



## **TRANSPORTATION COMMISSION MEETING**

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho  
Monday, October 03, 2022 at 3:30 PM

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### **Agenda**

#### **VIRTUAL MEETING INSTRUCTIONS**

To join the meeting online: <https://us02web.zoom.us/j/88061914840>

Or join by phone: 1-669-900-6833

Webinar ID: 880 6191 4840

#### **ROLL-CALL ATTENDANCE**

<input type="checkbox"/> David Ballard	<input type="checkbox"/> Shawn Martin, Ex-Officio - ACHD
<input type="checkbox"/> Zachary Shoemaker	<input type="checkbox"/> Liisa Itkonen, Ex-Officio
<input type="checkbox"/> Ryan Lancaster	<input type="checkbox"/> RD Huntley, 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"/> Jared Smith	
<input type="checkbox"/> Tom LeClaire	
<input type="checkbox"/> Hoyoon Song	

#### **INTRODUCTION OF MERIDIAN POLICE CPL RANDY GOODSPEED**

#### **INTRODUCTION OF NEW YOUTH COMMISSIONER HOYOON SONG**

#### **ADOPTION OF AGENDA [ACTION ITEM]**

#### **APPROVAL OF MINUTES [ACTION ITEM]**

- [1.](#) August 1, 2022
- [2.](#) September 12, 2022

#### **OLD BUSINESS [ACTION ITEM]**

- [3.](#) Transportation Projects Update

**NEW BUSINESS [ACTION ITEM]**

- [4.](#) Railways in Treasure Valley - Elaine Clegg & Lila Klopfenstein
- [5.](#) I-84 Corridor Operations Plan - Hunter Mulhall
6. Meridian Police Department Update - Cpl Goodspeed
- [7.](#) Lost Rapids Citizen Requests - M. Carson
- [8.](#) Staff Communications - M. Carson

**FUTURE MEETING TOPICS**

9. City Project Prioritization (November)

**NEXT MEETING - November 7, 2022**

**ADJOURNMENT**

**Meeting Minutes**  
**Meridian Transportation Commission**  
**August 1, 2022**

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

**Virtual Meeting Information**

<https://us02web.zoom.us/j/83136458810>

Or join by phone: Dial 669-900-6833 and enter Webinar ID: 831 3645 8810

**Roll Call**

**(Meeting called to order at 3:31 p.m.; YouTube started and roll taken)**

<u>  </u> <b>David Ballard</b>	<u>  </u> <b>Stephen Lewis</b>	<u>  </u> <b>Shawn Martin (ex-officio-ACHD)</b>
<u>  </u> <b>Zachary Shoemaker</b>	<u>  </u> <b>Jared Smith</b>	<u>  </u> <b>Liisa Itkonen (ex-officio-COMPASS)</b>
<u>  </u> <b>Ryan Lancaster</b>	<u>  </u> <b>Tom LeClaire</b>	<u>  </u> <b>RD Huntley (ex-officio-WASD)</b>
<u>  </u> <b>Walter Steed</b>	<u>  </u> <b>Joseph Leckie</b>	<u>  </u> <b>Alissa Taysom (ex-officio-VRT)</b>
<u>  </u> <b>Tracy Hopkins</b>	_____	<u>  </u> <b>Justin Price (ex-officio-ITD)</b>

Others Present: M. Carson, C. Hood, E. Kane, J. Dance , T. Murray

**Adoption of the Agenda**

Motion by Commissioner Hopkins to adopt, 2<sup>nd</sup> by Commissioner Lewis - All ayes; Passes

**Approval of Minutes**

- 1. **July 11, 2022** – Motion by Commissioner Ballard to approve 2<sup>nd</sup> by Commissioner Lewis - All ayes; Passes

**Old Business Items**

**2. Transportation Projects Update M. Carson**

Ms. Carson began the update with discussion of projects within the City that are going through design right now. Page 5 & page 8 there are construction updates for Ten Mile Rd and FY2021 Residential Capital Maintenance respectively. Page 7, Ustick to Ten Mile to Linder project is moving from concept to design phase, should see updates shortly. Mr. Carson stood for questions. There was clarification that “white paving” is synonymous “concrete paving”.

**New Business Items**

### **3. Meridian Police Department Update (Sgt Dance)**

Sargent Dance did not have anything specific to report on. He invited Chair Steed to give an update on his ride-a-long. Chair Steed spoke about a few traffic incidents he witnessed while on the ride-a-long.

### **4. ACHD Capital Investment Citizens Advisory Committee Update W. Steed**

Chair Steed provided an update on the ACHD Capital Investment Citizens Advisory Committee (CICAC). The CICAC's recommended to the ACHD Commission to drop impact fees for single family and to make a few additional changes to impact fees. On July 27 the ACHD commission adopted the recommended changes to impact fees. Some further discussion was had.

### **5. Staff Communications (M. Carson)**

Ms. Carson some presented a citizen inquiry with regard to U-Turns on Chinden at Linder. Ms. Carson reached out to ITD to find out if U-Turns were allowed; it was determined that they were. Some discussion of if they should be allowed. Motion by Commissioner Lancaster that Commission recommend making no changes to the intersection at Linder and Chinden with regard to the U-Turn in the packet; 2<sup>nd</sup> by Commissioner Lewis – All ayes; Passes.

Prompted by citizen concern that Ms. Carson presented, a crosswalk at Black Cat and Gondola will be added to the City's Project Prioritization list. The Project Prioritization Subcommittee will consider this item during the annual prioritization process. Some further discussion. Motion by Commissioner Ballard to have Ms. Carson respond to the citizen, 2<sup>nd</sup> by Commissioner Hopkins. After discussion the motion was withdrawn by Commissioner Ballard.

Ms. Carson drew the Commission's attention to Page 13 of the packet for the Dangerous by Design report. On the same page Mr. Carson informed the Transportation Commission that on August 23<sup>rd</sup> ITD will present to City Council on speed limits on Eagle Road, Ms. Carson will provide more information on the location and time of the presentation at a later date.

Moving back to page 12, Ms. Carson reviewed a citizen concern with "no parking" signs in the Woodbridge neighborhood. Discussion began on Woodbridge, the 4 lollipop shaped residential streets, the interior signage in those neighborhoods is signed "no parking", the complaint, and information from ACHD on the topic. Ms. Carson questioned if Commission wants to weigh in on this, or direct the citizen complaint directly to ACHD. Some discussion on the topic. Motion by Commissioner LeClaire to not support moving placement of the "no parking" signage in Woodbridge, 2<sup>nd</sup> by Commissioner Lancaster - majority ayes, Smith opposes; Passes.

### **Future Meeting Topics**

#### **6. ACHD Traffic Operations Center Tour (September)**

It was confirmed with the Clerk and the Commission that there is no need for a Zoom meeting. A City's Park van will be available to van-pool to the ACHD center. The Commissioners will meet at 3pm at City Hall for roll call. Boxed lunches will be provided to

those that would like a snack. Ms. Carson will send out a menu.

Some discussion with regard to information/presentation about the Amtrak/intercommunity rail in the October meeting.

**7. Blue Tick Micro-Path to Mountain View High School**

Ms. Carson informed the Commission she will provide an update to this item at the October meeting. No discussion was had.

**Next Meeting Date: September 12, 2022**

Motion by Commissioner Lancaster to adjourn; 2<sup>nd</sup> by Commissioner Lewis – All ayes; Passes.

(AUDIO RECORDING AVAILABLE UPON REQUEST)

APPROVED:

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

\_\_\_\_\_  
DATE

ATTEST:

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

\_\_\_\_\_  
DATE

**Meeting Minutes**  
**Meridian Transportation Commission**  
**September 12, 2022**

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

**Roll Call**

(Meeting called to order at 3:00 p.m. and roll taken)

<u>  x  </u> David Ballard	<u>  x  </u> Stephen Lewis	_____
<u>  o  </u> Zachary Shoemaker	<u>  o  </u> Jared Smith	_____
<u>  x  </u> Ryan Lancaster	<u>  x  </u> Tom LeClaire	_____
<u>  x  </u> Walter Steed	<u>  o  </u> VACANT YOUTH	_____
<u>  x  </u> Tracy Hopkins	_____	_____

Others Present: M. Carson, C. Hood, D. Torres

**Field Trip to ACHD Traffic Operation Center**

Commissioners and staff were given a tour at the ACHD Traffic Operations Center and Sign Shop. The tour also included an overview of current traffic signal operation in Ada County.

**Next Meeting Date: October 3, 2022**

Upon arriving back at City Hall the meeting was adjourned.

APPROVED:

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

\_\_\_\_\_  
DATE

ATTEST:

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

\_\_\_\_\_  
DATE



## MEMO TO CITY COUNCIL AND TRANSPORTATION COMMISSION

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**From:** Miranda Carson, Coordination Planner      **Meeting Date:** October 3, 2022  
**Topic:** Transportation Projects Update

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Below is a summary/update on some of the transportation and roadway projects 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 2022-2026 Integrated Five-Year Work Plan (IFYWP) was adopted by the ACHD commission on January 26<sup>th</sup>, 2022. More information can be found here:

[https://www.achdidaho.org/Departments/PlansProjects/IFYWP\\_2226draft.aspx](https://www.achdidaho.org/Departments/PlansProjects/IFYWP_2226draft.aspx).

The ACHD Commission heard a presentation March 16<sup>th</sup> on the Project Prioritization Methodology Update. That can be seen here at the 1:55:00 mark <https://achdidaho.civicweb.net/document/29276?splitscreen=true&media=true>. The 2<sup>nd</sup> ACHD Project Prioritization Stakeholder meeting was held in late May.

### **2024-2028 IFYWP prioritization process will begin in November 2022.**

*City Staff Contact: Miranda Carson, Community Development*

Linder, Overland to Franklin: Design is underway and **estimated to be complete October 2023**; construction funds for this project are not yet programmed. 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.

*City Staff Contact: Miranda Carson, Community Development*

Eagle Road, Amity to Victory and roundabout at Amity: Landscaping options within the roundabout are being discussed. Final walk through April 6th. Minor punch list items remaining. Amity/Eagle roundabout open. Eagle to 5 lanes with curb, gutter, multi-use pathways. Includes a 2-lane roundabout with a slip lane at the northwest corner at Amity for southbound traffic turning west. Here is the project website: [http://achdidaho.org/Projects/proj\\_road\\_eagle-road-amity-road-to-victory-road.aspx](http://achdidaho.org/Projects/proj_road_eagle-road-amity-road-to-victory-road.aspx)

*City Staff Contact: Brian McClure, Community Development*

Ten Mile Road, Victory to Overland and Ten Mile/Victory Roundabout: **Victory to Overland - One lane in each direction has reopened for vehicles traveling north/south. Sidewalk and concrete buffer ongoing. Landscaping remaining. Roundabout -Landscaping remaining and MSE wall complete.** Construction is anticipated to be complete Fall 2022. Widen Ten Mile to 5-lanes with curb, gutter, center medians, pedestrian facilities (with recessed side street crossings), and one-way bike facilities behind the back of curb. Here is the project website: [http://achdidaho.org/Projects/proj\\_road\\_ten-mile-victory-to-overland.aspx](http://achdidaho.org/Projects/proj_road_ten-mile-victory-to-overland.aspx)

*City Staff Contact: Brian McClure, Community Development*

Washington Street Projects: These segments were moved from the Residential Capital Maintenance projects to a separate project group. The following segments are included: E Washington Ave, NW 7<sup>th</sup> to Meridian Rd; NW 7<sup>th</sup> St, W Washington St to middle school micro-path; W 6<sup>th</sup> Ave, W Washington St to W Carlton Ave; and W 5<sup>th</sup> Ave, W Washington St to W Carlton Ave. This project will include updates to achieve a Complete Street and pavement improvements. Construction in 2023.

[https://www.achdidaho.org/Projects/2022/proj\\_road\\_washington\\_street\\_improvements.aspx](https://www.achdidaho.org/Projects/2022/proj_road_washington_street_improvements.aspx)

*City Staff Contact: Miranda Carson, Community Development*

McMillan/Black Cat Intersection: Multi-lane roundabout with truck apron, curb, gutter, and a 10-foot-wide multi-use pathway. Crosswalk at each leg with two stage pedestrian crossings and rectangular rapid flashing beacons (RRFBs) at each pedestrian crossing. Design in FY22, ROW in FY23, and construction in FY24.

[https://www.achdidaho.org/Projects/2022/proj\\_intersection\\_mcmillan\\_black\\_cat.aspx](https://www.achdidaho.org/Projects/2022/proj_intersection_mcmillan_black_cat.aspx)

*City Staff Contact: Caleb Hood, Community Development*

Locust Grove Road, Victory to Overland and roundabout at Victory: 99% drawings have been distributed to the project team. Construction is anticipated to start at the beginning of 2023. ACHD intends to sign for 35 MPH. The hawk signal will be moved to half-way between Mastiff and Puffin. ROW will continue in FY 2022. Widen Locust Grove to 5 lanes with curb, gutter, multi-use pathway and at-grade side street crossings. Recessed crossings are not included in this design. Project includes a dual-lane roundabout at Victory. Projects includes replacement/widening of bridge #2116 over the Tenmile Creek on Victory Rd and connection on the north end of a sidewalk gap to the west. Here is the project website:

[http://achdidaho.org/Projects/proj\\_road\\_locust-grove-victory-to-overland.aspx](http://achdidaho.org/Projects/proj_road_locust-grove-victory-to-overland.aspx)

*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. Design includes a recessed pedestrian crossing across Rincon and unpainted pedestrian crossings across Eagle, north and south of Rincon. Design is planned to be complete by summer 2022. A landscape planting plan is being created for the basin adjacent to this project. Construction in 2024. 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. Here is the project website:

[http://www.achdidaho.org/Projects/proj\\_road\\_eagle-lake-hazel-to-amity.aspx](http://www.achdidaho.org/Projects/proj_road_eagle-lake-hazel-to-amity.aspx)

*City Staff Contact: Miranda Carson, Community Development*

Lake Hazel and Eagle Signal: 99% drawings have been distributed to the project team with the large retaining walls still under review. The design includes significant grade changes of the existing intersection and will integrate large retaining walls. Right-of-way is scheduled for 2021-2022. Construction in 2024. Widen and signalize intersection to 4/5 lanes on Eagle and 3/4 lanes



on Lake Hazel with multiuse pathway connections. Here is a link to the project website: [http://achdidaho.org/Projects/proj\\_intersection\\_lake-hazel-and-eagle.aspx](http://achdidaho.org/Projects/proj_intersection_lake-hazel-and-eagle.aspx)  
*City Staff Contact: Brian McClure, Community Development*

Fairview, Jericho Road to Eagle & Locust Grove Signal: Project has been extended to Jericho Road just west of Locust Grove Road. Construction is expected to start 2025. Separate bike and pedestrian facilities are being designed. Recessed crossings are being discussed. 99% design anticipated to be complete in March 2022. This project is exceptionally complex with multiple curbs, materials, and elevations. Z-crossing just west of Fairview/Webb being considered. 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. ROW 2022-23. Here is a link to the project website:

[https://www.achdidaho.org/Projects/proj\\_road\\_fairview-avenue-locust-grove-road-to-eagle-road.aspx](https://www.achdidaho.org/Projects/proj_road_fairview-avenue-locust-grove-road-to-eagle-road.aspx)

*City Staff Contact: Caleb Hood, Community Development*

Ustick, Ten Mile to Linder: Project is has moved from concept to design phase. Median landscaping is being explored by the project team. Construction is planned for 2025. Concept includes two pedestrian bridge crossing options over Five Mile Creek with a signalized crossing over 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. Widen Ustick Rd to 5 lanes with curb, gutter, center medians, and multi-use pathway from Ten Mile Rd to Linder Rd. Here is a link to the project website: [http://achdidaho.org/Projects/proj\\_road\\_ustick-road-ten-mile-to-linder.aspx](http://achdidaho.org/Projects/proj_road_ustick-road-ten-mile-to-linder.aspx)

*City Staff Contact: Caleb Hood, Community Development*

Ustick, Ten Mile to Black Cat: Median landscaping is being explored by the project team. Widen to 5-lanes with center medians, and reconstruct Ustick & Black Cat Intersection. Initial approach for intersection is a roundabout. Signalized crossing at Naomi (location of new ACHD yard, south of wastewater facility). Design in 2023, ROW in 2023-2024, and construction in 2025.

*City Staff Contact: Caleb Hood, Community Development*

Amity Rd and Locust Grove Rd Signal: Design kick off began on the ultimate configuration October 20th. ACHD is considering both a roundabout and a signal. The full scope is not yet determined, but the project will include sidewalks or a pathway to Mary McPherson Elementary. The interim project was terminated by ACHD. Instead a more final full overhaul of the intersection under a larger project will likely be constructed in FY24 or FY25.

*City Staff Contact: Brian McClure, Community Development*

Lake Hazel Road, Eagle to Cloverdale: **Project will include swales adjacent to the roadway.** 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. Design 2022; Construction 2026.

*City Staff Contact: Miranda Carson, Community Development*

Eagle Road Signal Improvements: **The traffic signal controllers were replaced in March 2022. ACHD ran into some additional issues with the traffic signal controller software and the new software system that analyzes the data from the traffic signal controllers. Most of the issues have been resolved, and ACHD's consultant will soon begin utilizing**

that data to assist ACHD in developing and implementing timing and operational changes. Work is anticipated to be ongoing the remainder of this year.

## 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.

FY2021 Residential Capital Maintenance: Construction Fall 2022: E 2<sup>nd</sup> St, State to Carlton; E 4<sup>th</sup>, Broadway to State; E State, 2<sup>nd</sup> to Cathy Ln Irrigation and Sidewalk; E Washington, 4<sup>th</sup> to Cathy Ln.

**Construction Spring 2023:** E 2<sup>nd</sup> St, Idaho to State; E State, 2<sup>nd</sup> to Cathy Ln Roadway

**Substantially Complete:** E 4<sup>th</sup>, Washington to Janie Ln; E 5<sup>th</sup>, State to north end; E Bower, 2<sup>nd</sup> to east end; NE 5<sup>th</sup> Ave, Franklin to Bower.

[https://www.achdidaho.org/Projects/2022/proj\\_road\\_2021\\_res\\_cap\\_maintenance.aspx](https://www.achdidaho.org/Projects/2022/proj_road_2021_res_cap_maintenance.aspx)

*City Staff Contact: Miranda Carson, Community Development*

FY2022 Residential Capital Maintenance: The goal is to have a minimum 33' roadway pavement width so parking can be accommodated on both sides; 36' is pretty typical with some sections even being wider. ACHD is aiming for complete streets where possible. Segments to be built Summer 2022 included: W 3<sup>rd</sup> St, W Pine to north end; E Broadway Ave, E 3<sup>rd</sup> to E 6<sup>th</sup>; W Cherry Ave, NW 4<sup>th</sup> St to Meridian Rd; W Idaho Ave, W 8<sup>th</sup> St to N Meridian Rd; W Maple Ave, W 1<sup>st</sup> St to N Meridian Rd. Segments to be built Spring 2023 include: W 2<sup>nd</sup> St, W Cherry Ave to W Cherry Ln; NW 4<sup>th</sup> S, W Broadway Ave to Maple Ave. [http://achdidaho.org/Projects/2022/proj\\_road\\_fy-22-residential-capital-maintenance-meridian.aspx](http://achdidaho.org/Projects/2022/proj_road_fy-22-residential-capital-maintenance-meridian.aspx)

*City Staff Contact: Miranda Carson, Community Development*

FY2023 Residential Capital Maintenance: Kick off meeting was held November 18<sup>th</sup>. Segments included: 01<sup>st</sup> St W, south end to Franklin Road; Rose Circle; Country Terrace Way S, south end to Overland Road; Blossom Pl, south end to W McGlinchey Ave; McGlinchey Ave, Blossom Pl to NW 8<sup>th</sup> St; Interlachen Ct, west end to Interlachen Way; Laurel Ct, south end to Verbena Dr; Tobago Ct. E., west end to SE 5<sup>th</sup> Way; Larkspur Ct, south end to Verbena Dr; Lilac St, south end to Waltman St; Lavender Ct, south end to Verbena Dr; Sugar Creek, south end to Sugar Creek Dr; Lawndale Dr, McGlinchey Ave to Crestmont Dr; Crusier Dr, west end to Five Mile Rd; and Francine Pl S, Victory Rd to S Francine Ln.

*City Staff Contact: Caleb Hood, Community Development*

FY22 Arterial & Collector Capital Maintenance: 95% design was distributed to the project team. The two Meridian roadway segments are Victory Rd, Black Cat Rd To Ten Mile Rd & Amity Rd, Meridian Rd to Locust Grove Rd.

## ITD PROJECTS

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: <https://itdprojects.org/projects/chindenwest/>

ID-16 to Linder: This section of the project is complete.

Locust Grove Road to Eagle Road: This section of the project is complete.

Linder Road to Locust Grove Road: **Phase 2 Meridian Road to Locust Grove Road will begin September 2022 with utility work and clearing the ITD right-of-way. This phase will continue through December 2022. Road reconstruction will begin when temperatures allow, estimated in February 2023. All work will wrap up in early summer 2023.** All four lanes from Linder to Meridian are open.

Star Road to ID-16: Construction is planned for 2023. 4 construction bids received; low bid of \$12,945,928.00. Contract will be complete by May 15, 2024.

Middleton Road to Star Road: Construction is planned for 2024. An online public meeting was held the first week of June. Information from that meeting can be found here: <https://chindenwest.com/middletontostar/>.

*City Staff Contact: Caleb Hood, Community Development*

Idaho Highway 16 extension, U.S. 20/26 to I-84: **Initial construction began August 2022 and is anticipated to be complete 2024** and will include: Five miles of highway between U.S. 20/26 and I-84; an interchange at SH-16/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**. ITD is also completing the design of the future interchanges at Franklin Road, Ustick Road, U.S. 20/26 and State Highway 44. Additional funding will be needed to build these interchanges. Project website: <https://itdprojects.org/projects/sh16corridor/>

Eagle Road, Overland to SH- 44 State St: **Project includes pavement rehabilitation and pedestrian ramp improvements. All work will take place at night over two construction seasons. Construction will be done on Overland to Franklin Fall 2022. Franklin Road to SH-44 State St will be constructed in 2023.**  
<https://itdprojects.org/projects/eagleroadrepairs/>

SH-55 Eagle Road Safety Review: **An inter-agency team has been assembled to discuss a safety review of Eagle Road, Chinden to I-84. 2 meetings have been held to date to kick off the project and discuss the scope of that review.**

SH-69, Kuna to Meridian Traffic Study: The project team held Technical Committee Meetings in May. It is anticipated the City will be provided a briefing by ITD in the Summer 2022 timeframe. ITD is studying options to improve safety, mobility and access on Idaho 69 between Kuna and Meridian. There is currently no funding identified in ITD's seven-year budget for the SH-69 improvements. <https://itdprojects.org/projects/id69corridor/>  
*City Staff Contact: Caleb Hood, Community Development*

## PATHWAYS

South Meridian Neighborhood Bicycle & Pedestrian Plan: **Design is underway on 3 segment improvements in the plan: Stoddard Road, Victory to Overland; Locust Grove Rd at Palermo Dr pedestrian crossing; and bridge #1207 at Locust Grove Rd and Ten Mile creek.**

Construction is not yet programmed. ACHD and several partners including the City coordinated to develop a plan to help improve walking and bicycling routes in South Meridian neighborhoods. Here is a link to the project site:

[http://www.achdidaho.org/Projects/proj\\_program\\_south-meridian-neighborhood-bicycle-and-pedestrian-plan.aspx](http://www.achdidaho.org/Projects/proj_program_south-meridian-neighborhood-bicycle-and-pedestrian-plan.aspx)

**Hollandale/Targee Bikeway Study: The Hollandale Concept Design will be presented to the Commission at their October 12 Work Session, with proposed adoption October 26.** ACHD has invited the City to participate in a concept study for a bikeway that goes from Locust Grove Rd to Entertainment Ave along local roads. The purpose of the study is mainly to emphasize the bike route as a low-stress bikeway with signs and pavement markings. Design: 2024; ROW: 2025; Construction: Future.

**Rail with Trail: This project is still a priority for all agencies involved, but has gotten to the point where the effort needs to come from a broader group of stakeholders that would include higher-level decisionmakers able to enter into negotiations and identify funding sources.**

**Nine Mile Creek, Linder to Meridian: The path is proposed to run from Linder to Meridian along the Nine Mile Creek drain just north of the railroad. The Parks department is poised to complete a land trade at the end of 2022 to obtain the final access (on 3rd Street) that will make the Rail with Trail (RWT) segment from 3rd Street to 8th Street possible. That portion will be funded with Local Highway Technical Assistance Council (LHTAC) monies (previously awarded, but pushed out a couple of times). Established schedule to take advantage of that funding is Design in 2023 and Construction in 2024. The Parks and Recreation Department continues to pursue remaining easements needed west of this project segment, from Linder Road to 8th St. No recent progress on the parcels between 3rd street and Meridian Road, though they will eventually be a part of this pathway segment, whether through negotiated easements or future development conditions.**

**Five Mile Creek Pathway: The Parks Department has contracted with Brighton Corporation to cost share for the pedestrian portion of the vehicular bridge across the Five Mile Creek in the proposed Quartet Subdivision, which has recently broken ground. The City will build a run of pathway along the south side of the Five Mile Creek from the Quartet Subdivision, to the Nine Mile Creek, which will culminate in a pedestrian bridge crossing of the Nine Mile Creek and a connection to the existing McNelis Pathway. Construction plans are currently at 95%, with plans to bid summer of 2022. ACHD owns a property along the proposed pathway route and will dedicate an easement for pathway. The City will share construction plans with ACHD, who will either construct the pathway segment on the ACHD property or reimburse the city for its construction as part of the larger City project.**

## **OTHER PROJECTS**

**Valley Regional Transit: Route 30 Pine from the Ten Mile Interchange area through downtown to The Village will launch in October 3<sup>rd</sup>, 2022. The route will be free to ride in October. VRT is working with Brighton for the placement of a concrete pad at the Ten Mile/Vanguard bus stop, connecting the curb to the stop. For more information visit: <https://www.valleyregionaltransit.org/meridian>**

*City Staff Contact: Miranda Carson, Community Development*

# Topic: History of High-Capacity Transit Planning and Proposed Next Steps

Purpose: Provide an overview of the history of planning for High-Capacity Transit in the Treasure Valley and next steps

Lila Klopfenstein  
Assistant Planner

# What is High-Capacity Transit (HCT)?



Faster than a local bus



Carries more people than a local bus



Improved service and amenities

# High-Capacity Transit Modes



Bus Rapid Transit

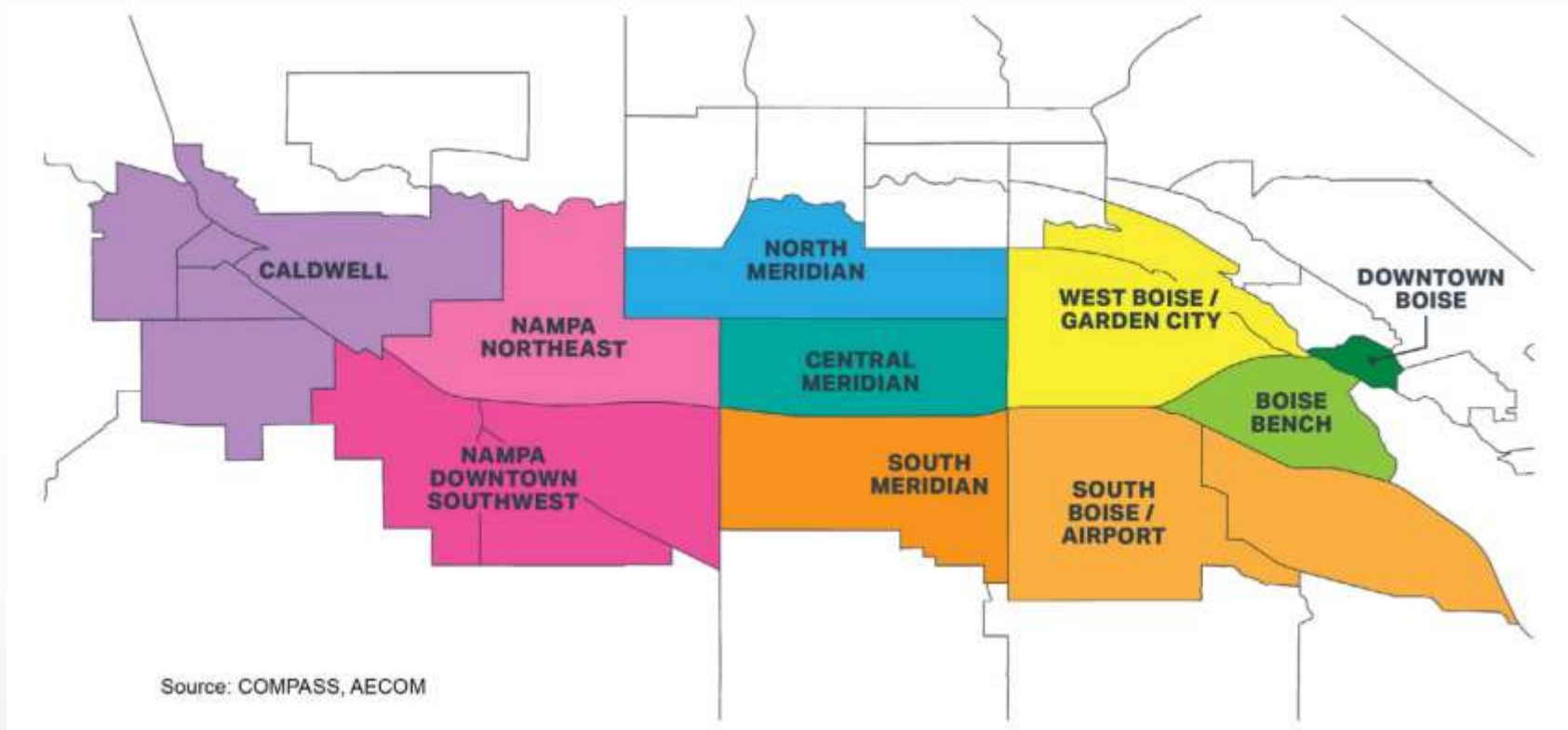


Commuter Rail



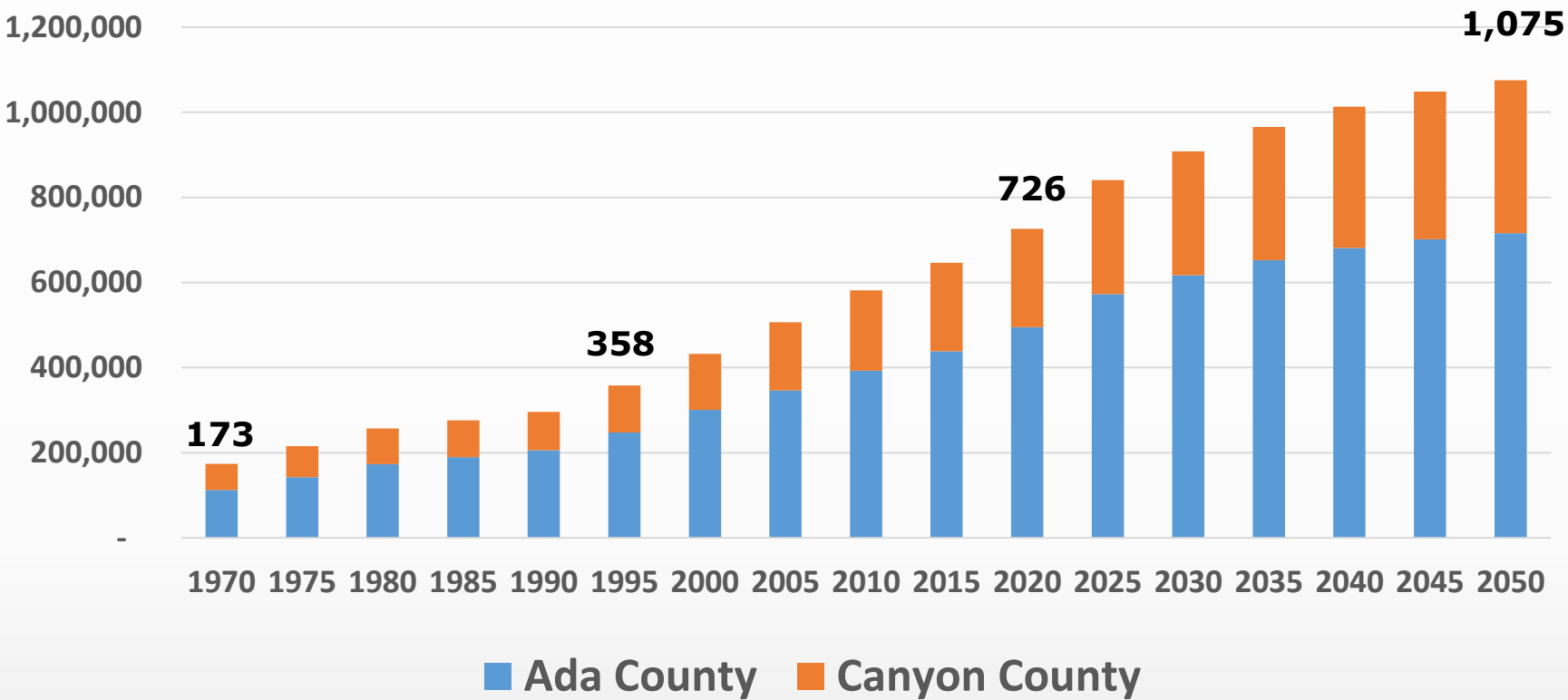
Light Rail

# Travel shed





# Growth in the Treasure Valley



Population in 1,000s

# Past Plans and Reports


## Specific Studies


- 2003** *Rail Corridor Evaluation Study*
- 2009** *Treasure Valley High Capacity Transit Study*
- 2020** *High Capacity Transit Study Update*


## Other Plans

- 2014** *Communities in Motion 2040, COMPASS*
- 2018** *Communities in Motion 2040 2.0, COMPASS*
- 2018** *ValleyConnect Plan 2.0, VRT*





 Invest in quality system for success

 Ample and Well-placed stops for Access

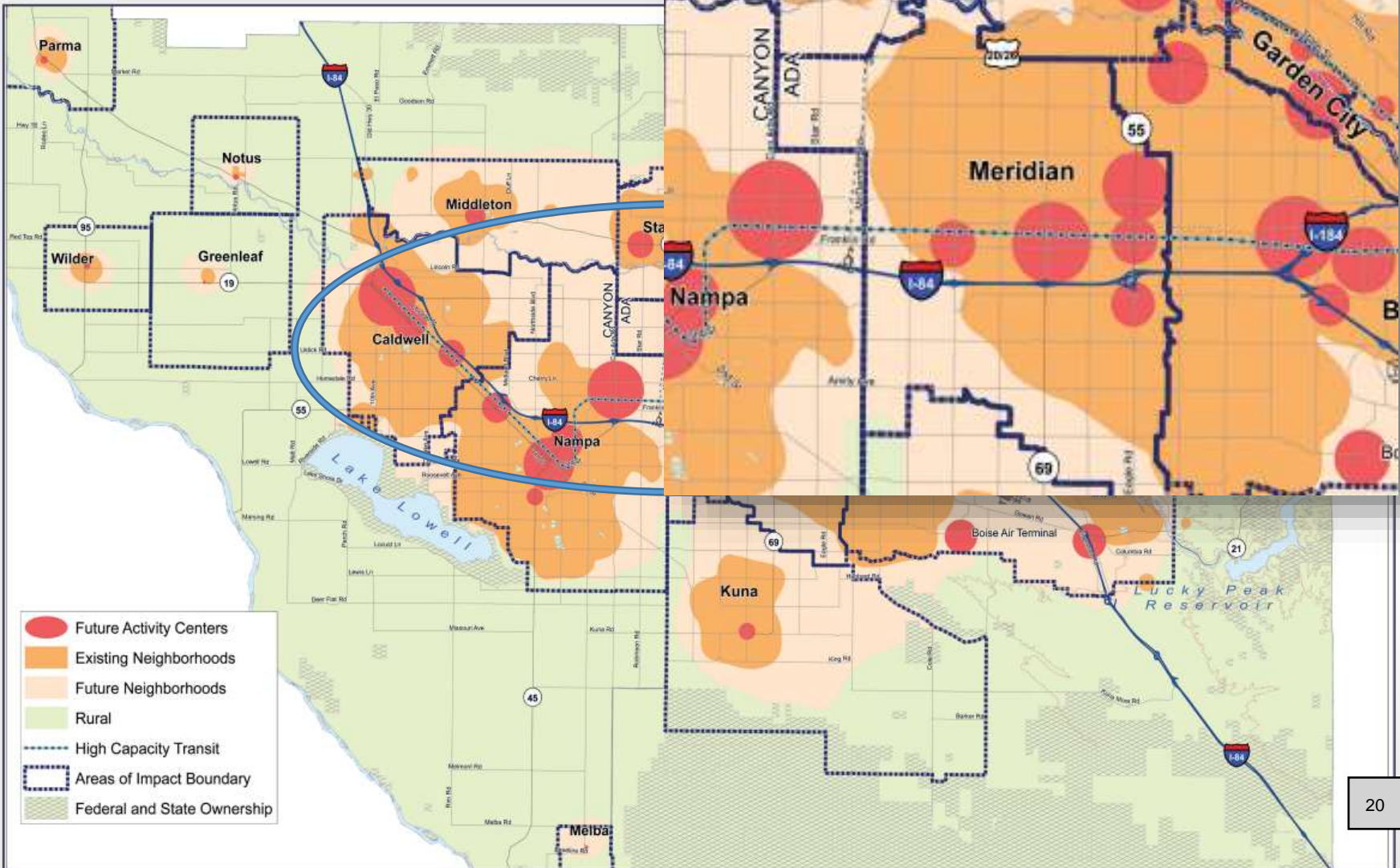
 Flexible Route Changes

 Separated from traffic

 Flexible capacity

 Destinations

# Communities in Motion 2050 Vision



# Regional Rail on Boise Cutoff

Item 4.



## Regional Rail on the Boise Cutoff



# High-Capacity Transit Planning and Environmental Linkages (PEL) Study

## Planning, High Capacity Corridor Alternatives Analysis, COMPASS

Regionally Significant:

TIP Achievement:

Key # : 13046

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget \$1,000

Total Cost (Prev. + Prog.): \$1,000

### Project Description

Study to identify and analyze options to improve mobility in a priority corridor to be determined in the regional long-range transportation plan. The study will evaluate all reasonable public transportation alternatives for **high capacity** service.



Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management Area		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	1,000	0	0	0	0	1,000	927	73	
<b>Fund Totals:</b>	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$927	\$73	

FY2022-2028 COMPASS Transportation Improvement Program (TIP)

# Looking ahead

- **Fall 2022**
  - Develop scope of work
- **Short-Term**
  - Conduct the study
- **Long-Term**
  - Secure funding, conduct environmental review, build capital infrastructure, begin service

Questions?







## Public Comment open through October 16

- Follow link to “public comment” on COMPASS home page ([www.compassidaho.org](http://www.compassidaho.org))
  - Direct link to plan: <https://cim2050.compassidaho.org/>
  - Direct link to comment materials: <https://www.compassidaho.org/comm/comments.htm>
  - Hard copy comment materials and/or copies of the draft plan are available upon request
- **Open House**
  - Wednesday, October 5 : Boise Public Library! At Hillcrest, 5246 W. Overland Road (3:00-7:00pm)

# Contact

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Assistant Planner

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Find us online!



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## MERIDIAN TRANSPORTATION COMMISSION: I-84 CORRIDOR OPERATIONS PLAN Date: October 3, 2022

### Topic: I-84 Corridor Operations Plan

#### Summary:

The I-84 Corridor Operations Plan was developed through a collaborative effort led by COMPASS and the Idaho Transportation Department to identify operational challenges and innovative transportation systems operations (TSMO) and intelligent transportation systems (ITS) solutions to improve safety, maximize reliability/capacity, and improve integrated operations along the interstate corridor in Ada and Canyon Counties. The TSMO and ITS strategies in this plan are relatively low-cost options for improving operations and safety on the corridor where additional capacity is not feasible and can extend or preserve the benefits of large high-cost capacity projects such as the widening projects currently taking place from Nampa to Caldwell on I-84.

Transportation, law enforcement, emergency response, and land use agencies spanning the corridor collaborated to identify the current operational challenges, goals, and objectives, and screen and prioritize TSMO and ITS strategies and tactics for implementation.

The final plan (available under "Supplemental Information" linked below) identifies an operational vision for the corridor and TSMO/ITS tactics that best fit the goals and objectives of the plan, are supported by the project stakeholders, and are technical and fiscally feasible.

An addendum to the plan, to be completed by December 2022, will include a planning-level and benefit-cost analysis of adding high-occupancy vehicle (HOV) or managed lanes to I-84 and I-184 between the Cities of Caldwell and Boise. This analysis assumes additional through lane capacity and **NOT** a redesignation of existing lanes.

Hunter Mulhall will present a summary of the plan and outline next steps toward implementation and the HOV analysis.

#### More Information:

- 1) I-84 Corridor Operations Plan:  
[https://www.compassidaho.org/documents/prodserv/tsmo/I84\\_Ops/COMPASS\\_I-84\\_CorridorOperationsPlan\\_8-12-22.pdf](https://www.compassidaho.org/documents/prodserv/tsmo/I84_Ops/COMPASS_I-84_CorridorOperationsPlan_8-12-22.pdf)
- 2) For detailed information contact Hunter Mulhall at 208-475-2231 or [hmulhall@compassidaho.org](mailto:hmulhall@compassidaho.org).



# MEMO TO TRANSPORTATION COMMISSION

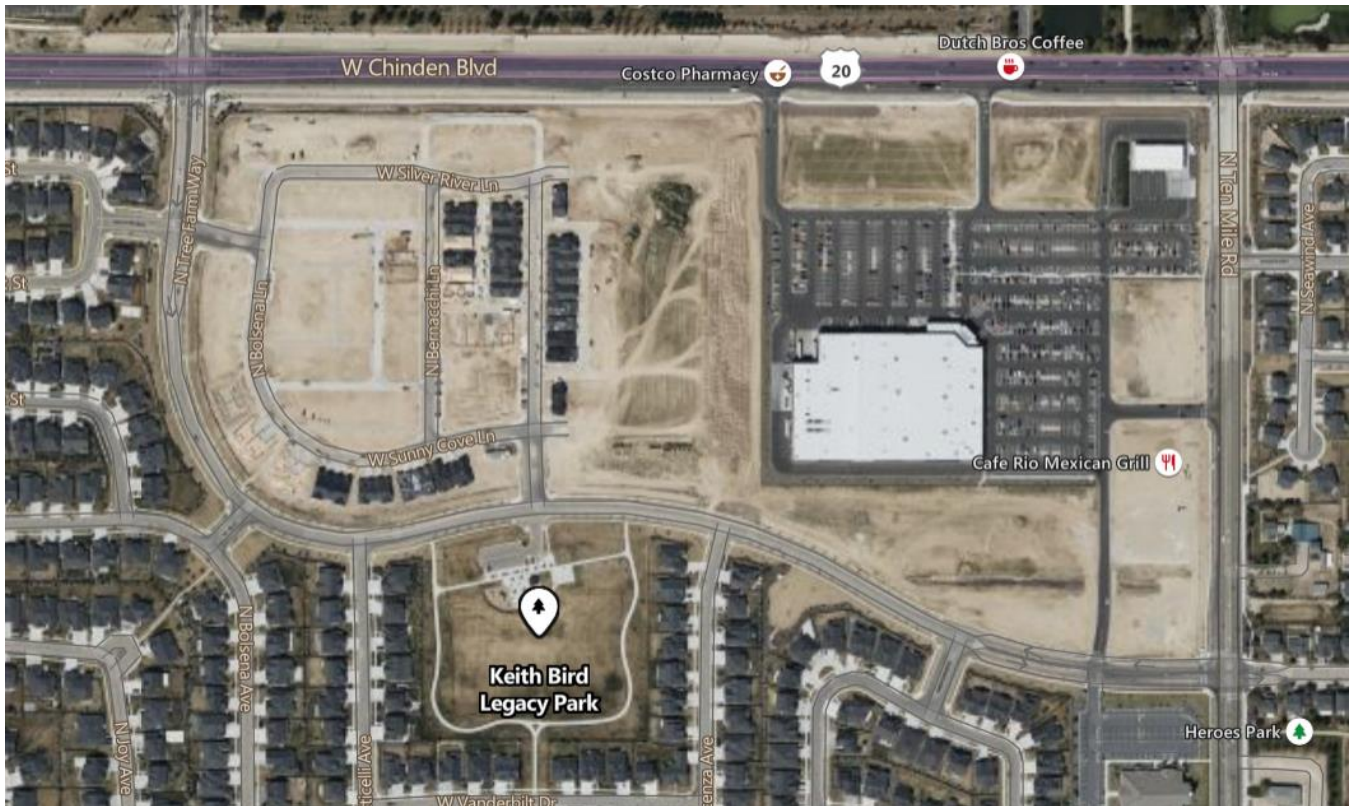
## Agenda Topic on the Transportation Commission Agenda

**From:** Miranda Carson

**Meeting Date:** October 3, 2022

**Topic:** Lost Rapids Citizen Requests

A citizen recently requested 1. speed limit signs be posted near Bird Park on Lost Rapids Dr and 2. a painted crosswalk be considered across Lost Rapids at the Bird Park entrance. The intent of this agenda item is to prompt a discussion and determine what if any action if the Transportation Commission recommends the City take on these requests.



The original correspondence is below:

It appears that folks are increasingly using Lost Rapids as a “shortcut” to avoid the Chinden/Ten Mile intersection where the new Costco is. With Bird Park across from Cadence, and the number of school buses across from the park, I have seen several instances of excessive speed. I’m not sure what the actual speed limit is, but I would ask that speed limit signs be posted near Bird Park. You had asked me to send you an email which you would send on to the people best suited to address this issue. I appreciate your concern. Sincerely, Chuck MacLean

Follow up from Mr. Mclean included the crosswalk consideration:

You might check with them at the meeting on 10/3 about perhaps a white painted crosswalk (not light signaled) between the Cadence entrance and Bird Park entrance. Note that there is a school bus stop at that intersection. Thanks, Chuck

John Wasson, ACHD provided the following input on the speed limit signage:

Lost Rapids is posted for 25 MPH west on Ten Mile and Tree Farms is also posted for 25 MPH south of Chinden. The total of both roads is approximately 3500 feet from Ten Mile to Chinden. There is no specific guidance for installing additional speed limit signs in an already posted other than posting a speed limit at locations where the speed limit changes.

Following an inquiry on collecting speed data at the location, Sgt Dance provided the following information:

We have two speed radar trailers that we put out at various locations. One of them is capable of collecting speed data, however they are both in high demand. We have a waiting list for them at the moment of probably a month or so. Also, we won't put them along a street with bike lanes because then we get complaints of blocking the bike lane (you can't win for trying sometimes), which it looks like this section of road has bike lanes on both sides.

We have had complaints of speed along this road in the past and we have gone out and enforced the speed limit at various times. I would be interested to know if ACHD would need or want to do a speed study before deciding if they will put up additional signage. If so, they would conduct the study, probably with speed ropes.

So, long story short... We wouldn't set our speed trailer up out there because of the bike lanes, however I will add this stretch of road to our "areas of emphasis" and get more police presence out there.



# MEMO TO TRANSPORTATION COMMISSION

## Agenda Topic on the Transportation Commission Agenda

**From:** Miranda Carson, Coordination Planner      **Meeting Date:** October 3, 2022

**Topic:** Staff Communications

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

### Farewell to Commissioner Joseph Leckie

Youth Commissioner Leckie's term ended in August. As we had a field trip in September, we did not get to have send off, but I wanted to provide some information. Mr. Leckie graduated in June, and in the Fall will be going to University of Michigan to study electrical engineering. He also hopes to start doing research on nuclear energy while there or after graduation. In his own words, "I have really enjoyed my time on the commission, and it's been a very valuable experience."

### Records Way Follow Up

We recently received update from Bruce Wong, Director at ACHD of progress on Records Way:

I checked with our team and the 25 MPH signs will be going up in the near future on Records between River Run and Fairview as the Mayor as requested.

Speed cushions in Kleiner Park may still be considered in the future. As of now a speed study there has not been done.

### Speed Limit Change on Meridian Road

Recently the Speed limit changed on Meridian Road, Cherry to Ustick from 35mph to 40mph. After inquiry by the City ACHD provided the following explanation:

The original request for a speed limit review came to use from a citizen, which happens with some frequency. We found average speed along the corridor to be 40 mph while the 85th percentile speed (the speed at which 85% of vehicles are traveling at or below) was 43 mph. There are many factors to consider when setting speed limits, but the 85th percentile speed is a good place for us to start.

We set the 35 mph posting after completing our most recent project. We found that speed to be significantly lower than prevailing speeds, which is generally not desirable from a consistent vehicular flow perspective (higher speed discrepancy). Raising the speed limit to 40 mph made it consistent with the segment of Meridian to the north and with Ustick to the east and west, though the segment of Meridian to the south will remain 35 mph (as does Cherry /Fairview to the east and west of Meridian).

As with any proposed speed limit change, we asked MPD for their thoughts with the speed data provided. MPD indicated support for this change, and we completed the work this week (I haven't seen the returned work order yet, so I can't say for certain which day our sign crew completed the work).

We intend on following up with a post-change speed study in a few weeks. What we almost always find is prevailing speeds do not significantly change with a change in speed limit (up or down).

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## Overgrown Weeds on Sidewalks

The Mayor's office received a complaint from a citizen regarding overgrown weeds and goatheads on the side walk between Ten Mile and Meridian on Cherry Lane. In the case of the Cherry stretch it looks like there are HOAs adjacent. The concern also named the sidewalks along Pine Street near Meridian High School.

I shared with the Mayor's office that adjacent property owners are responsible to maintain sidewalks. I referred the Mayor's Office to code enforcement.

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## Black Cat Crosswalk Request near Pleasant View

Councilwoman Liz Strader sent the following email:

Several mothers in the large Meridian Moms group on FB are upset about the lack of a safe crossing for the children at Black Cat near McMillan to get to Pleasant View. Apparently there have been several close calls. There is not a safe way for children to cross Black Cat, so they are doing so without adults. Perhaps WASD is providing bussing, but it is not resolving the safety issue for those trying to cross. It is a matter of time before someone gets seriously hurt, I would like us to put on a lot of pressure please ASAP with both West Ada and ACHD to find out the status and to try to get this fixed at a faster pace than usual.

Caleb Hood responded to Councilwoman Strader:

I checked the City's priority projects list and I don't see any mid-block crossing project on Black Cat that would address this issue (there is a Gondola-Malta Bikeway Community Programs project planned but that likely doesn't address the concerns and is not funded.) I will add this issue/new project to the list and then we will discuss with the Meridian Transportation Commission as part of our annual update to priorities. In the meantime, we will work with ACHD and WASD to see what can be done ASAP. With school just kicking-off I imagine there are other "hot spots" we should discuss; I'm also looping Sergeant Justin Dance into this thread as Police may be aware of this and other school-related concerns that may have flared in the City.

According to the West Ada School District's website, the walk zone for Pleasant View is east of Black Cat and north of McMillan: [https://core-docs.s3.amazonaws.com/documents/asset/uploaded\\_file/2699/WASD/2050161/Pleasant\\_View\\_Elementary.pdf](https://core-docs.s3.amazonaws.com/documents/asset/uploaded_file/2699/WASD/2050161/Pleasant_View_Elementary.pdf) So, WASD is likely providing safety bussing to Pleasant View Elementary kids on the west side of Black Cat. Therefore, I doubt they have a crossing guard at Gondola/Black Cat or anywhere along Black Cat for that matter. The attendance boundary for Pleasant View is pretty large – between Ustick, the County line, the Boise River and Ten Mile.

I went to ACHD's website and don't see any bike, pedestrian, maintenance, bridge or miscellaneous projects in the area of Gondola/Vanderbilt/Daphne at Black Cat. (Here is a link if you want to see for yourself projects in ACHD's 2022-2026 Integrated Five Year Work Plan (IFYWP):

<https://achd.maps.arcgis.com/apps/MapSeries/index.html?appid=c1b6fafa7b384b45918666e472f9767b>

I will note that I am part of the ACHD project team that is currently working to design improvements at the Black Cat/McMillan intersection. I don't know how much, if any, this intersection will help kids trying to get to/from Pleasant View but I thought I'd let you know that ACHD is designing a roundabout at that location; construction is "future" in the IFYWP. Here is a link to the Black Cat/McMillan intersection project via ACHD's website: [http://achdidaho.org/Projects/2022/proj\\_intersection\\_mcmillan\\_black\\_cat.aspx](http://achdidaho.org/Projects/2022/proj_intersection_mcmillan_black_cat.aspx) At our last project team meeting we did discuss the multi-use pathway (MUP)/sidewalk network. On the west side of Black Cat, north of McMillan there will be continuous MUP/sidewalk up to Gondola. On the east side of Black Cat, we discussed working with development to understand their timing but the current goal is to connect at least up to Daphne with the intersection project. There is still one County parcel between McMillan and Gondola, owned by the Poormans. So there will very likely still be a gap in the pedestrian network on the east side of Black Cat with the intersection project.

Finally, I will note that the Meridian Transportation Commission (TC), which also includes Ex-Officio members from ACHD (Mr. Martin) and WASD (Mr. Huntley), as well as the City Staff in this thread, stands at the ready to hear from citizens with transportation related concerns.

We received the following update from WASD on a PHB on Black Cat at Gondola:

We are currently in the process of working with Keller Associates on placing a PHB at that intersection. Here is an update on the activities being performed and also a preliminary timeline:

- Topographic field survey and Quality Control check is complete
- Have received most of the underground facilities mapping from utility companies; need to follow up with a few stragglers
- Working now on detailing the base mapping in preparation to begin layout of the signal and ramp improvements
- Working now on preparing the traffic signal materials list to send to ACHD

Upcoming schedule:

- 9/19/2022 – Submit 90% Design package to WASD and ACHD
- 10/3/2022 – Hold 90% Design review meeting
- 10/31/2022 – Submit 100% Design Package, ready to bid

Additionally, we are, as you noted in your email, providing safety bussing until such time as the intersection is complete.



## City Jurisdiction in Transportation Planning

We received a request from a citizen that Amity, Cloverdale to Eagle be widened to four lanes prior to any future development in the area that he felt would cause undue congestion. The following were also included in the correspondence:

- Frustration that developments, power poles, and pedestrian signal poles are too close to Amity for future widening
- Frustration that a turn lane was not added at Amity/Meridian when resurfacing was done
- Complaint regarding our noticing policy for development
- Request for clarification on the interaction of water between drainage basins and the aquifer
- Request for clarification of our public hearing comment process
- Request for “A review of recently approved projects and future real estate/annexation decisions should be held to insure “transparency” is a meaningful motivation for responsible decision making.”
- Request that ACHD provide “adequate infrastructure” before all developments are approved and constructed
- Request for communication with the Southwest Ada County Alliance regarding any “city activities that directly impact citizens and businesses beyond the City's eastern boundary south of I-84.”

To sum up the request in his words, “I find it difficult to understand how and why road planners and the City of Meridian did not plan this situation better.”

In Ada County land use plans are determined by City and County agencies and transportation Plans are decided by ACHD and ITD. Caleb Hood provided the following detailed response to the citizen that I wanted to share with the Commission:

I know you sent your concerns not only to the Mayor, but to the City’s P&Z Commissioners, City Clerk and ACHD Commissioners. I will address the topics the Mayor lists below, but feel free to follow-up with me or others (ACHD, ITD, COMPASS) if additional details are needed.

As I’m sure you understand, the City does not have a Roads Division and we do not have authority and are not responsible for the construction, operation or maintenance of roadways in the City. We coordinate with but largely rely on ACHD to provide the transportation network in the City. That said, we do usually communicate pretty closely with ACHD, but not on all projects.

The City and ACHD both use the Master Street Map (MSM) to understand and plan for the future configuration of “major” public roadways, typically section line roadways and mid-mile collectors. The MSM is developed using transportation models and demographics of the future. The City does not have any subject matter experts in demographics or transportation modeling but relies heavily on the analysis done by both ACHD and COMPASS Staff (COMPASS is our regional long-range transportation planning organization). For Amity, west of Cloverdale to Eagle, the MSM only calls for a 3-lane roadway – 1 travel lane in each direction and a center turn lane. This segment of Amity is listed as “constrained” in ACHD’s Capital Improvements Plan (CIP)

([https://www.achdidaho.org/Documents/Engineering/ImpactFees/CIP\\_Draft/CapitalImpPlan\\_Draft.pdf](https://www.achdidaho.org/Documents/Engineering/ImpactFees/CIP_Draft/CapitalImpPlan_Draft.pdf)) West of Eagle, to Meridian Road and even into Canyon County, Amity is planned in the CIP to be 5-lanes wide eventually. Again, I’d recommend talking to ACHD about why Amity is only planned to ever be 3-lanes wide between Cloverdale and Eagle; I’m not going to try and justify that.

Regarding the Idaho Power poles on Amity, the City does not have any authority where those are

placed. Idaho Power coordinates the placement of poles with ACHD.

As for the storage units near the Eagle and Amity intersection, they are close to the road, but as I mention above Amity is only planned for 3-lanes and the storage units are set back accordingly. The City ensures that the necessary right-of-way, as planned for in the MSM and CIP, is dedicated to ACHD as projects are approved and constructed. You are right in that the east leg of the Amity/Eagle roundabout will be different (not concentric) than the west. Again, the City is consulted and coordinates with ACHD, but they design, build and maintain the roadways and intersections; please talk to them about how they plan/model to accommodate traffic to understand that better. The roundabout will be the transition point from 3 to 5 lanes on Amity.

As I mention above, the City is usually part of a project team lead by ACHD for “major” projects like roadway widening and new intersections. The City usually has members from our Public Works Department present to discuss sewer and water lines, as well as lighting of the roadway; Parks to discuss pathways; and Planning to discuss connection points, landscaping and other beautification options and nearby development. In the case of maintenance or resurfacing projects however, we aren’t always consulted. Right turn lanes are wonderful and I do not know why one was not paved with the resurfacing of Amity between Locust Grove and Meridian. If I had to guess, I would imagine ACHD did not have enough right-of-way and/or there were drainage issues that the additional pavement would have caused. I don’t know about the location of the signal poles at the Meridian/Amity intersection either and why they were placed where they were – ITD did not contact me or anyone on my team about them. Again, I would guess there is a right-of-way constraint or a cost-benefit analysis done that didn’t justify the turn lane. You might consider reaching out to ACHD and ITD to understand the constraint as they do typically try to fit in bike lanes and turn lanes where they can.

Development applications in Meridian are noticed in accord with both State Statute and Meridian City Code. Idaho Code does not have a requirement to provide any written notice for development applications, only a published notice in the newspaper and a public service announcement. Meridian Code goes further and we require posting of the site, written notice to neighbors (500’ usually and sometimes 1000’) and the published notice in the newspaper. Further, while not a requirement, the City’s current practice is to also notice development proposals using the NextDoor application. I’m sorry you do not believe these forms of notice to nearby affected parties are sufficient, but I believe we do more in Meridian to get the word out than any other jurisdiction in Idaho. Most agencies only send written notice to property owners within 300’ from the property and I don’t know of any that use social media to share this info. Just within the last couple of years we had a robust discussion about our processes and noticing and this is what was decided. I’ll make a note of your concern, but I believe what we have in place is very effective.

Part of our coordination with ACHD involves collection of development impact fees on their behalf. These funds are pooled at ACHD and then used to make transportation network improvements throughout the County that can be attributed to growth. We regularly share our priorities with ACHD on where we’d like to see both impact fees and funds from their other sources (property taxes, registration fees, etc.) spent in Meridian. We try to work with ACHD and the development community to realize improvements sooner rather than later, but it is pretty rare that improvements are made before development occurs. There are a lot of existing needs and not a lot of money to cover costs.