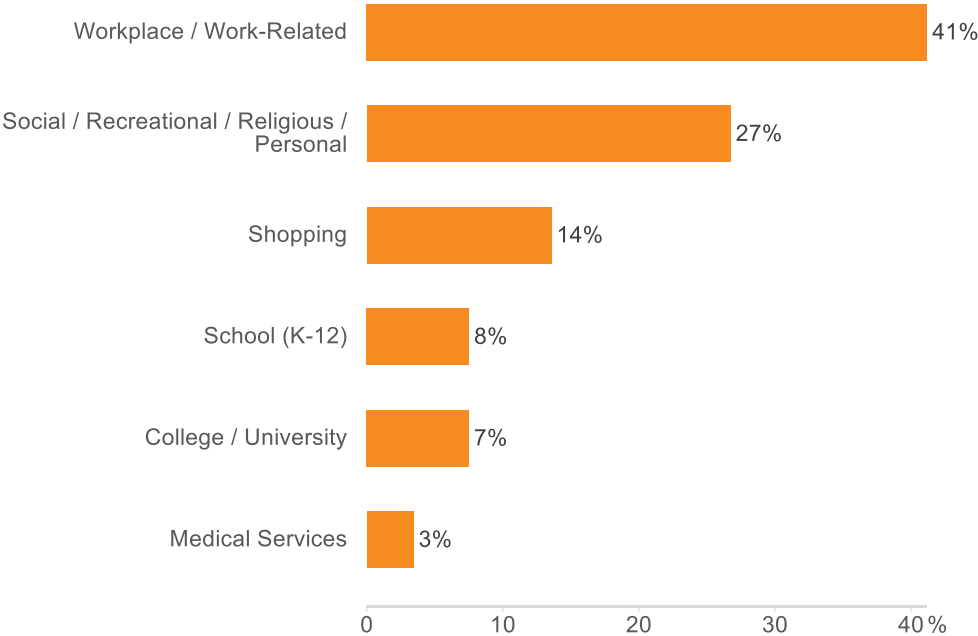
Below provides the nature of the respondents' trips. Results remain weighted using linked trip weights.

7.1 TRIP PURPOSE

Trip purpose was inferred by origin and destination type. In other words, in addition to the origin and destination addresses, riders were also asked about the type of the origin and destination, such as whether it was home, work, school, etc. From these answers, the trip purpose was inferred.

Work/work-related trips make up 41% of the respondents' trips. Another 41% of trips were for social / recreational / religious / personal and shopping purposes (Figure 15).

FIGURE 15: TRIP PURPOSE

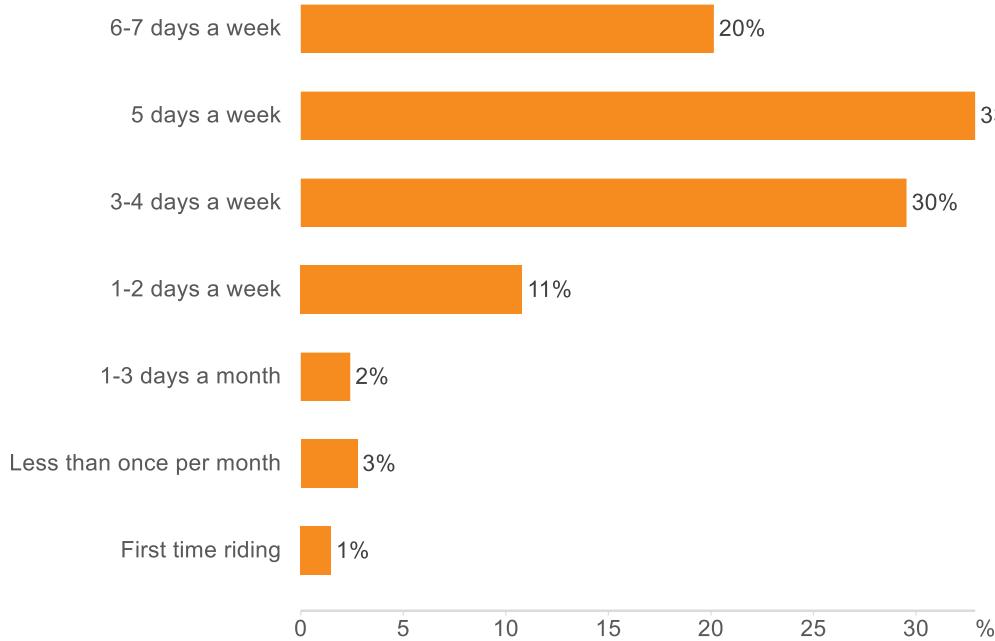


n = 544

7.2 TRIP FREQUENCY

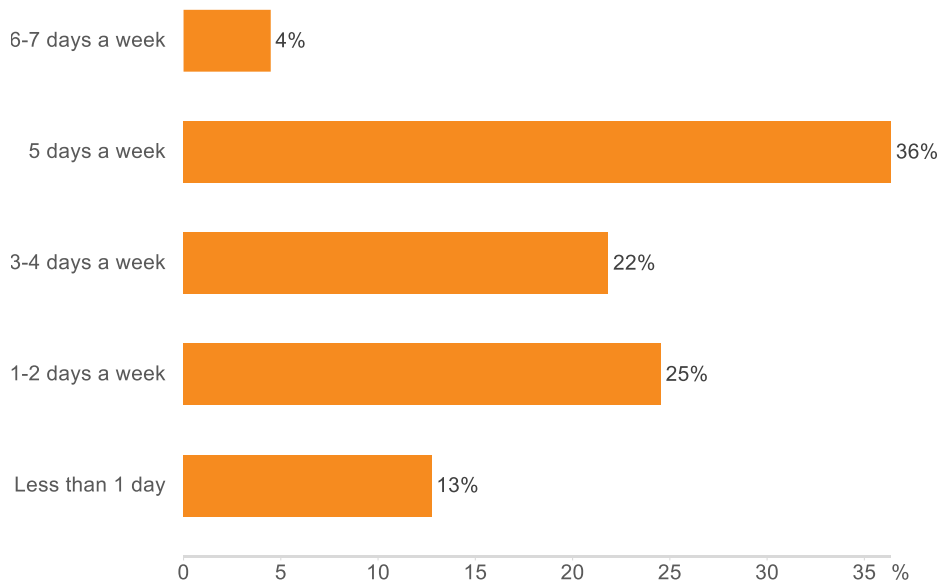
A majority of respondents, 53%, use transit more than five days per week, and an overwhelming majority, 96% use transit at least once per week (Figure 16). Forty percent of respondents make the same trip 5 times a week or more (Figure 17).

FIGURE 16: VRT USE FREQUENCY



n = 544

FIGURE 17: TRIP FREQUENCY

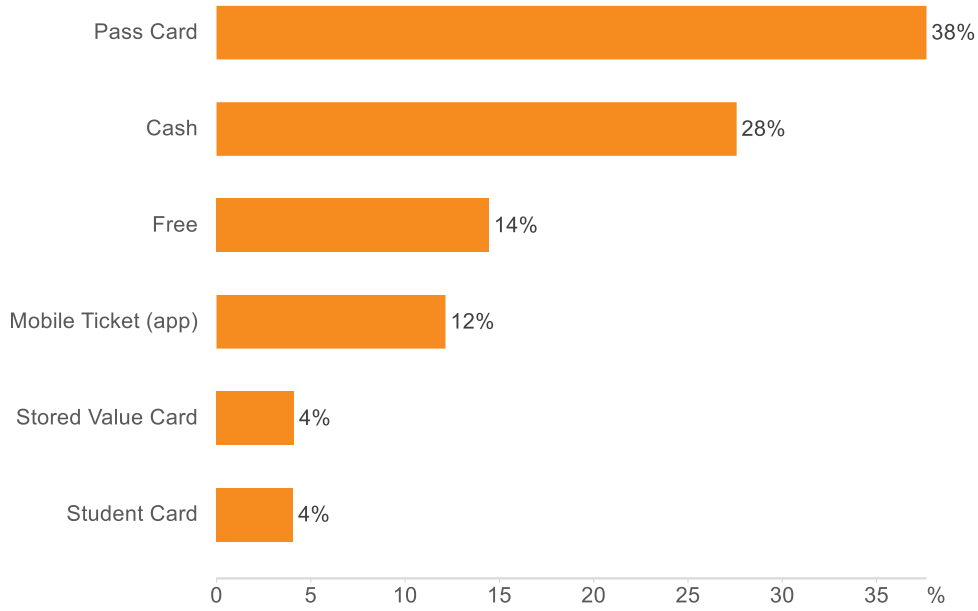


n = 544

7.3 FARE PAYMENT

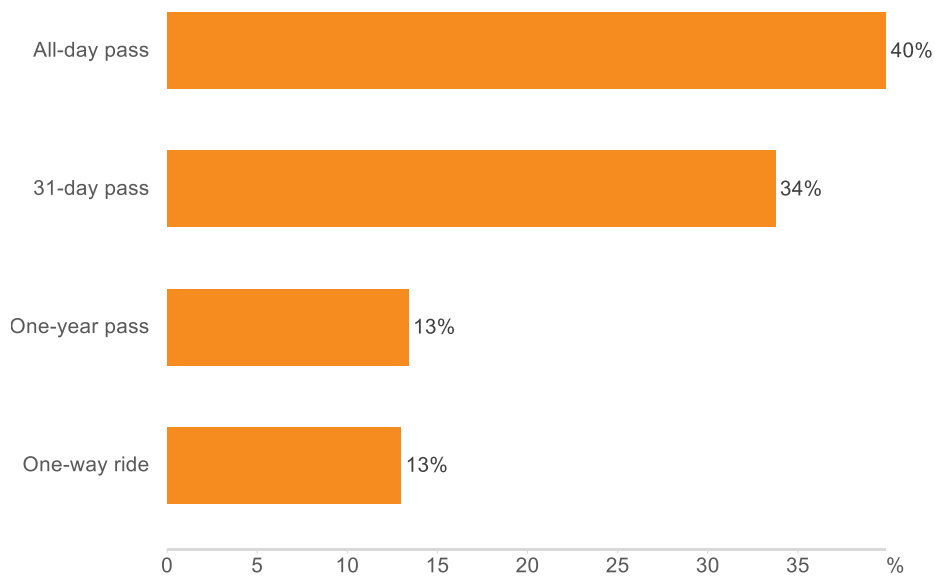
The most popular fare payment method among respondents was a pass card or cash (38% and 28% respectively) (Figure 18). Of respondents who paid for their ride, 40% used an all-day pass (Figure 19).

FIGURE 18: FARE PAYMENT METHOD



n = 544

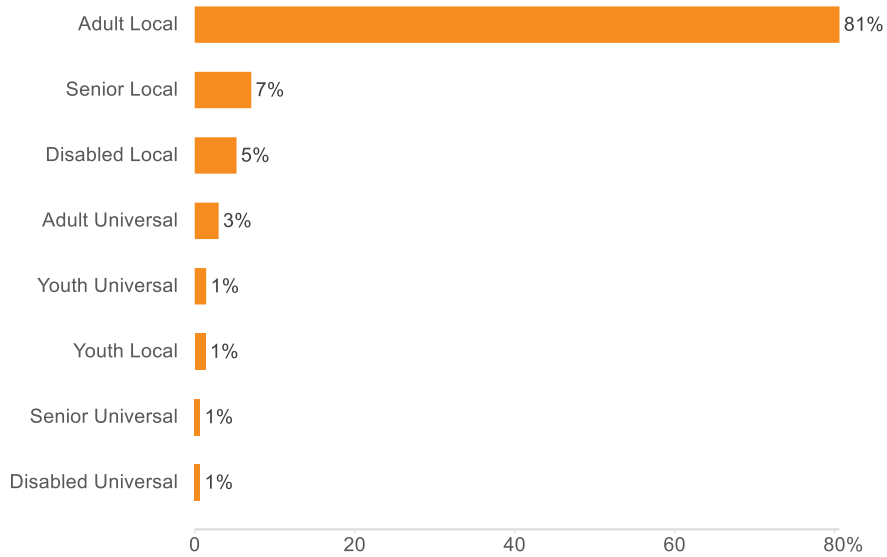
FIGURE 19: TYPE OF FARE



n = 460

Over 80% of respondents who pay for their fare pay the Adult Local fare (Figure 20).

FIGURE 20: LEVEL OF FARE

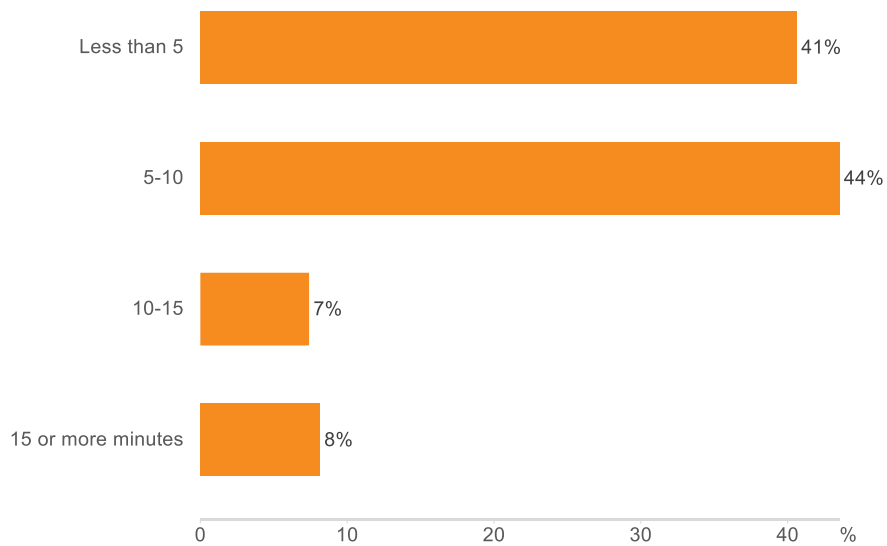


n = 460

7.4 WAIT TIME

Eighty-five percent of respondents wait less than ten minutes for the bus. Only 15% of respondents reported waiting more than 10 minutes (Figure 21).

FIGURE 21: WAIT TIME

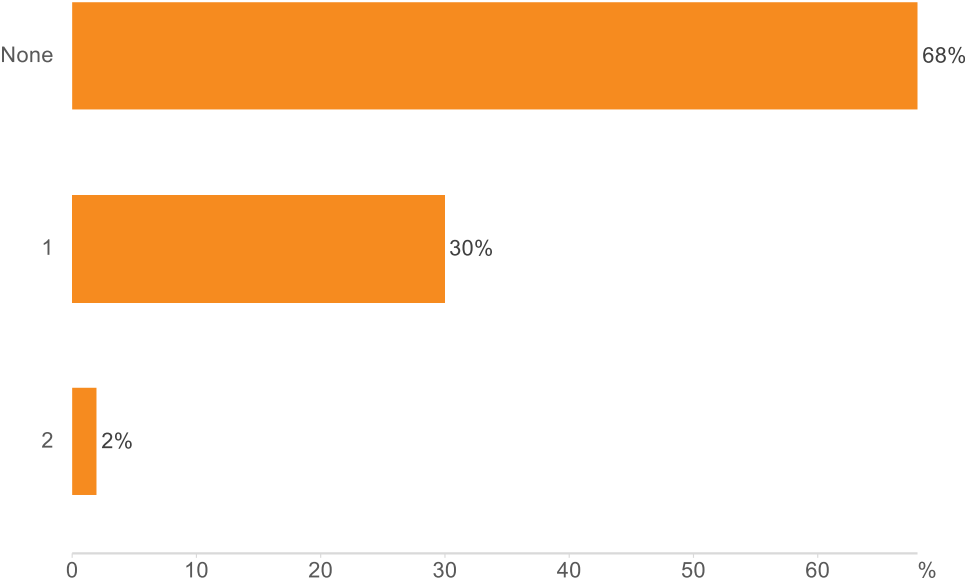


n = 544

7.5 TRANSFERS

Nearly 70% of respondents required no transfer and fewer than 2% of respondents required more than one transfer (Figure 22).

FIGURE 22: TOTAL NUMBER OF TRANSFERS

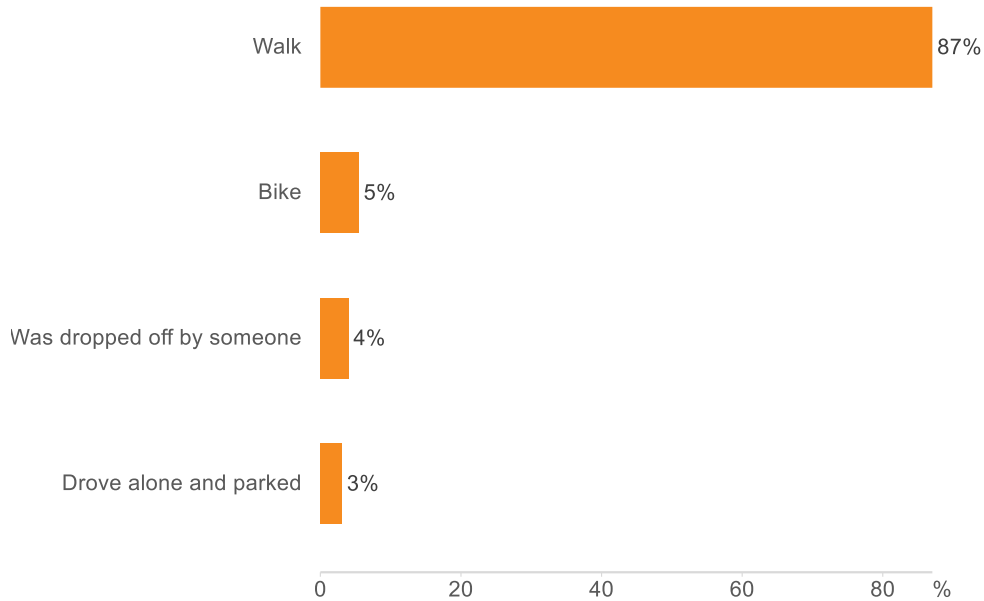


n = 544

7.6 ACCESS AND EGRESS MODE

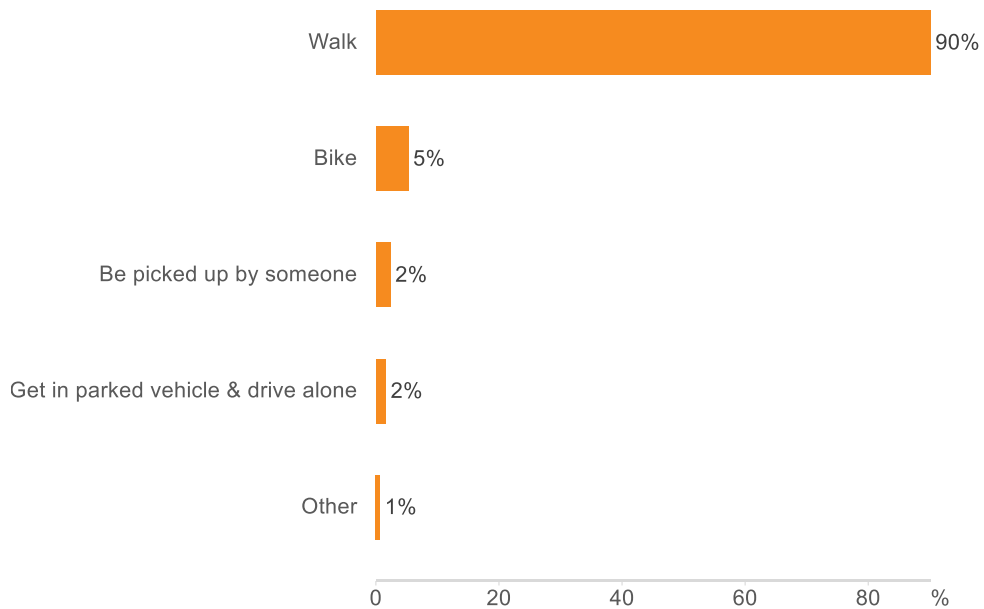
Most respondents access transit by walking to the stop (87%) (Figure 23). After alighting the bus, a slighter higher percentage of respondents walk to their destination (90%) (Figure 24).

FIGURE 23: ACCESS MODE



n = 544

FIGURE 24: EGRESS MODE



n = 544

Respondents traveling from their home to K-12 school are the most likely to report accessing transit by being dropped off by someone and the least likely to access transit on their way to their destination by walking (Table 4). Respondents who are using transit for medical services are most likely to access or egress transit in a way other than walking, biking, driving, or being dropped off/picked up (

Table 5).

TABLE 4: ACCESS MODE BY DESTINATION TYPE

	WORK / WORK RELATED	SOCIAL / RECREATIONAL/ RELIGIOUS / PERSONAL	SHOPPING	SCHOOL (K-12)	COLLEGE / UNIVERSITY	MEDICAL SERVICES
Walk	85%	92%	90%	78%	84%	88%
Bike	7%	5%	7%	5%	1%	0%
Was dropped off by someone	3%	3%	3%	18%	2%	0%
Drove alone and parked	5%	0%	0%	0%	13%	0%
Other	0%	0%	0%	0%	0%	12%

n = 544

TABLE 5: EGRESS MODE BY ORIGIN TYPE

	WORK / WORK RELATED	SOCIAL / RECREATIONAL/ RELIGIOUS / PERSONAL	SHOPPING	SCHOOL (K-12)	COLLEGE / UNIVERSITY	MEDICAL SERVICES
Walk	88%	91%	95%	92%	91%	88%
Bike	6%	7%	5%	5%	1%	0%
Be picked up by someone	3%	3%	0%	4%	4%	0%
Get in parked vehicle & drive alone	3%	0%	0%	0%	4%	0%
Other	1%	0%	0%	0%	0%	12%

n = 544

8.0 EQUITY ANALYSIS

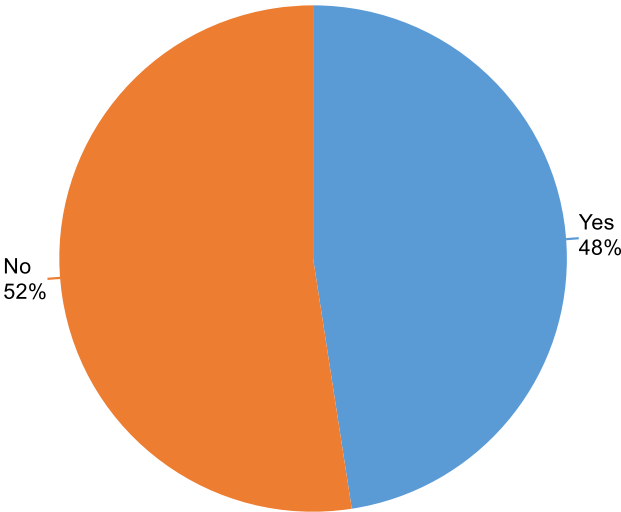
This section provides details on choice ridership, income, and race. Results remain weighted using linked trip weights.

8.1 CHOICE RIDERSHIP

Respondents considered “choice” riders indicated they could have taken a car for the same trip. Conversely, respondents who could not use a vehicle for their trip are considered “dependent” riders.

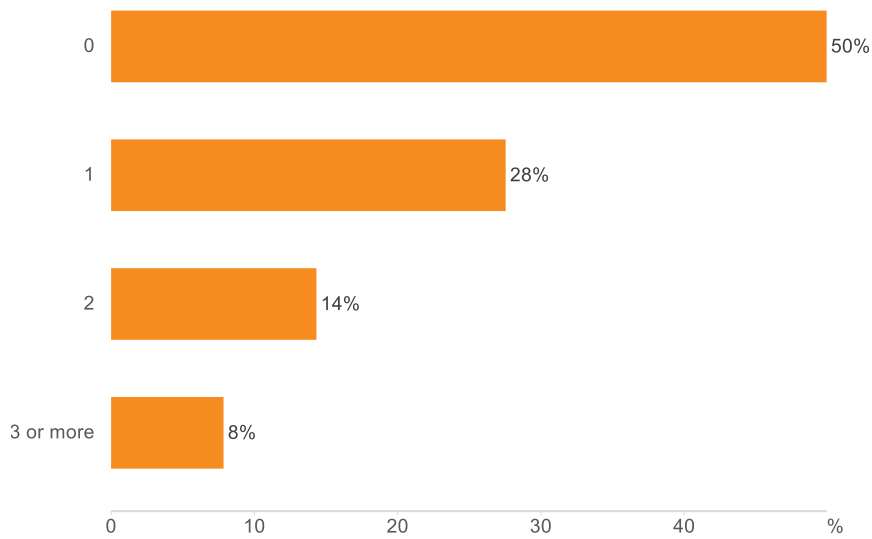
Almost half, 48%, of respondents do not currently possess a driver’s license (Figure 25). Similarly, half of respondents do not own a car (Figure 26).

FIGURE 25: DRIVER'S LICENSE



n=544

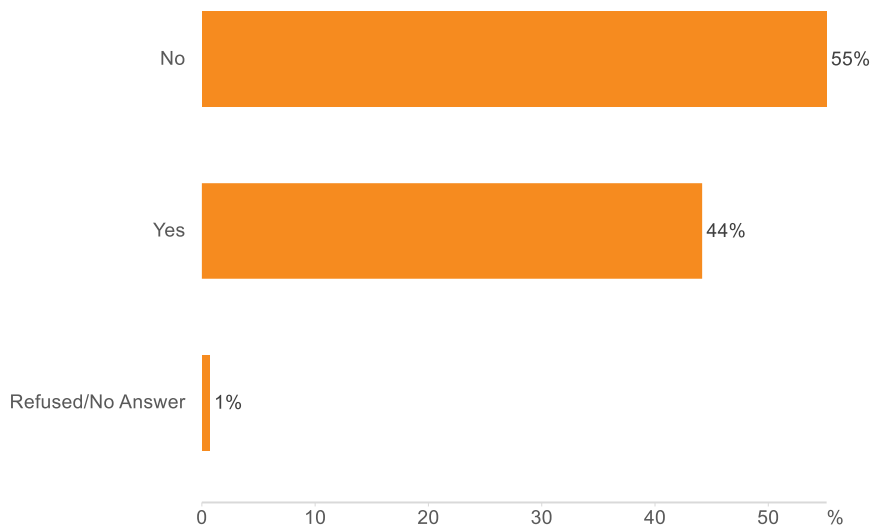
FIGURE 26: NUMBER OF VEHICLES IN HOUSEHOLD



n = 544

A majority, 55%, of respondents could be considered “dependent” riders, as they did not have access to a vehicle for their transit trip (Figure 27).

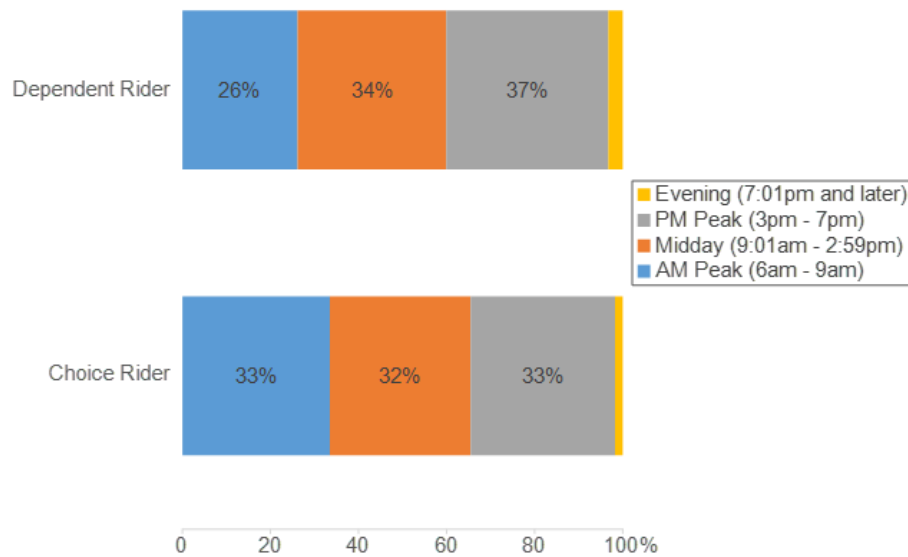
FIGURE 27: COULD USE A VEHICLE FOR THIS TRIP



n = 276

Choice and dependent riders are similarly likely to ride in any of the four time periods (Figure 28).

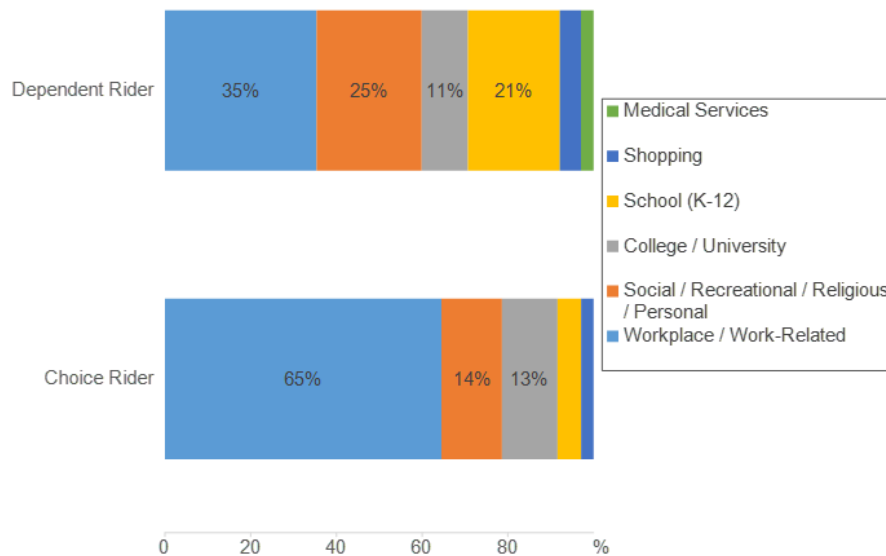
FIGURE 28: CHOICE RIDERSHIP BY TIME PERIOD OF BOARDING



n = 276

Choice riders are far more likely to use transit to commute to work than dependent riders. Dependent riders are more likely than choice riders to make discretionary trips or school trips (reflecting variance in the profile of dependent riders, e.g., school children). Only dependent riders made transit trips for medical purposes (Figure 29).

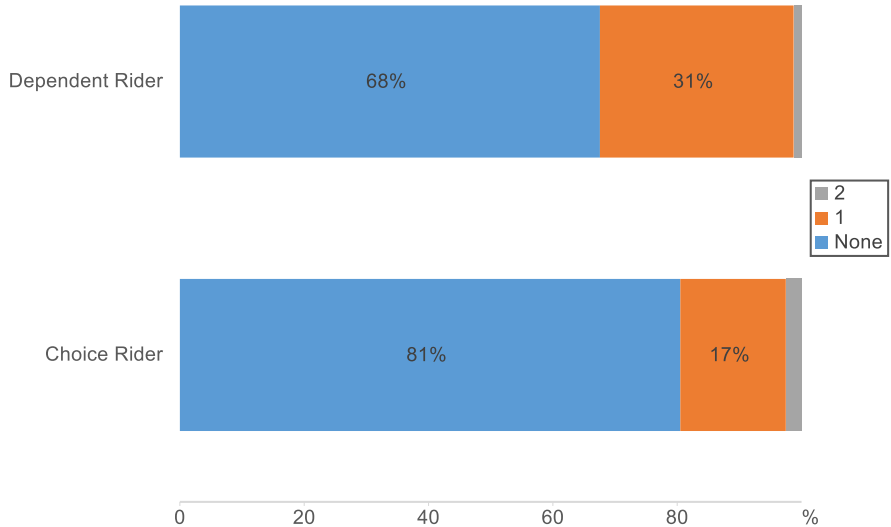
FIGURE 29: CHOICE RIDERSHIP BY TRIP PURPOSE



n = 276

Dependent riders are more likely than choice riders to require transfers on their trip (Figure 30).

FIGURE 30: CHOICE RIDERSHIP BY TOTAL NUMBER OF TRANSFERS

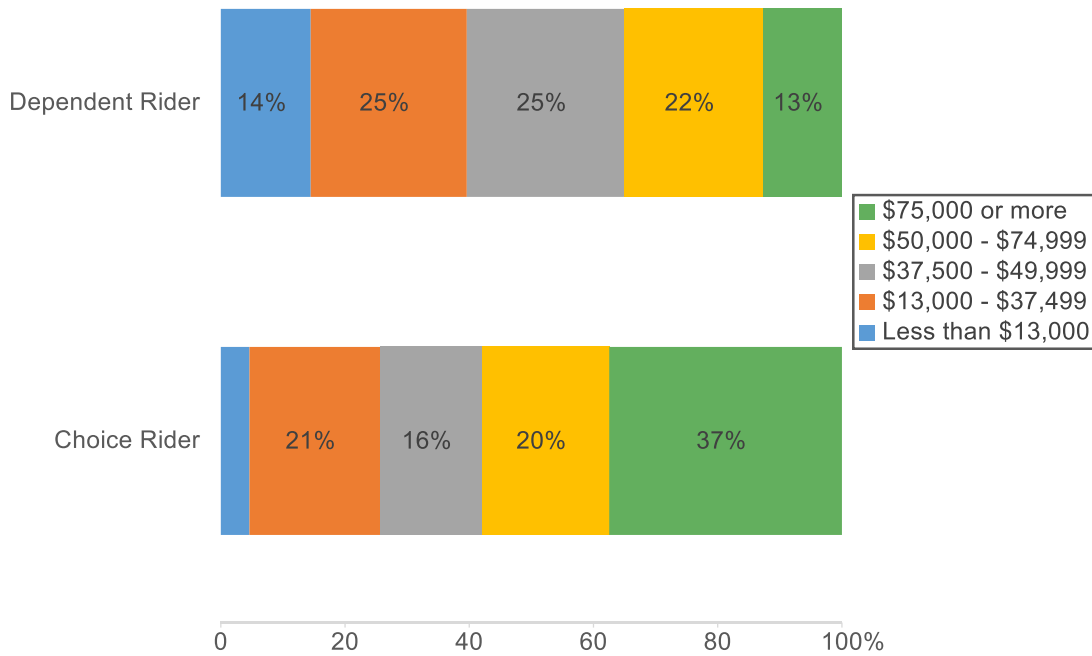


n = 276

8.2 INCOME

Choice riders are more likely amongst respondents to report a higher total annual household income than dependent riders. Over half, 57%, of choice riders have annual household income of more than \$50,000 a year, while only 35% of dependent riders report annual household income of more than \$50,000 a year (Figure 31).

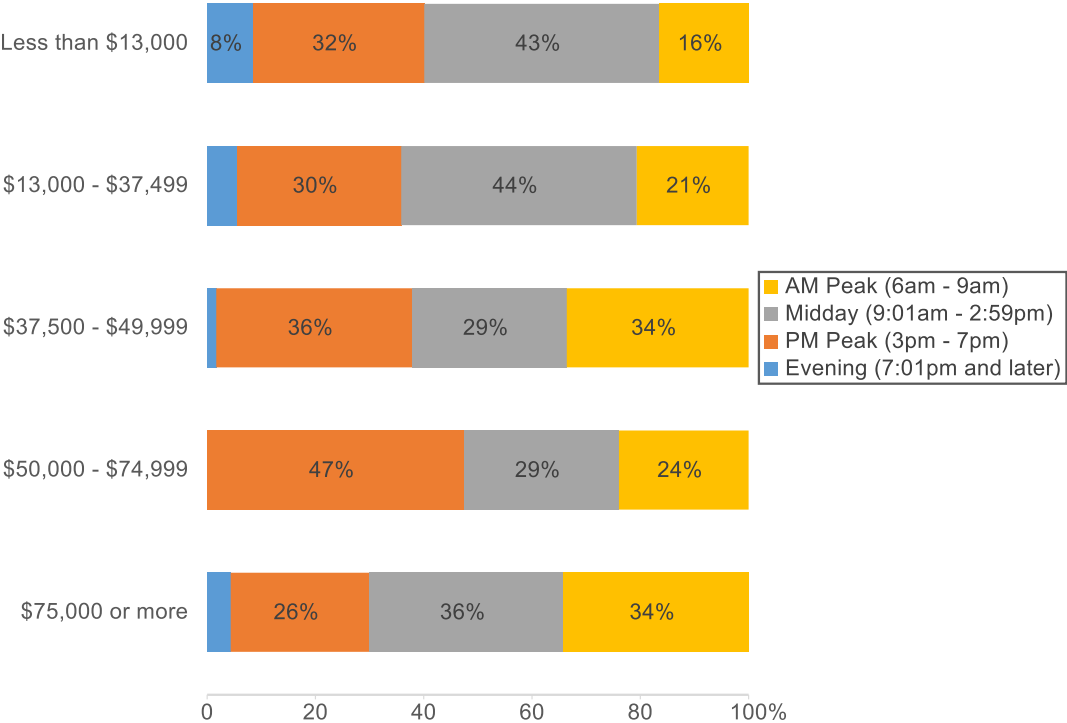
FIGURE 31: CHOICE RIDERSHIP BY INCOME



n = 203

Respondents who report annual household income of less than \$37,499 are more likely to use the VRT fixed-route system in the evening than higher income respondents (Figure 32).

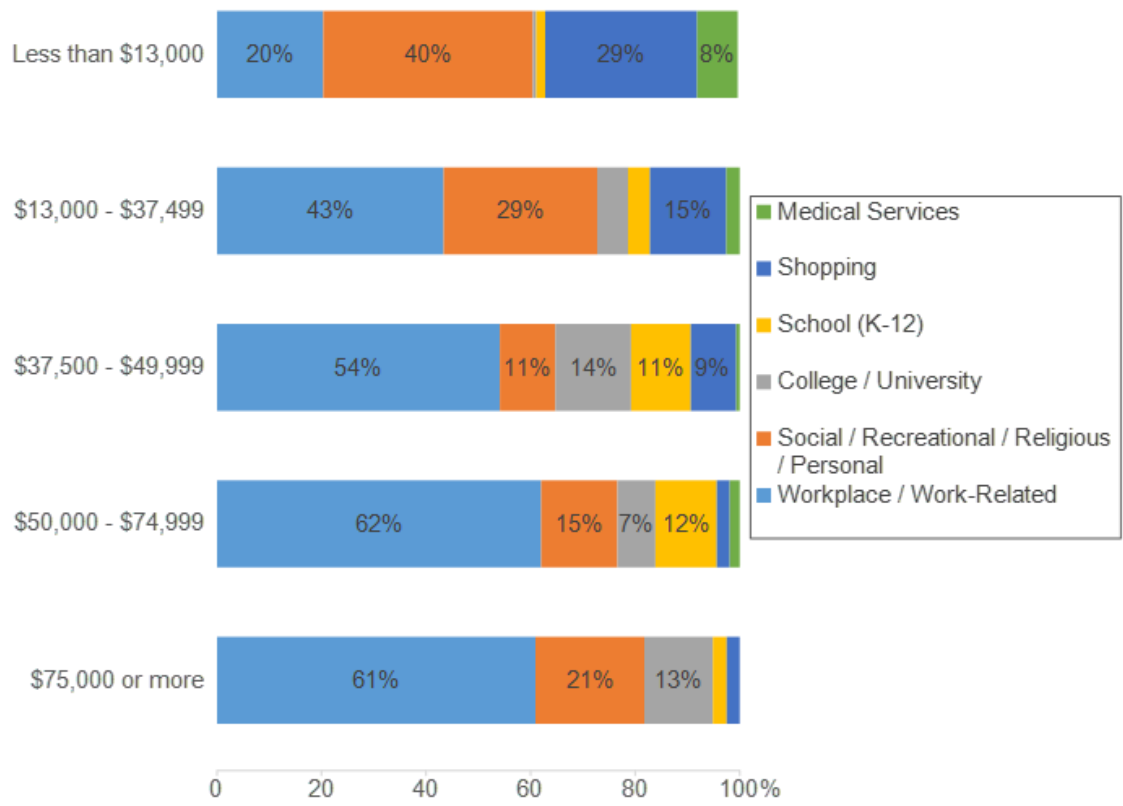
FIGURE 32: TIME PERIOD OF BOARDING BY INCOME



n = 422

Respondents who make more than \$37,500 a year are more likely to be making a work-related trip than those who make less than \$37,500 (Figure 33).

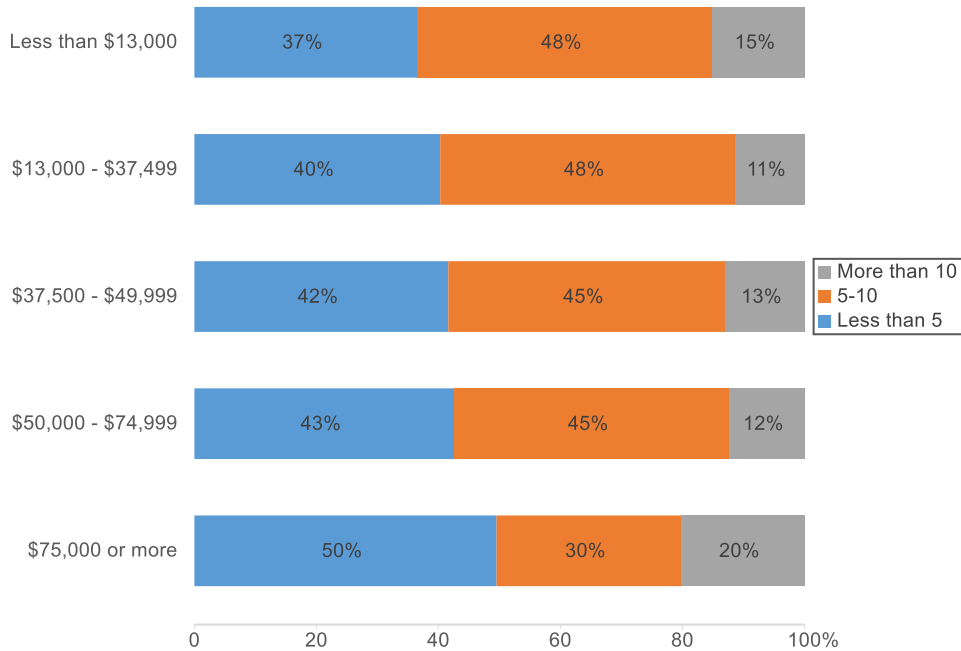
FIGURE 33: TRIP PURPOSE BY INCOME



n = 422

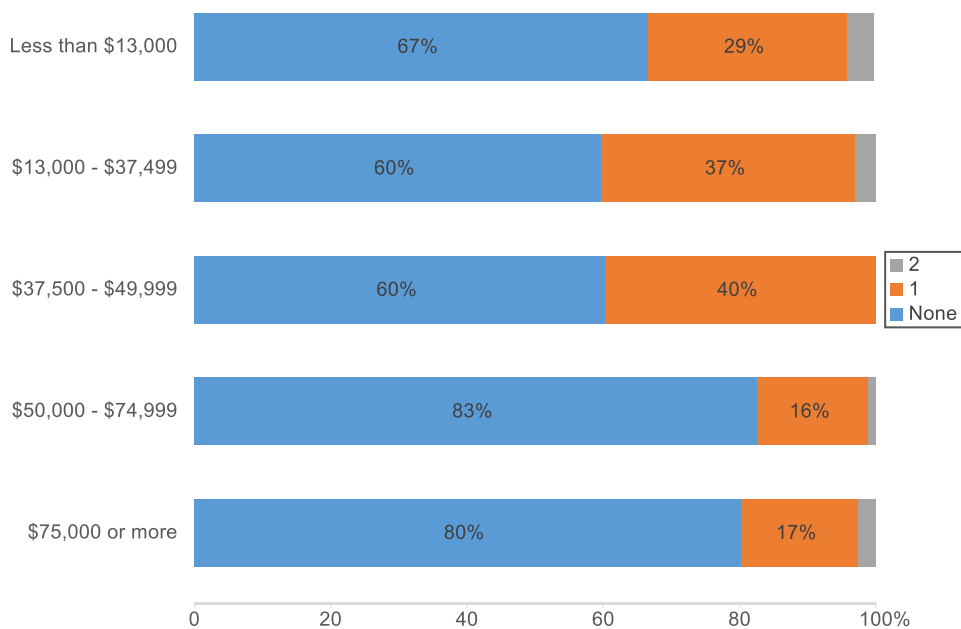
Respondent wait time for their bus does not differ significantly across different income groups (Figure 34). Respondents that report an annual household income of less than \$50,000 a year are more likely to have to make a transfer compared to respondents that make more than \$50,000 a year (Figure 35).

FIGURE 34: WAIT TIME BY INCOME



n = 419

FIGURE 35: TOTAL NUMBER OF TRANSFERS BY INCOME

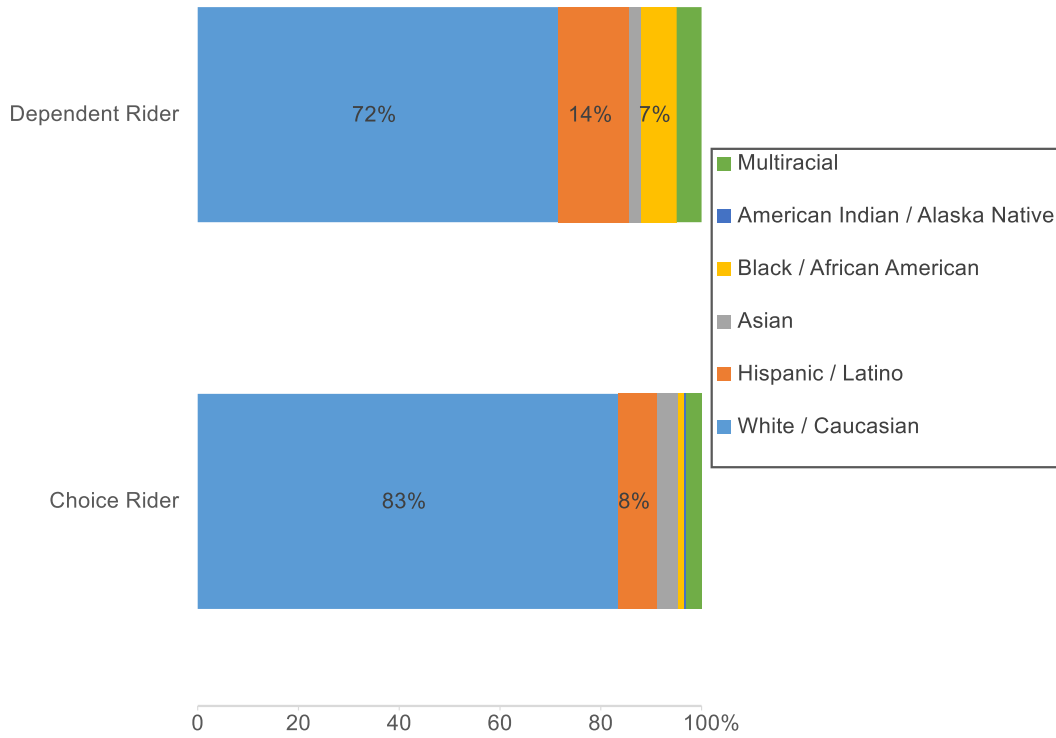


n = 422

8.3 RACE

Dependent riders are more likely than choice riders to identify as a race other than White alone (Figure 36).

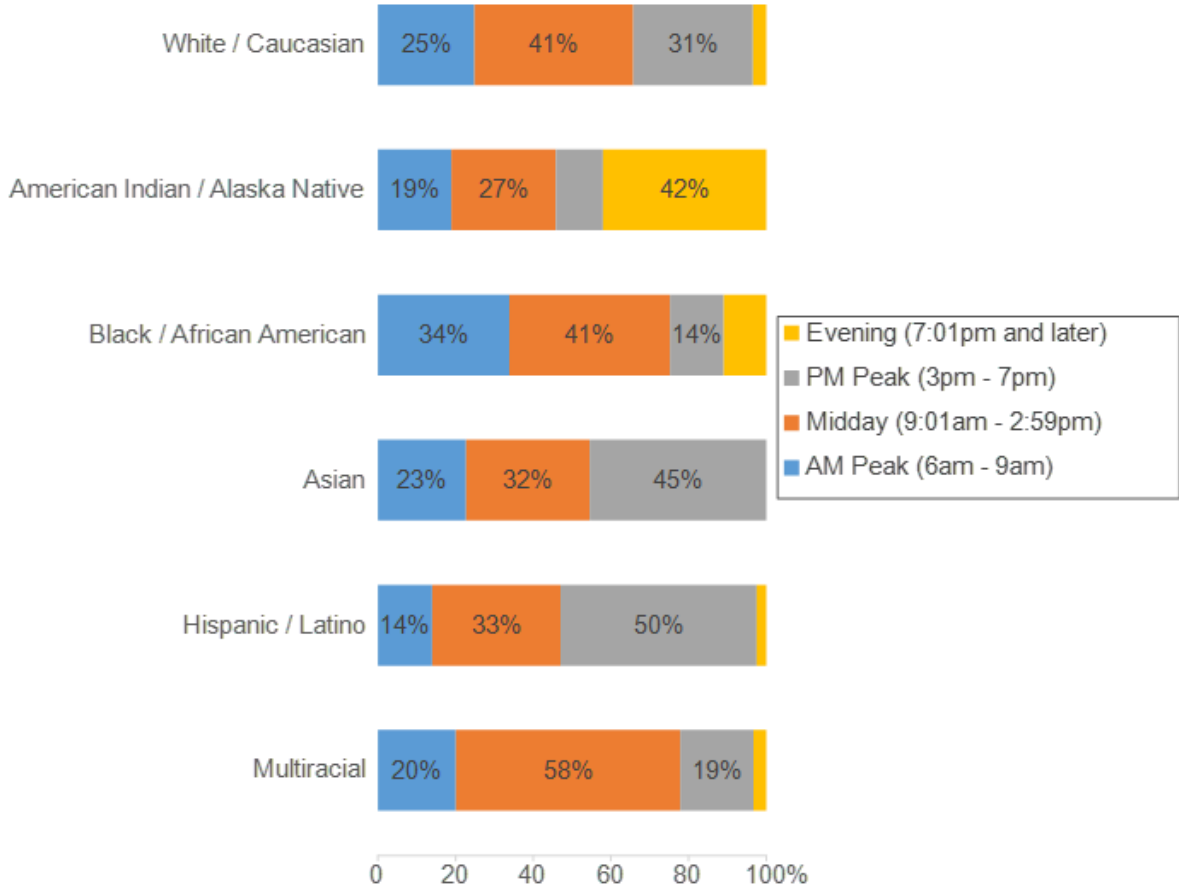
FIGURE 36: CHOICE RIDERSHIP BY RACE



n = 276

Respondents that identify as white alone are slightly less likely to ride in the evening than respondents of any of the other race. Conversely, respondents that identify as American Indian / Alaska Native or Black / African American are more likely to ride in the evening than respondents of any other race (Figure 37).

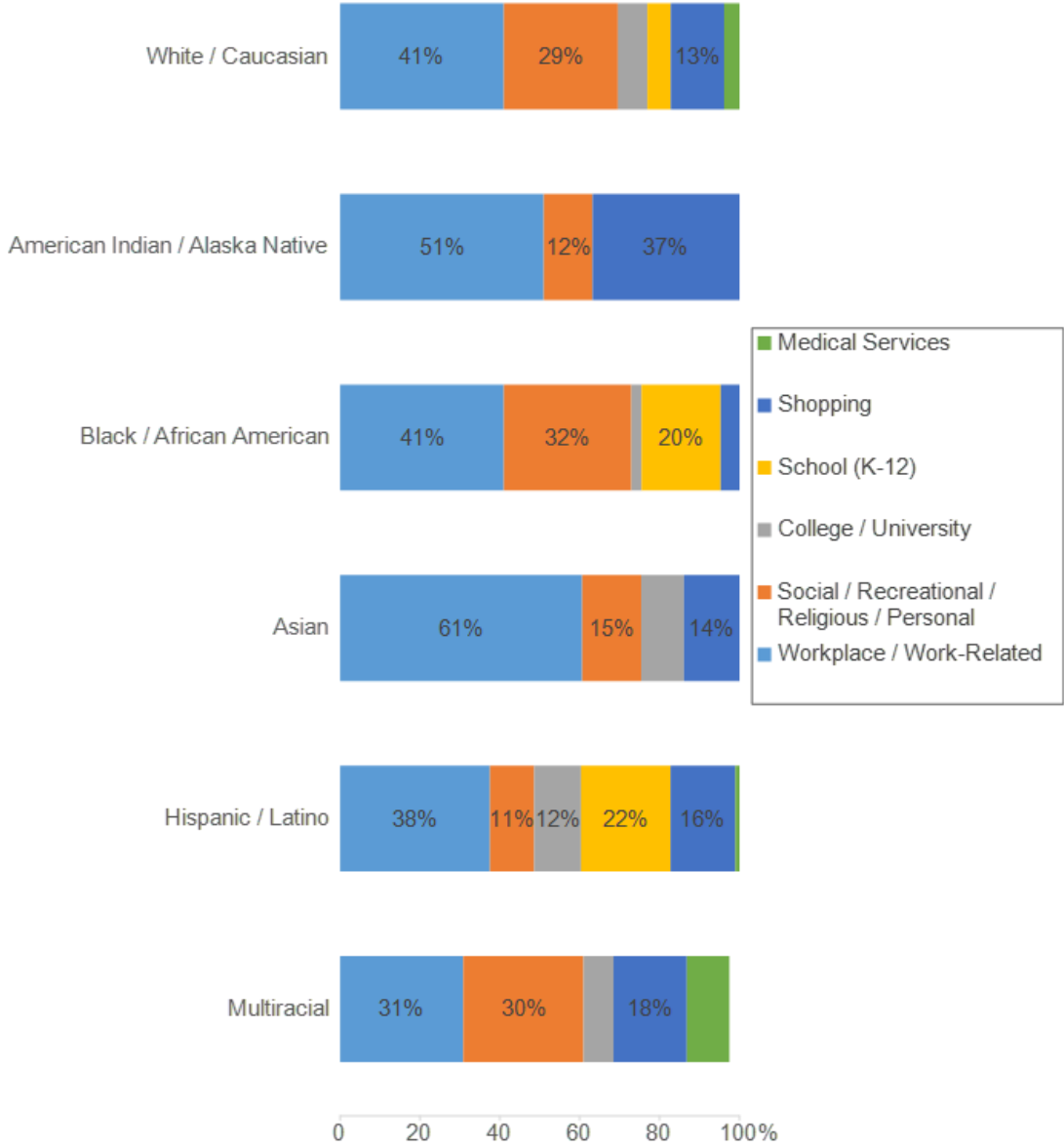
FIGURE 37: TIME PERIOD OF BOARDING BY RACE



n = 544

Respondents that identify as White / Caucasian, Hispanic / Latino, or Black / African American are similarly likely to make work-related trips. Respondents that identify as Black / African American or Hispanic / Latino alone are more likely than respondents of other races to commute to K-12 school via VRT (Figure 38).

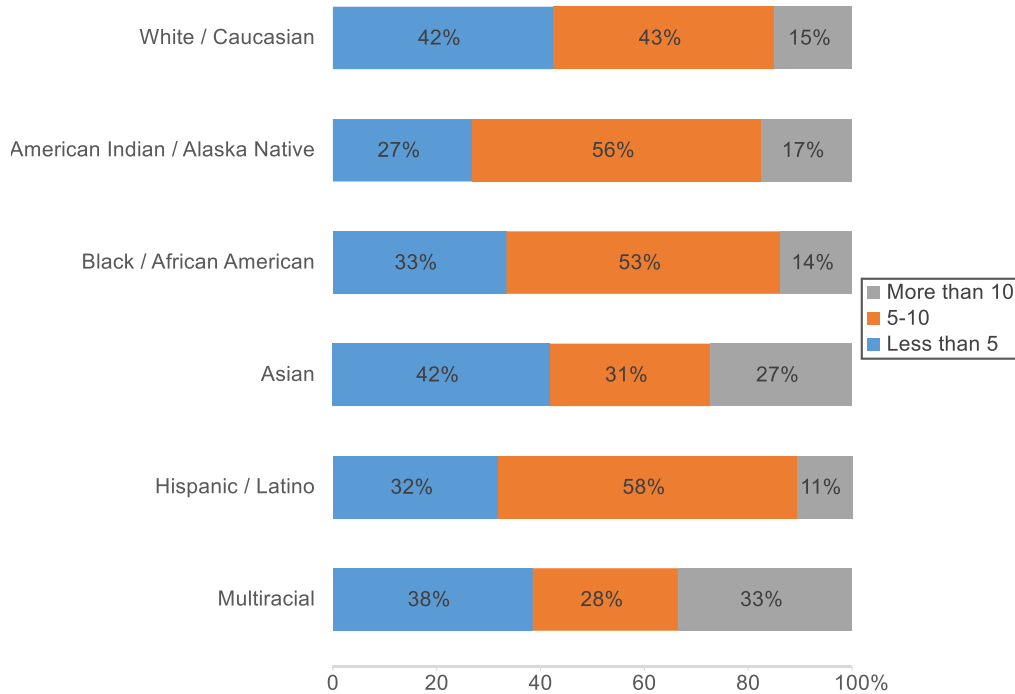
FIGURE 38: TRIP PURPOSE BY RACE



n = 544

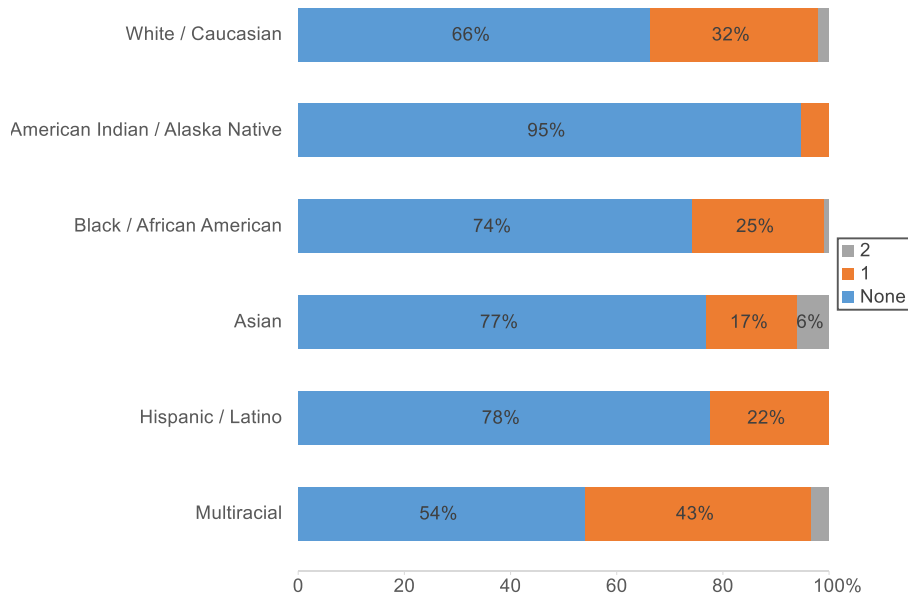
Respondents who identify as White are more likely to wait less than five minutes for their bus than other respondents (Figure 39). American Indian / Alaska Natives alone and Hispanic / Latino alone respondents are most likely to have only one or no transfers during their trip (Figure 40).

FIGURE 39: WAIT TIME BY RACE



n = 541

FIGURE 40: TOTAL NUMBER OF TRANSFERS BY RACE



n = 544

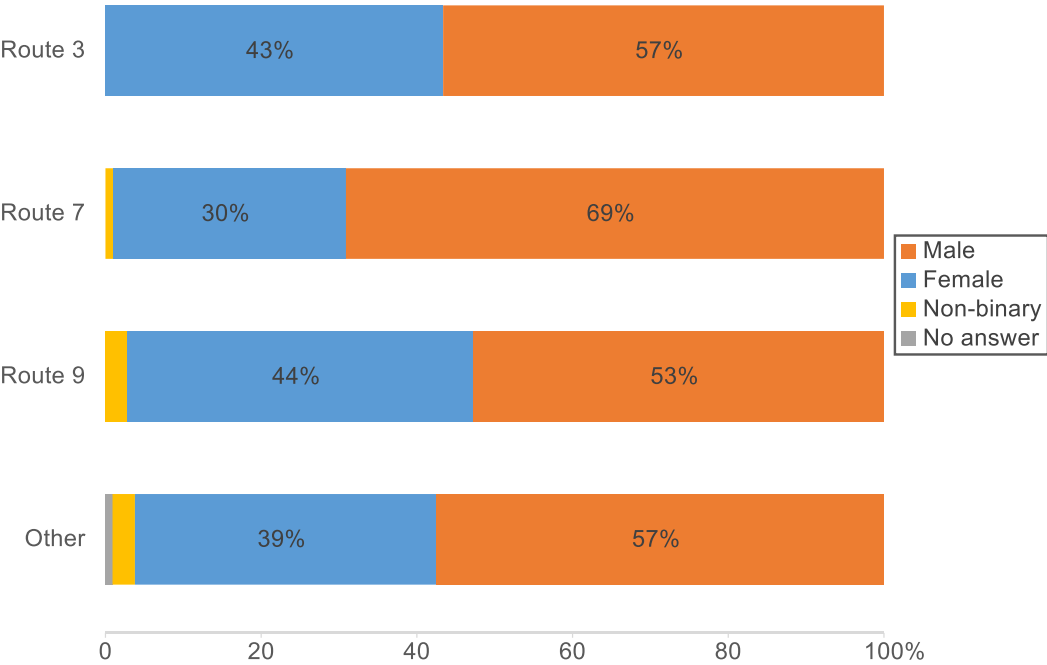
9.0 PROFILE BY ROUTE

Below we present results examining VRT’s highest ridership routes: 3 (Vista), 9 (State Street), and a combination of Route 7A (Fairview / Ustick) and 7B (Fairview / Towne Square Mall). “Other” is a combination of all other VRT routes. Results presented below are weighted using unlinked trip weights.

9.1 DEMOGRAPHICS

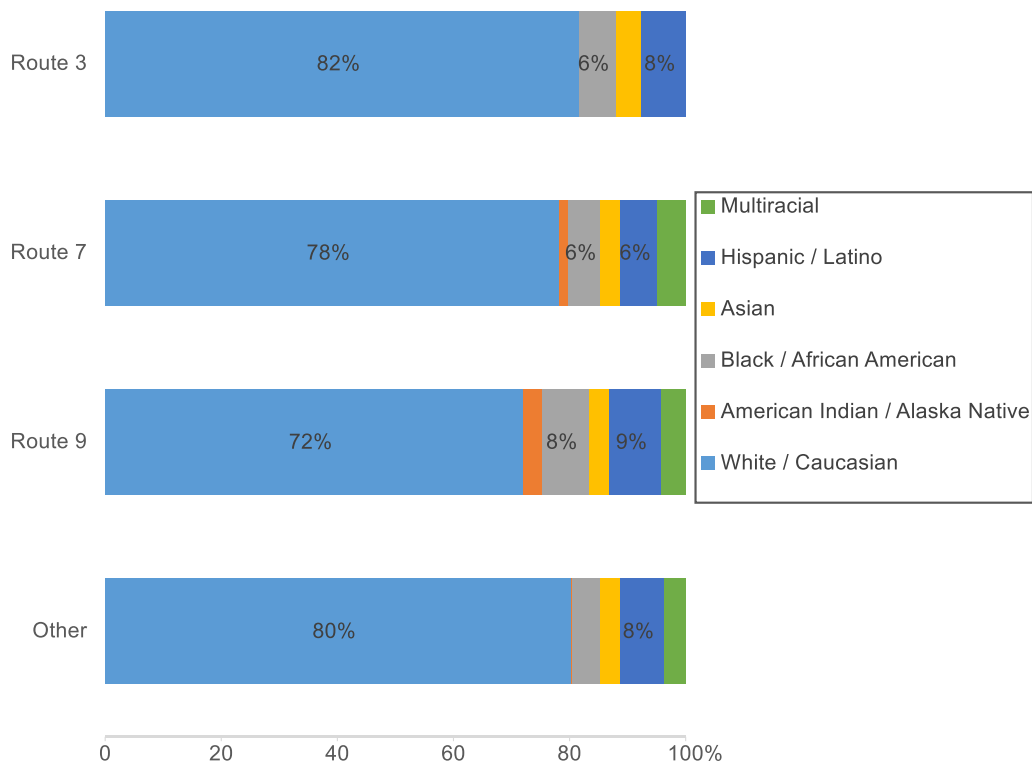
Nearly 70% of respondents on Routes 7A/B are male, far higher than on other routes (Figure 41). Race was roughly similar across routes, but Route 9 showed the largest percentage of non-White only respondents (Figure 42).

FIGURE 41: GENDER BY ROUTE



n = 544

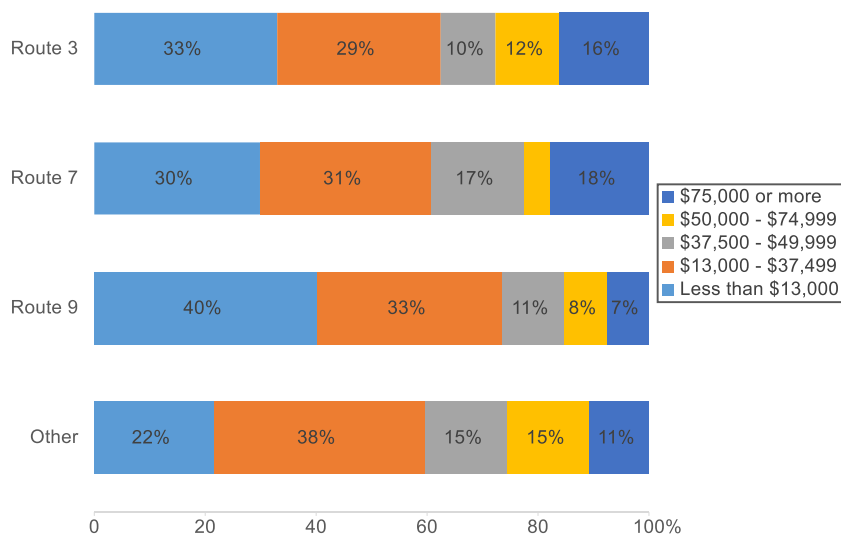
FIGURE 42: RACE BY ROUTE



n = 544

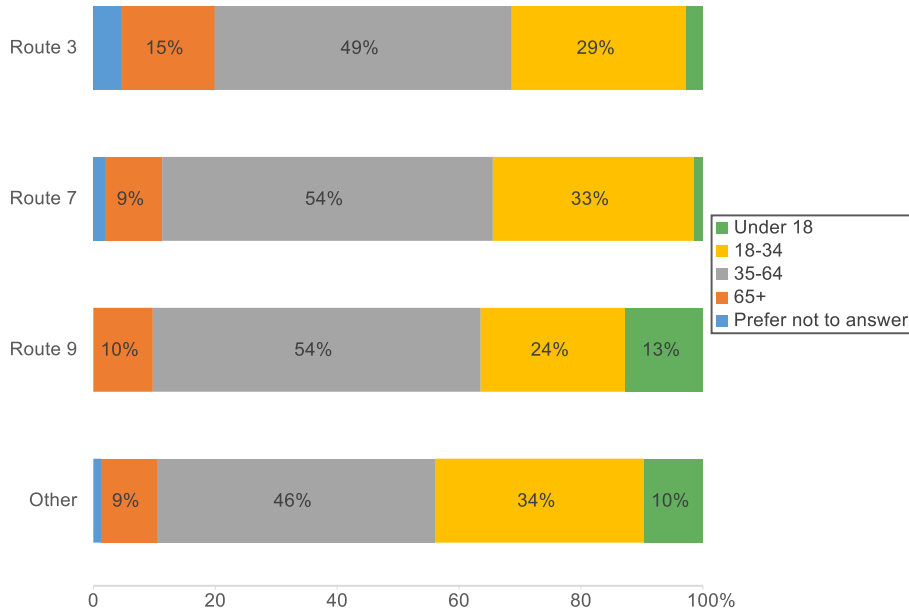
Over 60% of respondents on Routes 3 and 7 make less than \$37,499 a year, while over 70% of respondents on Route 9 make less than \$37,499 (Figure 43). Route 9 is slightly more likely to service those under the age of 18 than Routes 3 and 7, while Route 9 is slightly more likely to service those over the age of 65 than Routes 7 and 9 (Figure 44).

FIGURE 43: INCOME BY ROUTE



n = 422

FIGURE 44: AGE BY ROUTE

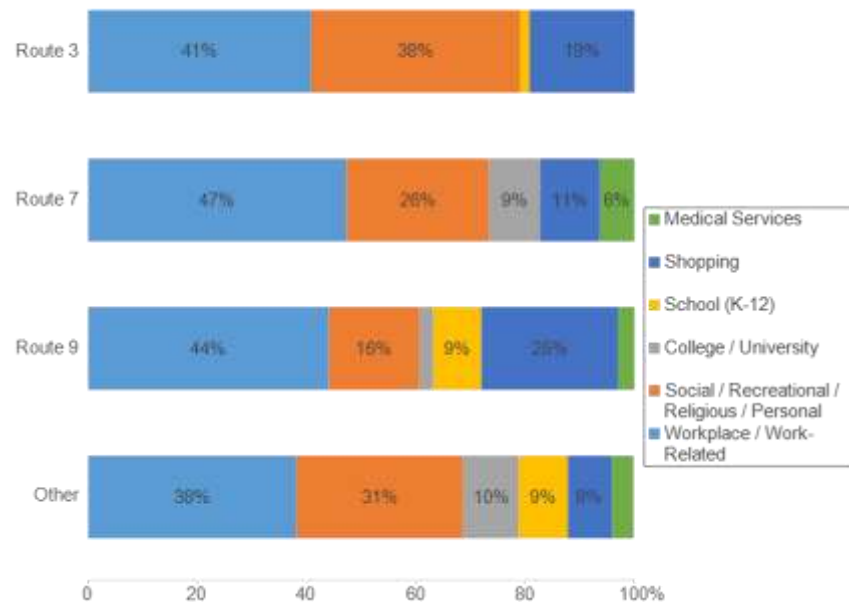


n = 544

9.2 TRIP PROFILE

Respondents are most likely to use Route 3 to access social / recreational / religious / personal locations compared to other routes. Respondents make work or a work-related trips at similar rates whether they are on Route 3, 7, or 9 (Figure 45).

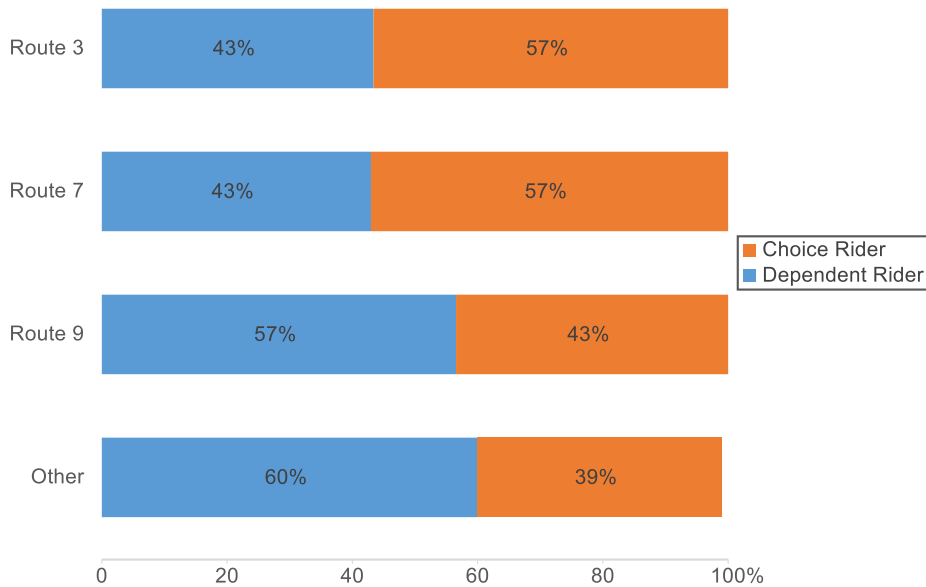
FIGURE 45: PURPOSE BY ROUTE



n = 544

Compared to respondents on Routes 3 and 7, respondents on Route 9 are the most likely to be dependent riders. The distribution of choice and dependent riders are the same on Routes 3 and 7 (Figure 46).

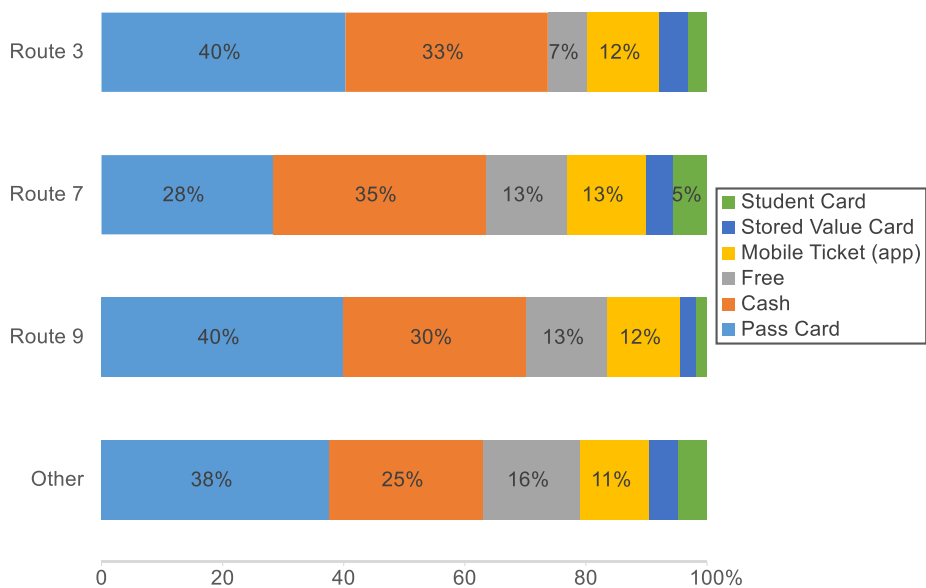
FIGURE 46: CHOICE RIDERSHIP BY ROUTE



n = 276

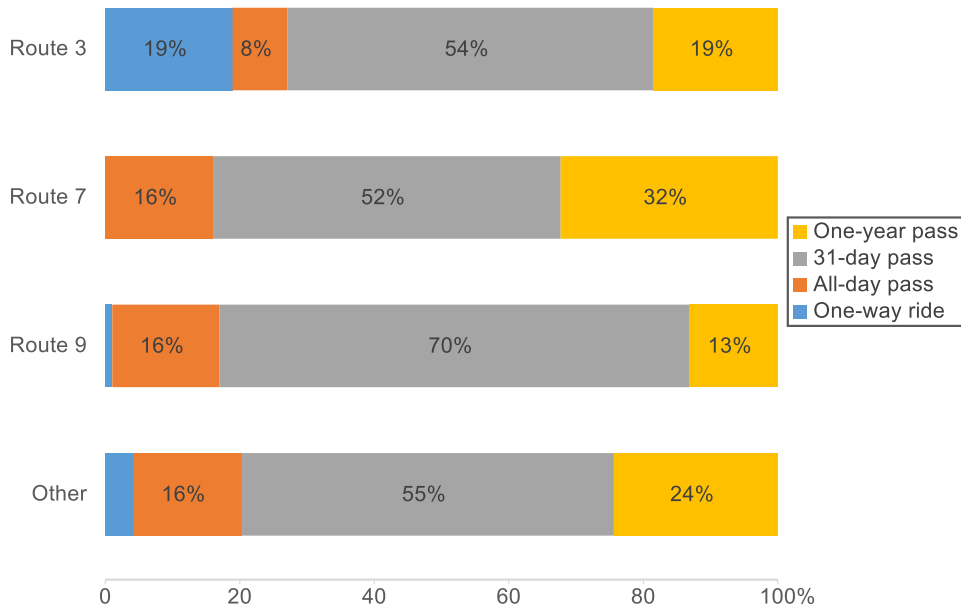
Respondents on Route 7 are less likely to pay their fare using a pass card than respondents on the other routes (Figure 47). Respondents of Route 3 are significantly more likely to pay for a one-way ride instead of a pass compared to respondents on the other routes. Respondents of Route 7 are significantly more likely to pay for their one-way ride using a one-year pass compared to the other routes (Figure 48).

FIGURE 47: FARE PAYMENT METHOD BY ROUTE



n = 544

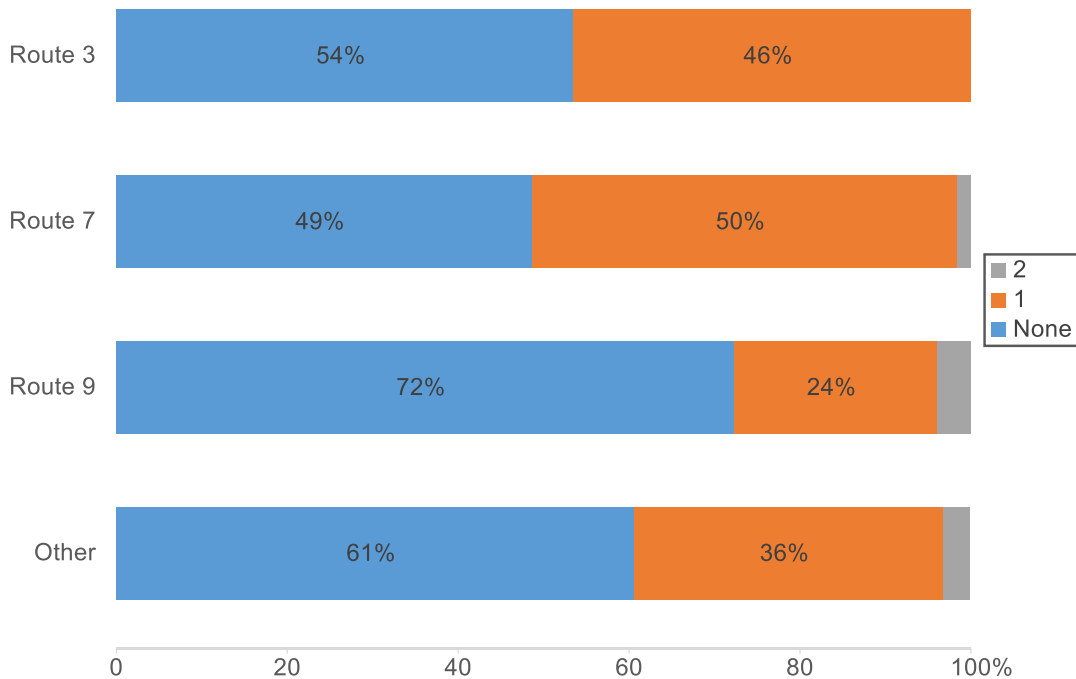
FIGURE 48: TYPE OF FARE BY ROUTE



n = 272

Route 9 has the fewest transfers by roughly 20% compared to the Route 3 or Route 7. Route 3 respondents report having zero or one transfer (Figure 49).

FIGURE 49: TOTAL NUMBER OF TRANSFERS BY ROUTE

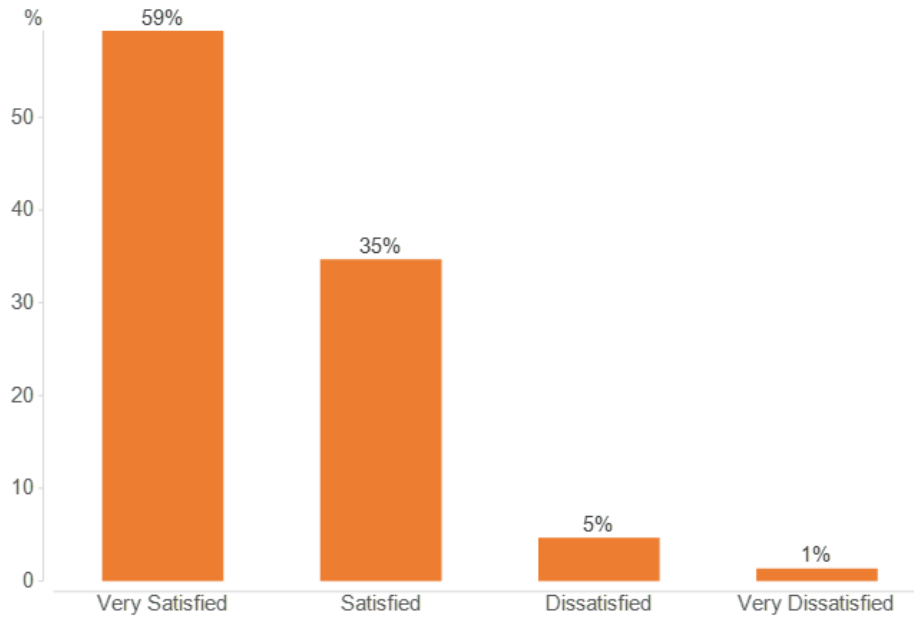


n = 544

10.0 SATISFACTION

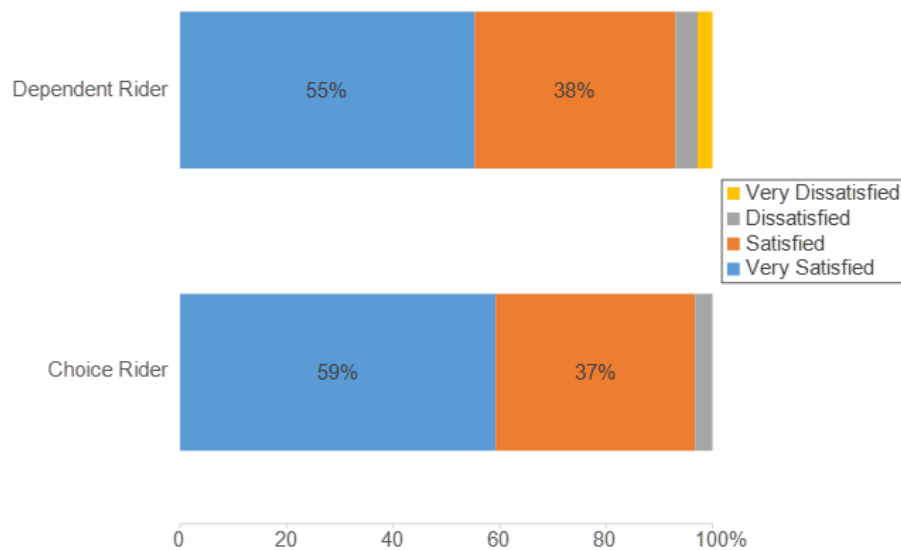
Respondents were asked their overall satisfaction level with VRT service. In total, 94% of respondents indicated they were either satisfied or very satisfied with VRT (Figure 50). Choice riders indicated they were slightly more satisfied with VRT than dependent riders (Figure 51).

FIGURE 50: OVERALL SATISFACTION WITH VRT



n=544

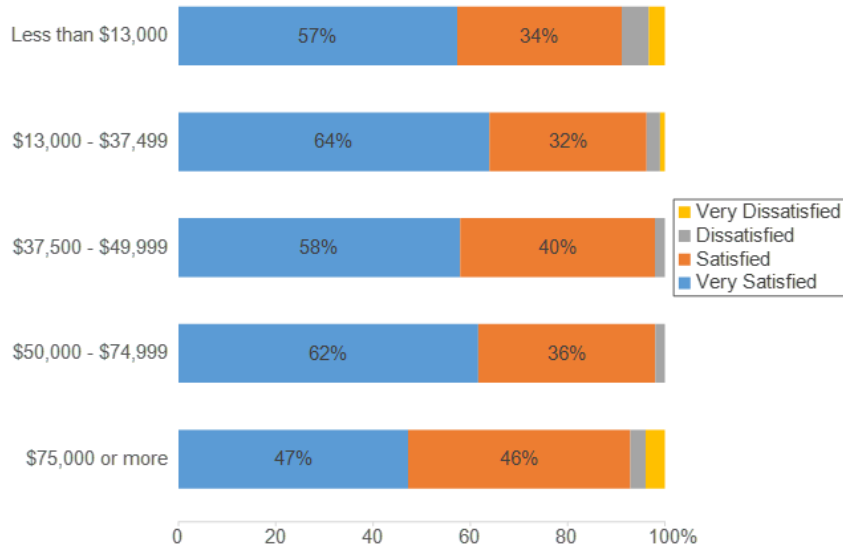
FIGURE 51: SATISFACTION BY RIDER TYPE



n=544

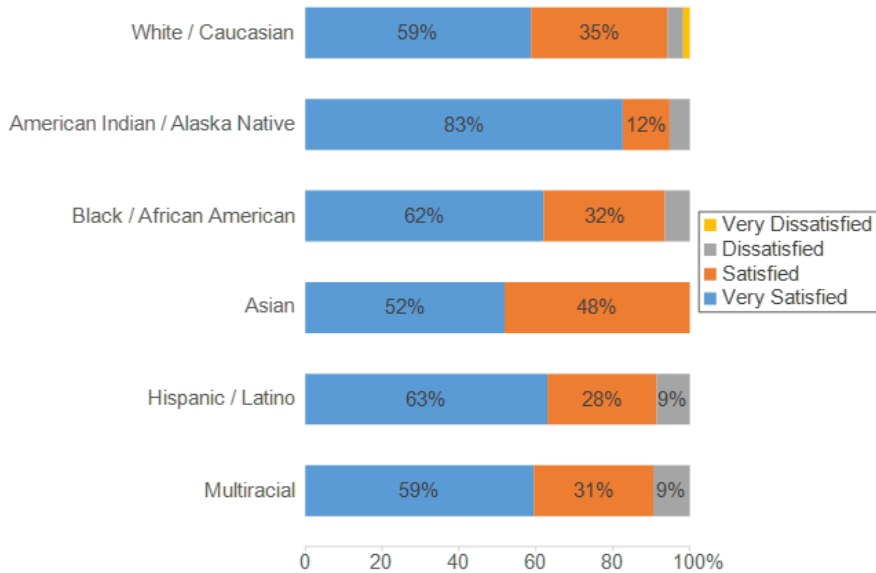
Satisfaction did not vary greatly by income, but respondents with over \$75,000 annual household income were least likely to indicate they were very satisfied with VRT (Figure 52). Hispanic / Latino and multiracial respondents were most likely to indicate dissatisfaction with VRT amongst all races (Figure 53).

FIGURE 52: SATISFACTION BY ANNUAL HOUSEHOLD INCOME



n=422

FIGURE 53: SATISFACTION BY RACE

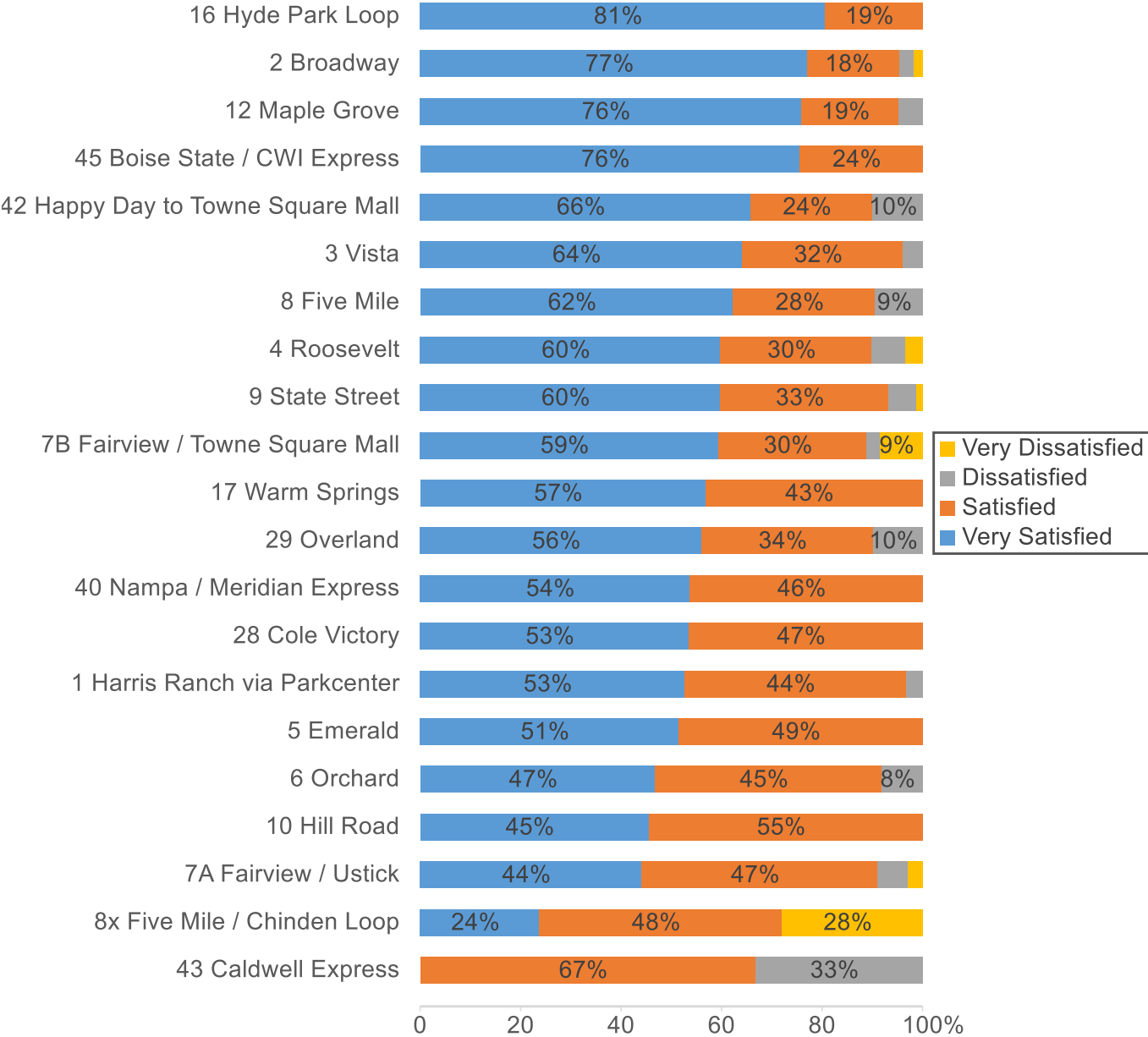


n=544

The sample showed wide variation in satisfaction by route. It should be noted for this analysis that sample sizes at the route level are very small for many routes, indicating less statistical reliability. We recommend focusing on higher ridership routes for any major analysis of this data.

All respondents sampled on the Hyde Park Loop indicated they were satisfied, with 81% indicating they were very satisfied. Conversely only 67% of respondents sampled on the Caldwell Express indicated they were satisfied, with no one indicating they were very satisfied (Figure 54). Amongst higher-ridership routes, Route 3 saw relatively high satisfaction whereas Route 9 and Routes 7A/B saw relatively lower satisfaction.

FIGURE 54: SATISFACTION BY ROUTE



n=544

11.0 PRODUCTION-ATTRACTION ANALYSIS

The two maps below illustrate trip production and attraction by zone. The production end of a respondent's trip is considered to be the home end of their trip or, if not a home-based trip, the origin location. Conversely the attraction end of a respondent's trips is considered to be the non-home end of their trip or, if not a home-based trip, the destination location. Production and attraction allow for a better representation of trip flows than origin and destination alone.

Figure 55 shows that trip production is observed at significant rates from zones throughout the Boise and Nampa service corridor, with the highest rates observed in the population centers of Boise, specifically downtown Boise. Figure 56 shows that trip attractions are more confined to these core population and job centers in the region.

FIGURE 55: TRIP PRODUCTION MAP BY ZONE

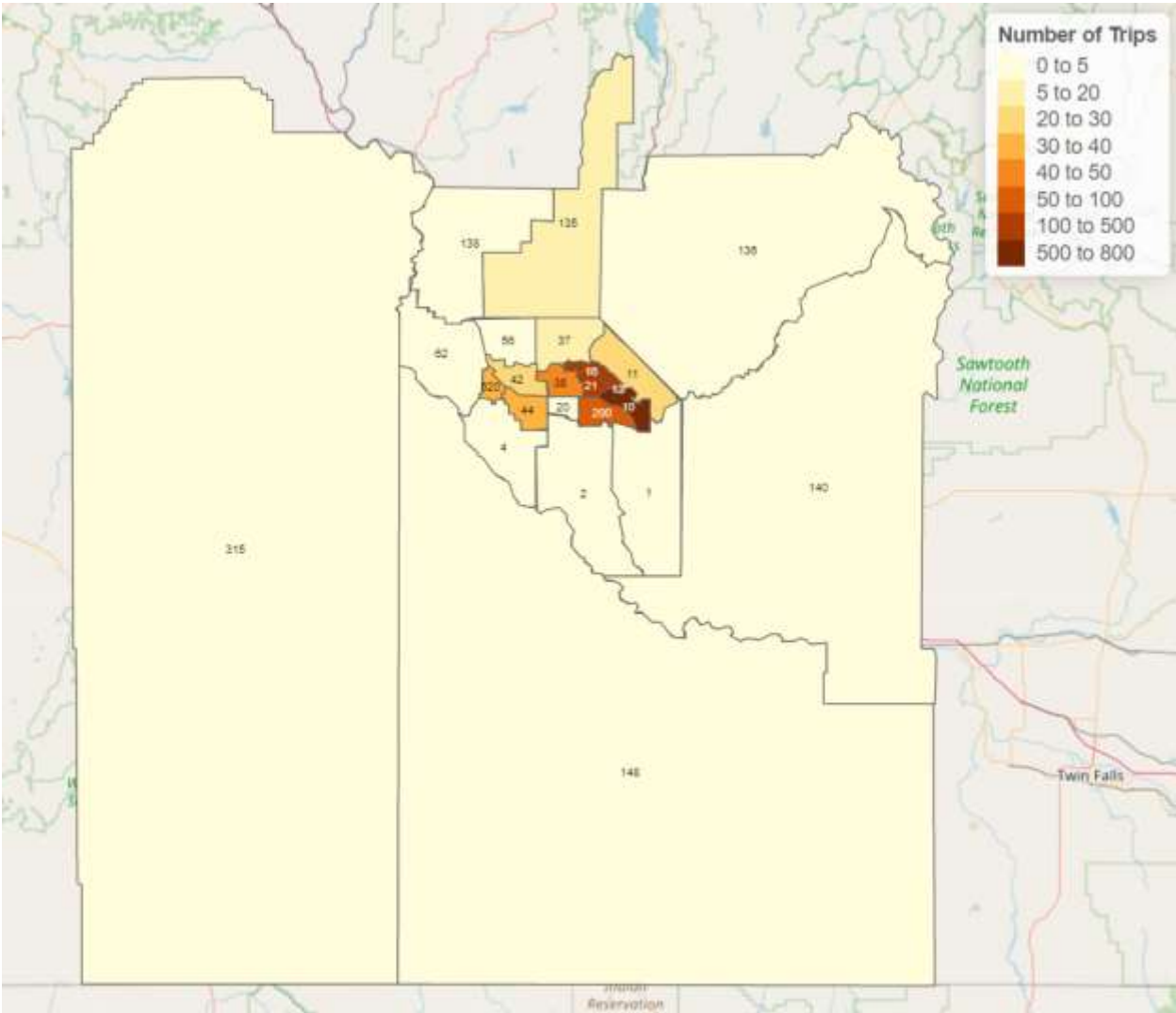
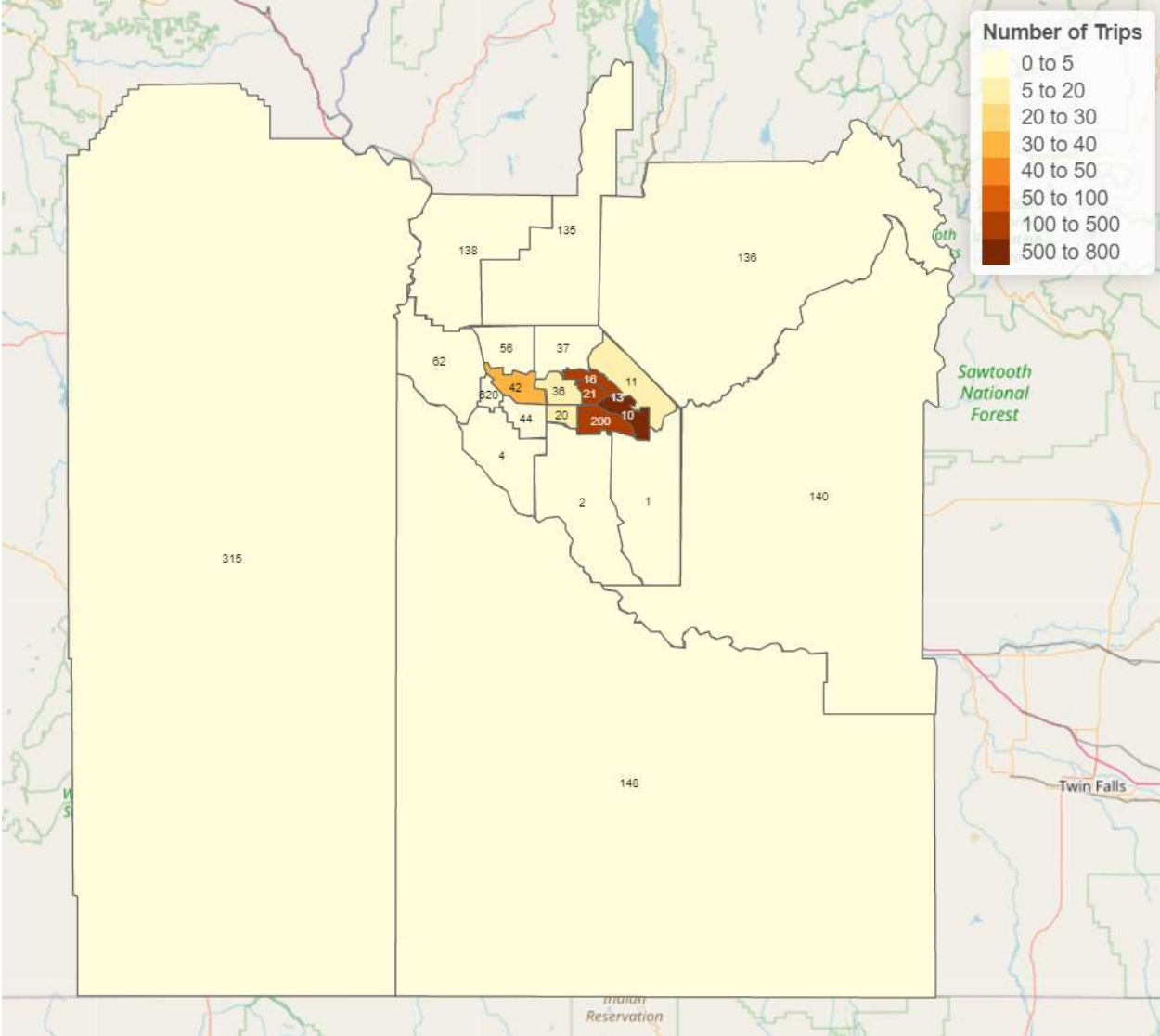


FIGURE 56: TRIP ATTRACTION MAP BY ZONE



The charts and table below detail trip production and attraction by zone (weighted and expanded). The geographical unit is again zone, which can be referenced in Figure 1 and Table 3: Zone Descriptions Table 3. Figure 57 and Figure 58 show that Boise is the largest production and attraction zone in the VRT service area. Table 6 shows the largest ten production-attraction zone pairs amongst VRT riders. The top ten pairs encompass nearly half of all trips. Travel between zones of Boise accounts for all of these trips.

FIGURE 57: TRIP PRODUCTION BY ZONE

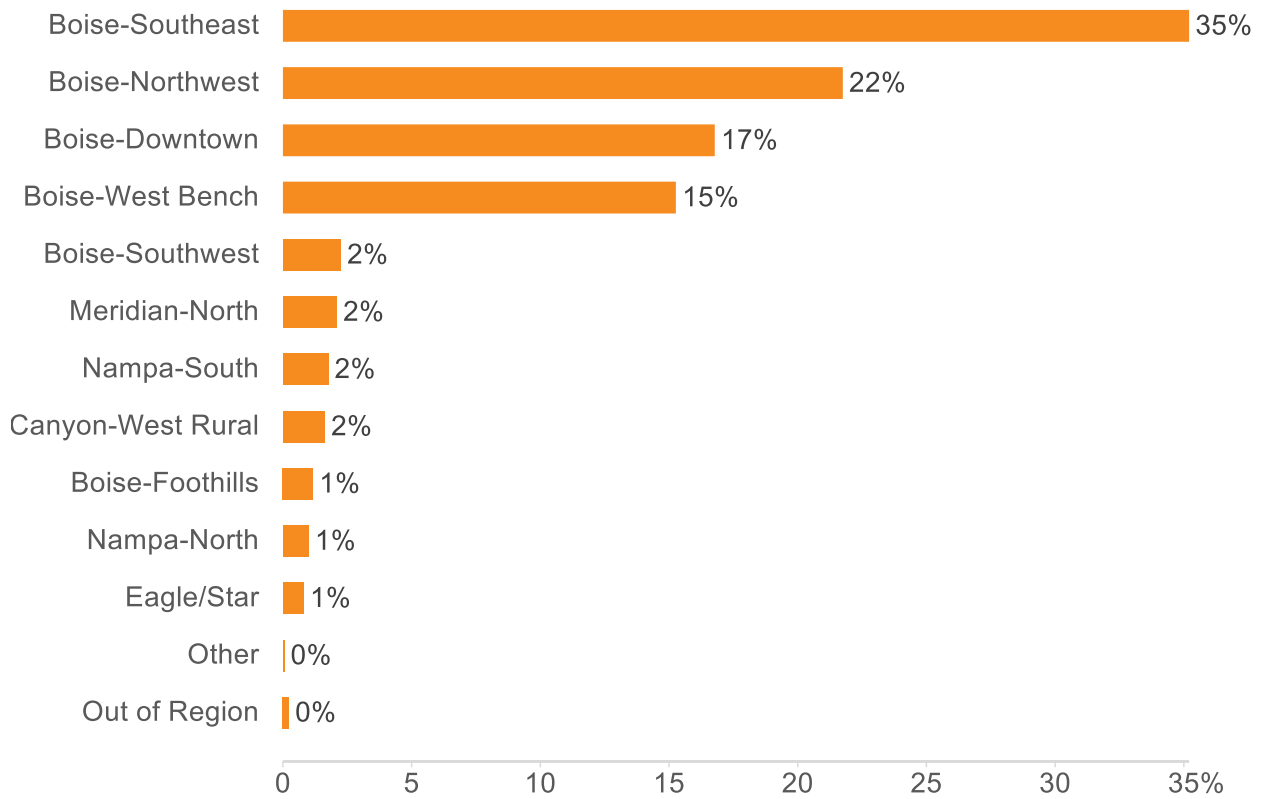


FIGURE 58: TRIP ATTRACTION BY ZONE

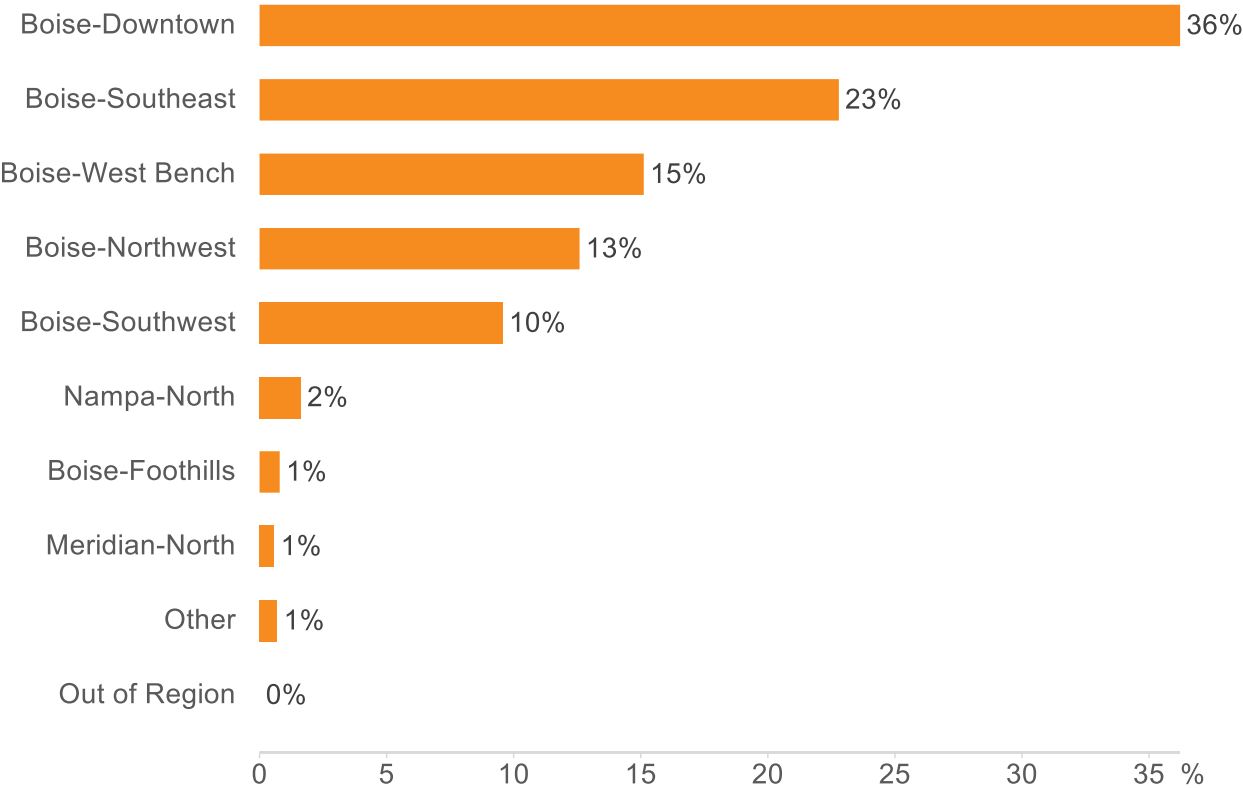


TABLE 6: LARGEST VRT PRODUCTION-ATTRACTION ZONE PAIRS

RANK	PRODUCTION ZONE	ATTRACTION ZONE	% OF ALL TRIPS
1	Boise-Southeast	Boise-Downtown	15.2%
2	Boise-Northwest	Boise-Downtown	9.6%
3	Boise-Southeast	Boise-Southeast	8.5%
4	Boise-West Bench	Boise-Downtown	5.3%
5	Boise-Downtown	Boise-Southeast	4.7%
6	Boise-Northwest	Boise-Northwest	4.7%
7	Boise-Southeast	Boise-West Bench	4.7%
8	Boise-Downtown	Boise-West Bench	4.5%
9	Boise-Northwest	Boise-Southeast	3.4%
10	Boise-Southeast	Boise-Southwest	3.1%

12.0 APPENDIX A: QUESTIONNAIRE

VRT 2021 Transit On Board Survey

Please take a few minutes to be counted as we plan the future of your transit system.

All personal information will be kept strictly confidential and **WILL NOT** be shared or sold.

What is your **HOME ADDRESS** (please be specific, ex: 123 W. Main St):
(If you are visiting the Boise area, please list the **hotel name** or address where you are staying)

Street Address

City

State

Zip Code

COMING FROM?

1. What type of place are you COMING FROM NOW?

(the starting place for your one-way trip)

- Work or Work-Related
- Social / Recreational / Religious / Personal
- Medical Services
- Shopping
- College / University (students only)
- School K-12 (students only)
- Your HOME → Go to Question #4
- Other: _____

2. What is the **NAME** of the place you are coming from now?

3. What is the **EXACT ADDRESS** of this place? (OR intersection if you do not know the exact address:)

City: _____ State: _____ Zip: _____

4. How did you **GET FROM** your origin (the place in Question #1) **TO THE VERY FIRST** bus you used for this one-way trip?

- Walk Wheelchair
- Bike
- Was dropped off by someone
- Drove alone and parked
- Drove or rode with others and parked
- E-scooter (Bird, Lime, etc.)
- Rideshare (Uber, Lyft, etc.)
- Taxi
- Other: _____

4a. Where did you board the **first** bus / you used for this one-way trip

(Nearest intersection / Park-n-Ride lot):

5. Where did you get **ON this bus**? Please provide the nearest intersection / Park-n-Ride lot:

GOING TO?

6. What type of place are you GOING TO NOW?

(the ending place for your one-way trip)

- Work or Work-Related
- Social / Recreational / Religious / Personal
- Medical Services
- Shopping
- College / University (students only)
- School K-12 (students only)
- Your HOME → Go to Question #9
- Other: _____

7. What is the **NAME** of the place you are going to now?

8. What is the **EXACT ADDRESS** of this place? (OR intersection if you do not know the exact address:)

City: _____ State: _____ Zip: _____

9. How will you **GET TO** your destination (listed in Question #6) after you get off the **LAST** bus you will use for this one-way trip?

- Walk Wheelchair
- Bike
- Be picked up by someone
- Get in a parked vehicle & drive alone
- Get in a parked vehicle & drive/ride w/others
- E-scooter (Bird, Lime, etc.)
- Rideshare (Uber, Lyft, etc.)
- Taxi
- Other: _____

9a. Where will you get off the **last** bus you are using for this one-way trip

(Nearest intersection / Park-n-Ride lot):

10. Where will you get **OFF this bus**? Please provide the nearest intersection / Park-n-Ride lot:

11a. Did you transfer FROM another bus **BEFORE** getting on this bus? Yes No

11b. Will you transfer TO another bus **AFTER** getting off this bus? Yes No

11c. Please list the **BUS ROUTES** in the exact order you use them for this one-way trip



MORE ABOUT YOUR TRIP AND USE OF VRT

12. How long did you wait for this bus (in minutes)? _____ minutes
13. Will you (or did you) make this same trip in exactly the opposite direction today? No Yes
 13a. [If 13 is Yes] At what time did/will you leave for this trip in the opposite direction? _____ am/pm)
14. How did you pay for this bus trip?
 Cash Mobile Ticket (app) Pass Card Stored Value Card
 Free [skip to 15] Other _____
- 14a. What type of fare was this?
 One-way ride All-day pass 31-day pass [show only for Mobile Ticket or Pass Card]
 One-year pass [show only for Mobile Ticket or Pass Card]
- 14b. What fare level did you pay?
 Adult Local Disabled Local Senior Local Youth Local
 Adult Universal Disabled Universal Senior Universal Youth Universal
15. How many days a week do you make this trip?
 6-7 days a week 5 days a week 3-4 days a week 1-2 days a week
 Less than 1 day
16. How often do you ride a VRT bus?
 6-7 days a week 5 days a week 3-4 days a week 1-2 days a week
 1-3 days a month Less than once per month First time riding
17. Do you have a smartphone with a data plan (e.g. iPhone, Android / Windows Phone, etc.)? Yes No
18. Overall how satisfied are you with the quality and level of service offered by VRT/ValleyRide?
 Very Dissatisfied (1) Very Satisfied (10)

ABOUT YOU AND YOUR HOUSEHOLD

19. How many vehicles (cars, trucks, or motorcycles) are available to your household? _____ vehicles
 19a. [If 19 is more than NONE] Could you have used one of these vehicles for this trip? Yes No
20. Do you have a valid driver's license? Yes No
21. Do you require Americans with Disability Act (ADA) accommodations OR have a condition that impacts you from driving? Yes No
22. Including YOU, how many people live in your household? _____ people
23. What is your employment status? (check the one response that BEST describes you)
 Employed full-time or part-time Not currently employed – seeking work Retired
 Homemaker or caregiver Not currently employed – not seeking work
 Other: _____
24. What is your student status? (check the one response that BEST describes you)
 Not a student Yes – College / University / Community College
 Yes – K - 12th grade Yes – Vocational / Technical / Trade school / Other
25. Are you a veteran or active member of the US armed forces?
 Yes No
26. What year were you born? _____ year
27. What is your gender?
 Male Female Non-binary Other: _____ Prefer not to answer
28. What is your race / ethnicity? (check all that apply)
 Asian Black/African American Hispanic/Latino
 Native American White Other: _____
29. Do you speak a language other than English at home? No Yes – Which language? _____
 29a. [If Yes] How well do you speak English?
 Very well Well Less than well Not at all
30. Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2020?
 Less than \$13,000 \$25,000 - \$37,499 \$50,000 - \$74,999
 \$13,000 - \$24,999 \$37,500 - \$49,999 \$75,000 or more
31. Are you willing to participate in future VRT surveys and may we email/text you?
 No Yes – Email: _____ Phone number: _____

Thank you for your help!



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MEMO TO TRANSPORTATION COMMISSION

Agenda Topic on the Transportation Commission Agenda

From: Hether Hill

Meeting Date: October 7, 2024

Topic: Staff Communications

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

CORRESPONDENCE #1:

From: David Palumbo <davidepalumbo2013@hotmail.com>

Sent: Monday, August 19, 2024 4:50 PM

To: projects@achdidaho.org; Caleb Hood <chood@meridiancity.org>

Cc: Kent Goldthorpe <kgoldthorpe@achdidaho.org>; David Palumbo <davidepalumbo2013@hotmail.com>;

mkeithboise@gmail.com; Tannya Cluff <tcluff@insurancepros.org>; Betty Bermensolo (bsolo6@msn.com)

<Bsolo6@msn.com>; Alan Herzfeld <aherzfeld2847@gmail.com>; carolvidales@gmail.com;

idhunyedew@gmail.com

Subject: Amity Road at Eagle Road

Cody Homan:

Thank you for the update on the Eagle; Lake Hazel to Amity Road project start date.

I have communicated with ACHD regarding the need for right turn lanes at Eagle Road and Amity Road for some time, I do not enjoy watching cars, pickups and trucks drive off the asphalt to make right turns from west bound Amity Road to northbound Eagle Road. Given the construction projects in the area, ACHD could/should be able to gain funds from the City of Meridian and the developers to assist in the payment of this very needed/necessary improvement. When IDOT installed the crossing signals at this intersection, it was very obvious that they did not ask my opinion. Those signals would need to be relocated (a costly mistake on their part).

Additionally, Amity Road from Cloverdale to Eagle Road should be widened to three 12' lanes at minimum or four/five 11' lanes at maximum....NOW. With all of the development, funds could be collected from the City of Meridian and all of the developers to pay for that much need improvement before the newly developed residential and commercial properties create traffic chaos.

City of Meridian: Please seriously consider notifying the Southwest Ada County Alliance neighborhood association when considering development projects within a mile or two of Cloverdale Road. SWACA will provide you valuable information on development projects and other City of Meridian activities that you may not gain from any other sources. Your decision making process and results will be much better with a greater wealth of knowledge. Also, please consider and remember that residents outside the City of Meridian utilize your work, employment and transportation access.

Thank you and Peace,

David Palumbo

11249 West Highlander Road

Boise, Idaho 83709

208-440-1736

CORRESPONDENCE #2:

Mr. Small,

Thank you for the email and sharing the pictures of the situation. I know this isn't a situation that anyone wishes to see or experience and that the driver was cited for reckless driving.

What I can share with you, and you might already know this, is that the roads are under the jurisdiction of the Ada County Highway District. Historically they have had a process that requires signature gathering from a certain percent of the neighborhood before they will install them. ACHD recently hired a new Director and I don't know if they will continue that practice or not. That being said, I wanted to connect you with Hether Hill who is our coordinates transportation issues for the City. Hether can work with you to best determine a path forward – working directly with ACHD, or engaging our Transportation Commission (which is made up of citizens and includes representatives from ACHD). Through these efforts, we can explore options in this area.

Again, I appreciate you reaching out and look forward to seeing what safety improvements can be implemented.

Respectfully,

Mayor Robert Simison

City of Meridian

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From: Eric Small <esmall642@gmail.com>
Sent: Wednesday, July 24, 2024 6:27 PM
To: Hether Hill <hhill@meridiancity.org>
Subject: Fwd: Installing speed bumps in the oaks neighborhoods.

External Sender - Please use caution with links or attachments.

Heather, thanks for your email, much appreciated being added to the agenda. I forwarded you what the ACD told me that they don't want to do it. So here's the letter from them.

Eric small
 Idaho 2023
 Sent from Gmail Mobile

----- Forwarded message -----

From: John Wasson <jwasson@achdidaho.org>
Date: Tue, Jul 23, 2024 at 11:06 AM
Subject: RE: Installing speed bumps in the oaks neighborhoods.
To: Eric Small <esmall642@gmail.com>
CC: Harold Bloom <Hbloom@achdidaho.org>

Dear Mr. Small,

That you for taking the time to contact the Ada County Highway District (ACHD) and sharing your concerns and the photographs. Up to this time, ACHD has not proceeded with traffic calming on Gondola because the neighborhood is not yet fully developed.

AHCD does have a robust traffic calming program for residential and neighborhood streets. This program is designed to reduce vehicle speeds by placing speed cushions or other devices in the road. In general, these work well and we do see reductions in speeds and/or volumes in locations where we have installed them.

Traffic calming devices (typically speed cushions) are only installed on residential streets whose residents request them, and only when the street meets the necessary criteria. The initial step is to determine if a street meets either the speed or volume criteria for traffic calming. This is done by placing tube counters across the road at a mutually agreeable location. A street should be over 750 feet in length, should have more than 400 cars per day and have a posted speed of 30 MPH or less to be considered eligible for traffic calming evaluation. If a street has more than 4,000 vehicles per day, it surpasses the upper limit for traffic calming and is typically not eligible as collectors with over 4000 vehicles per day are not generally the appropriate facility for devices that may divert traffic to other streets.

If a street meets either the speed or the volume criteria, then it would meet the basic criteria. If you so desire, we would provide you with petitions, maps and address lists so that you could get neighborhood participation and buy-in for traffic calming. Neighborhoods are not permitted to purchase and install their own speed humps or other traffic calming devices.

If a street meets either the speed or volume criteria, and submits a completed petition, then ACHD would install the speed cushions, signs and pavement markings at no cost to the neighborhood. If the speed or volume criteria is not met, or the petition is not completed, then the neighborhood may not be eligible for speed humps. In either case, we work with the Meridian Police Department (MPD) and share all of the data that we collect and the analysis we do. This will assist MPD in improving enforcement within your neighborhood.

Our current policy requires a petition to be circulated for the streets and/or neighborhood, depending on the classification of the road we are evaluating for traffic calming. Gondola is classified as a collector road, and it has no front on houses. If we do a speed study and it meets either the speed or the volume criteria, then ACHD staff would prepare a petition and we would require a number of signatures to be gathered. Right now, a large number of homes/parcels are still builder/developer owned. While we do allow developers/builders to sign the petitions, they have to potential to have a significant impact if they say no, as some developers/builders own multiple parcels and can easily cause the petition process to fail. For that reason, we wait for a neighborhood to be significantly built out before proceeding with traffic calming.

If you have any additional questions, please feel free to contact me directly at 208-387-6151 or at jwasson@achdidaho.org. Once the neighborhood is significantly built out, ACHD will conduct a speed study, but we will need a resident to reach out to us.

Respectfully,

John Wasson

Assistant Traffic Engineer | Traffic Engineering

Ada County Highway District (ACHD)

3775 Adams Street, Garden City, Idaho 83714

Phone: (208)387-6261

www.achdidaho.org

Connect with us on social! **@achdidaho**

From: Eric Small <esmall642@gmail.com>
Sent: Saturday, July 20, 2024 2:47 PM
To: Robert Simison <rsimison@meridiacity.org>
Subject: Accident on rustic oak 7/20 9:45

External Sender - Please use caution with links or attachments.

Hi mayor just saw your email address

Today 7/20 around 9:45 in the Oaks north neighborhood we had a pretty big single car traffic accident. Witnesses said a car was traveling about 50-60 on rustic oaks. Lost control jumped the curb we though the grass and hit a concrete drain barrier.

I'm requesting that the city looks at adding speed bumps on rustic oak and especially gondola. These seem to be speedways. We have lots of children in the neighborhood and I would hate for one of them to get hurt. Today's accident was close to the association swimming pool in the oaks north.

Attached are some photos my neighbor took

Thanks for your consideration.





Sincerely

Eric small
Idaho 2023
Sent from Gmail Mobile

CORRESPONDENCE #3:

Good Afternoon Mrs. Roberts,

Thank you for sharing your concerns with our Department. We have been involved these developments over the years and work closely with the school district and Ada County Highway District (ACHD). I will do my best to address your concerns and help you communicate them to the appropriate parties.

1. You are correct that your development currently has only one public street access. During the review process, the Meridian Fire Department required an emergency secondary access to Victory in case your neighborhood needs an additional exit. The primary access to S. Locust Grove Rd. and the secondary emergency access comply with City ordinances. This situation is expected to improve over time as other properties in the area develop and extend the stub streets southeast of your development.
2. Your second concern should be shared with the West Ada School District. They are the ones that set these policies. I would contact Miranda Carson at Carson.Miranda@westada.org to discuss this matter further.
3. Your concerns about the lack of sidewalks along Locust Grove and Victory are valid. However, the City does not control these roads; they fall under the jurisdiction of the Ada County Highway District. The gaps in the sidewalks exist because some properties adjacent to these roadways are in the County and not yet annexed into the City. Once properties are annexed, both ACHD and the City require sidewalks to be installed, typically in the first phase of development. The City and ACHD coordinate on various transportation projects, which are mapped by ACHD and accessible to the public. I have provided a link to the ACHD map tool for your review ([ACHD Map](#)) . Additionally, the City meets with the Transportation

Commission once a month. If you wish to bring this concern to their attention, you can coordinate with Hether Hill in our office at hhill@meridiancity.org.

I hope the information I provided is helpful. If you have any further questions about development in Meridian, please don't hesitate to contact me directly.

Sincerely,

Bill Parsons, AICP | Current Planning Supervisor

City of Meridian | Community Development Dept.
33 E. Broadway Ave., Ste. 102, Meridian, Idaho 83642
Phone: 208-884-5533 | Direct: 208-489-0571



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From: Kimberly Roberts <k_c_roberts@outlook.com>

Sent: Wednesday, August 21, 2024 11:24 AM

To: planninginquiries@meridiancity.org

Subject: Sidewalk planning

External Sender - Please use caution with links or attachments.

Good Afternoon,

I hope this message finds you well. I would like to express a few concerns regarding our neighborhood, located near the crossroads of Victory and Locust Grove.

Firstly, our neighborhood currently has only one entry and exit point, which serves at least 55 houses. This issue became particularly evident during a recent fire on Locust Grove when police had to block the road for safety reasons. This left many parents unable to enter or leave the neighborhood to pick up their children. With the construction of an additional 16 houses already underway, bringing the total to around 70 homes, the lack of an alternative entry and exit point raises serious safety concerns.

Secondly, I am concerned about the current zoning for our child, who attends Siena Elementary. Due to our location, he is not eligible to ride the bus. However, the distance calculated by the school is based on a route that does not account for the lack of sidewalks on Victory between Locust Grove and Eagle. This route is unsafe for children, as they would have to walk along busy roads without sidewalks. The alternative route through the neighborhood is three times longer, but if this route were used to determine eligibility, my child would qualify for bus transportation.

It is unsafe for any child to walk along either Locust Grove or Victory without sidewalks. I strongly urge the city to consider installing sidewalks along these roads to ensure the safety of our residents, particularly our children, as they travel to and from school.

Thank you for your attention to these matters.

Sincerely,

Kimberly Roberts
 1184 E. Springloyd St.
 Meridian, Idaho 83642

CORRESPONDENCE #4:

----- Original message -----

From: Hether Hill <hhill@meridiacity.org>
Date: 9/6/24 3:16 PM (GMT-08:00)
To: Robert Simison <rsimison@meridiacity.org>
Subject: RE: Traffic

Just an update – I have heard back from ACHD regarding an interim signal at Black Cat/McMillan. The design team is going to take a look at possibilities (it sounds like there is a history here). I just wanted to keep you in the loop on the progress and will update you as I found out more.

Have a nice weekend!

Hether Hill

hhill@meridiacity.org

----- Original message -----

From: Robert Simison <rsimison@meridiacity.org>
Sent: Friday, August 30, 2024 8:44 AM
To: Hether Hill <hhill@meridiacity.org>
Subject: RE: Traffic

Thanks Hether and hope you are filling better. With this project being pushed back two years, can you talk to ACHD about a temporary signal at this location?

Mayor Robert Simison
 City of Meridian

-----Original Message-----

Good morning,

I don't have much to add following the Mayor's initial response, as he has addressed the situations well. If you are interested, I've provided additional information below for you to refer to as it pertains to the McMillan and Black Cat Roundabout.

1) McMillan and Black Cat Roundabout: ACHD's website has information about the proposed design, results of public outreach and contact information for ACHD staff: <https://engage.achdidaho.org/mcmillan-and-black-cat-intersection> Please note that the construction date of 2027 on some of the informational materials appears to be out of date. ACHD's current Draft Integrated Five Year Work Plan for FY2025-2029 has this project delayed for construction until 2029. This is one of many that has been delayed.

If you have any additional questions, please do not hesitate to reach out.

Hether Hill

hhill@meridiacity.org

-----Original Message-----

External Sender - Please use caution with links or attachments.

Thank you for your response and detailed information. It would be amazing to have a light at least on that intersection given 2029 is quite a ways away, but I will wait to see if there is any further responses from Hether.

Thanks again,
Chris Judkins

-----Original Message-----

Mr. Judkins,

Thank you for reaching out with your questions regarding traffic. Let me give you some quick information, and I will ask Hether to follow-up with anything I miss or additional if necessary.

First, pertaining to Black Cat and McMillan. Your thinking is correct. That intersection is planned to be improved to a roundabout. According to the Ada County Highway Districts plan, the construction year for that project is currently planned for construction in 2029. I understand it is a few years away, but ACHD is focused on improvements to Ustick in years 2025, 2026, and 2027 which is likely why this intersection is out to 2029. There may have been a plan to put in a temporary light during the construction of Ustick, but I'll ask Hether to comment on that.

As for 10 Mile, there aren't any improvements planned for Ten Mile. Rather the investment being made for Highway 16 is the plan to alleviate traffic off of 10 Mile. Once Highway 16 is open and it has off ramps at Franklin, Ustick, and Chinden, traffic will likely redirect to these roadways for people living in north Meridian - or for people driving north to Star, Eagle and Emmett - many of whom currently use 10 Mile to access Chinden before heading to Highway 16. Highway 16 improvements is part of why you see ACHD making improvements to Ustick and potentially other roads in the area as it will change the traffic pattern.

I hope this information helps, and will see if Hether has anything additional to add.

Again, I appreciate you reaching out and sorry for the delay in responding. Have a great week.

Respectfully,

Mayor Robert Simison
City of Meridian

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-----Original Message-----

From: Chris Judkins <cjudkins@eml.cc>
Sent: Thursday, August 22, 2024 10:02 PM
To: Robert Simison <rsimison@meridiancity.org>
Subject: Traffic

External Sender - Please use caution with links or attachments.

Hello Mayor,

I have reached out in the past regarding issues, and I appreciate you caring and reaching back out to residents of Meridian.

I wanted to reach out to see what can be done about the traffic issues in Meridian. Since moving here in 2017, we have seen tremendous growth as you know. We live in a sub division off of Black Cat and McMillan. If you count all of the Oaks / CBH new subdivisions, condos and apartments off of Black Cat, I would imagine there has been 2000+ dwellings or more built in the past two years - with more to come.

Which leads me to a couple of areas of main concern:

1. Black Cat road is extremely busy most of the time and completely unbearable during the morning hours and knock off. The main issue that I see and what has been the lynchpin of the congestion on Black Cat road is the 4 way stop at Black Cat and McMillan intersection. This 4 way stop has likely been here for 20+ years I would imagine. Doesn't quite work for residents any longer and adds extreme delays and frustration. A round about would probably work so much better for this intersection.

2. Ten Mile interchange / Scheels area growth. As exciting as it is, this area has also seen tremendous growth and development. With Scheels being added, traffic has increased quite a bit as I am sure you know. I just don't know with the current interchange and it's current bumper to bumper traffic as it is how we will be able to support Chick-fil-A or whatever else is coming. Ten Mile is already very very bad congestion wise near the interchange to go west/east bound on 84, I just dont see how the current infrastructure will support the new development.

Is there anything Meridian residents should know about improvements being made on Ten Mile and or Black Cat / McMillan road?

Thank you,

Christopher Judkins

CORRESPONDENCE #5:

Mr. Rogers,

I'm sorry the recent roadway maintenance work done downtown did not meet your expectations. So you are aware, that effort was not borne by the City, but rather the Ada County Highway District (ACHD) who owns and maintains all of the non-highway and interstate public roads in Meridian. I am including the City's Transportation and Utility Coordinator, Micah Bandurraga, on this reply so he is aware of your concerns (we share in your disappointment); Micah has been in communications with ACHD about the quality of the job. You could also reach out to ACHD at tellus@achdidaho.org to express your concerns directly with the Highway District.

Thank you for taking the time to write, again, sorry that the contractor did not perform better.

Regards,
Caleb

C. Caleb Hood, AICP | Deputy Director
 City of Meridian | Community Development Department
 33 E. Broadway Avenue, Meridian, Idaho 83642
 Phone: 208.884.5533 | Fax: 208.489.0572 | Email: chood@meridiacity.org

-----Original Message-----

From: Grandwhazoo <grandwhazoo@gmail.com>
 Sent: Tuesday, September 3, 2024 7:09 PM
 To: planninginquiries <planning@meridiacity.org>
 Subject: Meridian paving
 External Sender - Please use caution with links or attachments.

Hi Folks,

My name is Dave Rogers and I'm a Meridian resident for 9 years now. I'm sorry to write this to say how disappointed I am in the recent paving work done on Meridian Road. It's terrible and I'd have expected better for the main road going through town. Tire tracks, really rough areas, ridges, surely you could have found a better contractor or demanded better work. Very disappointing job.

Dave Rogers

CORRESPONDENCE #6:

Hether,

Thank you for reaching out. Yes, Ms. Lee came before our Commission last week to ask for improvements in this area. We were just made aware of the request in the last few weeks and staff are in the very early stages of discussions with our Rapid Project team regarding what improvements could be made, if any.

We don't have a timeframe yet or even detailed path at this time. It will require outreach to the property owners and evaluation of the existing conditions.

Just to be clear, since this is a new request that will require additional evaluation, this is not something we have on a list to implement this year, but we are definitely looking into it.

I hope this provides a little more clarification. Please let us know if you have any additional questions. Thank you.

Kristy Inselman (*she/her*)

Supervisor | Planning
 Ada County Highway District (ACHD)
Phone: (208)387-6252

From: Hether Hill <hhill@meridiacity.org>
Sent: Tuesday, September 17, 2024 10:51 AM
To: Rebecca Phillips <Rphillips@achdidaho.org>
Cc: Matt Degen <Mdegen@achdidaho.org>; Kristy Inselman <Kinselmann@achdidaho.org>; Caleb Hood <chood@meridiacity.org>; John Wasson <jwasson@achdidaho.org>
Subject: FW: McMillan & McDermott Pedestrian Safety

Hi Rebecca,

I understand you've spoken with Grace Lee following her public comment to the ACHD Commission last week and recommended she connect with me. I will share her correspondence with the Transportation Commission (TC), as done with all requests/concerns. Ms. Lee mentioned something about this being added to rapid deployment. I don't recall seeing this intersection on the list Matt shared with me a few weeks ago so I'm cc'ing him on this email for any input. The Chair of the TC also raised awareness about this intersection last month and John Wasson was looped in so I'm including him on this email as well.

Is ACHD exploring whether there could be some sort of interim/rapid deployment solution to address some of the pedestrian safety concerns?

Hether Hill | Long Range Associate Coordination Planner

City of Meridian | Community Development

33 E. Broadway Ave., Suite 102

Meridian, Idaho 83642

Phone: 208-489-0319

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From: Grace Lee <grace.lee212@gmail.com>

Sent: Monday, September 16, 2024 12:03 PM

To: Hether Hill <hhill@meridiacity.org>

Subject: McMillan & McDermott Pedestrian Safety

External Sender - Please use caution with links or attachments.

Hi Hether!

I received your voicemail and will give you a call after I send this email, but wanted to make sure I send it out to you first.

I'm so glad to know you were able to "see" me at the meeting on Wednesday.

Attached is the photo poster I made for the ACHD meeting.

I appreciate you putting this on the radar for the City of Meridian. Our community is eager to get anything in place. Please let me know if there is anything else we can do.

--

Grace Lee

208.570.4505

CORRESPONDENCE #7:**From:** Ryan Head <RHead@achdidaho.org>**Sent:** Friday, September 27, 2024 11:42 AM**To:** Tim Herode <timherode@gmail.com>**Cc:** Robert Simison <rsimison@meridiancity.org>; Caleb Hood <chood@meridiancity.org>; Hether Hill <hhill@meridiancity.org>; David Miles <dmiles@meridiancity.org>; Justin Lucas <Jlucas@achdidaho.org>; Dyan Bevins <DBevins@achdidaho.org>; Alexis Pickering <apickering@achdidaho.org>; Dave McKinney <dmckinney@achdidaho.org>**Subject:** Re: Fw: Meridian Road Repair/Pavement - VS Motorcyclists**External Sender - Please use caution with links or attachments.**

Tim:

I wanted to close the loop on this. After further review by my team, we will be taking the following actions:

- a. Review the "rutted" areas and apply targeted fixes in the spring when weather improves, and the micro seal has had a longer time to settle in over winter.
- b. Invite a city representative on the final walk-through to ensure we understand the areas they have concerns about and do our best to address those.
- c. Include manhole raising in the FY25 contract run by Lloyd's team to solve that issue.

I just want you to know how much we appreciate your communication with us on this. Public safety and quality workmanship are important to ACHD. Please continue to use caution as you drive and please let us know your thoughts after we make the additional improvements in the Spring.

Ryan Head, AICP CTP

Director

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

Phone: (208)387-6110www.achdidaho.org

Connect with us on social! @achdidaho

**From:** Tim Herode <timherode@gmail.com>**Sent:** Monday, September 16, 2024 1:40 PM**To:** Ryan Head <RHead@achdidaho.org>**Cc:** Robert Simison <rsimison@meridiancity.org>; Caleb Hood <chood@meridiancity.org>; Hether Hill <hhill@meridiancity.org>; David Miles <dmiles@meridiancity.org>; Justin Lucas <Jlucas@achdidaho.org>; Dyan Bevins <DBevins@achdidaho.org>; Alexis Pickering <apickering@achdidaho.org>; Dave McKinney <dmckinney@achdidaho.org>**Subject:** Re: Fw: Meridian Road Repair/Pavement - VS Motorcyclists

Mr. Head,

Thank you for such a professional and prompt response to addressing this hazardous matter. I truly appreciate and respect you for it.

To be clear, on S. Meridian, shortly after Cherry and Fairview intersection where the new pavement begins, in the right lane, all the way past the bowling alley, there are significant tire-wide grooves, in the center (motorcycle lane) that will grab your wheel and pull right every time. Not to mention where the overlapping of pavement is, it does the same.

I'm very detailed because I watch the road very carefully to stay safe. This is not about "rough pavement". The manholes are just unacceptable and need to be leveled. That will cause tires to become unbalanced real quick. No amount of vehicle activity will wear these down as if it were an over-filled pothole.

I've noticed these other spots that look saturated with oil on N. Meridian and where they were flattened as if the roller operator was attempting to offset the height. That won't take but a light rain to create a very dangerous condition for motorcyclists and other vehicles should they need to break aggressively.

Traffic is too heavy in the mornings to keep my eyes glued only to the road to "map" where these issues are or I would. I even thought about going down there and taking pictures and not to "prove" a point, but give you accurate data. I can tell you that most of the problem seems to be on the South bound right lane before and up to Pine St. just before the railroad tracks. But after that, there's a very long tire track that you have to be aware of or it will pull you as well that is around the bowling alley.

I hope this helps. And just to be clear, I don't want to make life hard on anyone. I've done this work, just out of high school I was working in the middle of a heavy semi-truck traveled highway with a torch and pick removing reflectors. I've shoveled blacktop into the hopper on the back of those trucks in crazy hot temperatures so I understand the work put into this and I respect it.

But I also believe that we should strive for a spirit of "excellence". Not perfectionism - that will never happen. This is not the first time I've noticed so many issues. Again, I can't stress enough that having our first-responders that ride motorcycles should be the ones that set the standard. These heroes are risking their lives to protect us every day while their families are praying they're not in harms way and make it home.

Thank you for your time and efforts. If I get other pertinent data for your such as pictures, which is doubtful and dangerous, I will let you know. But please check out the southbound right-hand lane and work on those manholes.

Sincerely,

Tim Herode
208-860-1916

On Mon, Sep 16, 2024 at 12:25 PM Ryan Head <RHead@achdidaho.org> wrote:
Mr. Mayor and Mr. Herode:

Just wanted to get back to you to close the loop. I have had my team review the microseal done on Meridian Rd, including asking four of my team members who ride motorcycles to drive it to give a detailed analysis from that perspective.

To begin with, we want to acknowledge that the surface left after the microseal is not a smooth surface. The microseal process places the treatment down and then anticipates the traffic over the next few months providing additional compaction and smoothing of the surface. As such, the initial treatment does not look as smooth as some would expect. ACHD uses this treatment in downtown areas, where it provides a much cleaner treatment resulting in less dust and disruption than our standard chip seal preventative maintenance approach.

When it comes to impacts to motorcycles in particular, the team did recognize that there may be a lip created at the manhole covers that could feel abrupt if not anticipated. If there are specific locations that are bothersome to you, Mr. Herode, we would be happy to address those further. Please let us know if there are specific manhole covers you would like us to look at. The team did note that the fresh microseal treatment may require additional slowing at turns and could be more slick when it rains. This again should smooth out over time with more vehicle usage of the corridor. We are exploring some possible supplemental signage for motorcyclists for future applications.

While we are sorry the treatment did not result in an outcome everyone was pleased with, we believe that much of the concerns will be addressed through additional usage of the roadway. We do keep our contractors on the hook for a warranty period of 1-2 years after construction to ensure any issues that do not resolve with more use are able to be fixed at their expense.

Please let me know if you have any additional questions.

Ryan Head, AICP CTP
Director

Ada County Highway District (ACHD)
3775 Adams Street, Garden City, Idaho 83714
Phone: (208)387-6110
www.achdidaho.org
Connect with us on social! @achdidaho



From: Tim Herode <timherode@gmail.com>
Sent: Wednesday, September 11, 2024 2:32 PM
To: Robert Simison <rsimison@meridiancity.org>
Cc: Ryan Head <RHead@achdidaho.org>; Caleb Hood <chood@meridiancity.org>; Hether Hill <hhill@meridiancity.org>; David Miles <dmiles@meridiancity.org>
Subject: Re: Meridian Road Repair/Pavement - VS Motorcyclists

Mayor Simison,

Thank you for the quick response and clarity on who maintains our roadways.

With any effective leadership training, one learns that if you come with a complaint, it is best to bring a resolution to the table with you.

Our amazing law enforcement utilize motorcycles as well and are extensively trained. What a demonstration of respect it would be to have them travel resurfaced areas to inspect and approve as those who at times will be traveling at high speeds with the intent to protect the public. By all means, their safety should be taken very serious as well.

Sincerely,
Tim Herode
208-860-1916

On Wed, Sep 11, 2024 at 1:22 PM Robert Simison <rsimison@meridiancity.org> wrote:
Mr. Herode,

Thank you for reaching out and sharing your concerns. I'm copying the Director of the Ada County Highway District so he is aware of your concerns – concerns I very much share.

ACHD is a separate entity from the City and they are responsible for all the local roads in Ada County (except private lanes) and the City does not oversight/sign-off for the projects they complete. If we did, I would not have signed off on this work as I too believe the work completed doesn't meet expectations from the portion of the road I drive each morning coming to work. When I shared that viewpoint I was informed that the imperfections will even out from this process. To this point, I haven't yet seen improvements.

I will ask Director Head to provide any additional comments or expectations from the work that has been performed and if it does or does not meet ACHD's expectations.

Again, I appreciate you reaching out and expressing this concern.

Mayor Robert Simison
City of Meridian

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From: Tim Herode <timherode@gmail.com>
Sent: Wednesday, September 11, 2024 1:04 PM
To: Robert Simison <rsimison@meridiancity.org>
Subject: Meridian Road Repair/Pavement - VS Motorcyclists

External Sender - Please use caution with links or attachments.

Dear Mayor Simison,

I hope this email finds you doing well. Thank you for stepping up to serve the residence of our ever growing city.

I love this community so much that I too decided to step up where I could and what made sense as well by supporting my district as PC.

Please forgive my directness from this point on. It is not directed to you but rather to express my frustration with the recent Meridian Road poor resurfacing project

Operating a motorcycle is one of my favorite things to do and I'm a daily rider/commuter.

Recently, Meridian Road was re-surfaced from Cherry/Fairview to just before I-84 overpass.

Motorcyclists unlike four-wheeled motorists, are more vulnerable to the imperfections of the road surface.

Prior to the recent repairs, the material used to seal the cracks in our roads produce a hazard to motorcyclists in high temperatures creating surface to tire slippage as if you hit a patch of ice when in a curve or stopping. You can feel the lack of integrity in the material just by putting your shoe on it. (Very sticky)

When the construction was taking place for the road repairs I was very glad. But when I drove my bike over it, I couldn't believe what I was riding over. The grooves in the road now are horrendous. This morning, it caused my bike to jump nearly a foot to the right of where my front wheel was pointed. There are so many uneven, disruptive spots in the road that I can't help but to believe that this contractor was who the California DOT uses.

Lastly, whoever is the final say over such projects from the city, I would highly recommend having a serious conversation with them regarding oversight. Because it doesn't exist. I would stop payment and have that contractor back onsite ASAP, set the existing person in charge behind a desk to learn more about road construction and get someone that considers ALL motorists when repairing our roads.

I really hope resolve comes from a letter of concern like this one. So please hear the voice of , "WE THE PEOPLE", and take action on this embarrassment of a project. And to be clear, I do not think you are the problem. But I'm hoping you can create a better culture of oversight within heads of departments.

My suggestion besides a "redo", and I'm not joking, is to literally have motorcyclist survey the roads once resurfaces have taken place. The man hole offsets are ridiculous as well.

Thank you for your time and again, PLEASE excuse my directness which is intended for those that created this hazard.

Sincerely

Tim Herode
208-860-1916

CORRESPONDENCE #8:

From: Robert Simison <rsimison@meridiancity.org>
Sent: Monday, September 30, 2024 4:31 PM
To: Rob S <rkscsmith@msn.com>
Cc: Tracy Basterrechea <tbasterrechea@meridiancity.org>; Hether Hill <hhill@meridiancity.org>
Subject: RE: Traffic

Mr. Smith,

Thank you for the email and sorry for my delay in responding. I'm copying Chief Basterrechea so he is aware of your concerns/suggestions, as well as Hether Hill who works with ACHD and ITD. Hopefully Hether can get some immediate action with ITD and I will let Chief respond with any specific comments.

Respectfully,
Mayor Robert Simison
 City of Meridian

From: Rob S <rkscsmith@msn.com>
Sent: Friday, September 27, 2024 6:12 PM
To: Robert Simison <rsimison@meridiancity.org>
Subject: Traffic

Good Evening

It's 5:35 pm on Friday 9/27. My wife and I just got back from walking from Meridian Greens to the Jacksons at Overland and Meridian and back. We passed through that intersection twice, crossing the street twice to get back on the south side of overland. We came very close to being hit three times while in the crosswalk. People are in too big a hurry, they are on their cell phones or just do not care. I counted 13 vehicles running the either the red light for left turn or right turn, including a west ada school bus. Four of those vehicles ran the left turn red light and came to a stop blocking the intersection. I also counted 8 vehicles that ran the red light passing straight through the intersection. One was a large pickup that was accelerating at a high rate of speed through the intersection. I observed 9 people with their phones in their hands while driving in the right turn lane, while we were waiting for the pedestrian traffic light to turn white. All this occurred over a less than a 10-minute period. So how many violations occur every day at this intersection? Traffic in Meridian just keeps getting worse. This intersection, like many in Meridian, is not safe for pedestrians and bikes during rush hour. My only suggestion to Chief Basterechea would be to encourage his motors and patrol officers to make as many contacts as possible for traffic violations when not assigned to a call. And I would strongly encourage those officers to write citations as appropriate.

FYI: I have contacted ACHD about the lack of crosswalk marking at Meridian and Overland. They marked Meridian north and south but said ITD is responsible for Overland east and west. I contacted ITD and have not received a response. During my bike rides I try to keep track of crosswalks that need remarking and routinely notify ACHD.

Rob Smith
