



## **TRANSPORTATION COMMISSION MEETING**

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

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### **Agenda**

#### **VIRTUAL MEETING INSTRUCTIONS**

To join the meeting online: <https://us02web.zoom.us/j/83136458810>

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

Webinar ID: 831 3645 8810

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

<input type="checkbox"/> David Ballard	<input type="checkbox"/> Luke Cavener, Ex-Officio - City Council
<input type="checkbox"/> Zachary Shoemaker	<input type="checkbox"/> Shawn Martin, Ex-Officio - ACHD
<input type="checkbox"/> Ryan Lancaster	<input type="checkbox"/> Toni Tisdale, Ex-Officio - COMPASS
<input type="checkbox"/> Walter Steed	<input type="checkbox"/> RD Huntley, Ex-Officio - WASD
<input type="checkbox"/> Tracy Hopkins	<input type="checkbox"/> Alissa Taysom, Ex-Officio - VRT
<input type="checkbox"/> Stephen Lewis	<input type="checkbox"/> Justin Price, Ex-Officio - ITD
<input type="checkbox"/> Jared Smith	
<input type="checkbox"/> Tom LeClaire	
<input type="checkbox"/> Joseph Leckie	

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

#### **ELECTION OF OFFICERS [ACTION ITEM]**

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

- [1.](#) December 6, 2021

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

- [2.](#) Transportation Projects Update

#### **NEW BUSINESS [ACTION ITEM]**

3. Meridian Police Department Update - J. Dance

- [4.](#) North Records Way at Bri Development - Jon Wheeler
- [5.](#) Valley Regional Transit Connected Meridian - Alissa Taysom
- [6.](#) Staff Communications - M. Carson

#### **FUTURE MEETING TOPICS**

- 7. Ustick Road Corridor Median Improvements (February)
- 8. Fields Subarea Plan (February)
- 9. I-84, Eastbound Off-ramp at Eagle Road
- 10. Field Trip 2022

#### **NEXT MEETING - February 7, 2022**

#### **ADJOURNMENT**

## Meeting Minutes

### Meridian Transportation Commission

December 06, 2021

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

### Virtual Meeting Information

<https://us02web.zoom.us/j/83904096009>

Or join by phone: Dial 669-900-6833 and enter Webinar ID: 83904096009

### Roll Call

(Meeting called to order at 3:32 p.m.; YouTube started and roll taken)

<u>x</u> David Ballard (zoom)	<u>x</u> Stephen Lewis	<u>x</u> Shawn Martin (ex-officio- ACHD)
<u>x</u> Zachary Shoemaker	<u>x</u> Jared Smith (zoom)	<u>x</u> Toni Tisdale (ex-officio- COMPASS) (zoom)
<u>x</u> Ryan Lancaster	<u>x</u> Tom LeClaire	<u>x</u> RD Huntley (ex-officio-WASD)
<u>x</u> Walter Steed	<u>x</u> Joseph Leckie	<u>x</u> Alissa Taysom (ex-officio-VRT)
<u>x</u> Tracy Hopkins	<u>o</u> Luke Cavener (ex-officio- City Council)	<u>x</u> Justin Price (ex-officio-ITD)

Others Present: Ted Baird, Miranda Carson

### Adoption of the Agenda

Chairman Steed called for a motion to adopt the agenda. Commissioner Hopkins motioned to adopt; second by Commissioner Lewis - all-ayes – motion carried.

### I. Approval of November 1<sup>st</sup>, 2021 meeting minutes.

Chairman Steed asked for any corrections to the November 1<sup>st</sup> meeting minutes. Several corrections were noted as follows:

- On page 3, under approval of October 4<sup>th</sup>, 2021 meeting minutes paragraph 3 to correct Mr. Baird's audible response that was not captured on the recording to read research/visits are allowed, but discussion outside of the meeting is not.
- Alissa Taysom was noted absent, but was present.
- On page 4, under the Transportation Project Update  $\frac{3}{4}$  of the way down the page between paragraph 1 and 2, additional clarity was noted that the Prioritization subcommittee was authorized to discuss and make recommendations to City Council.
- On item 6, under New Business in paragraphs 3 and 4 there are 3 incidences of the word 'markers' should be changed to 'intersections'.
- On page 7, item 8 regarding the CICAC committee item that was vacated from last month's meeting; Chairman Steed noted that he will be the 1 representative from the

City of Meridian to that committee, others are allowed to attend but there will be only 1 City representative.

Commission Lewis motioned to approve the meeting minutes with the noted changes; second by Commissioner Hopkins – all ayes - motion carried.

## **Old Business Items**

### **2. Transportation Projects Update (M. Carson)**

Ms. Carson noted that new updates are in bold and she will highlight a few of the items from the Memo in the packet, but not all. If the Commission has questions regarding any of the information in the packet Ms. Carson will stand for questions at the end of the update.

Ms. Carson began on page 9 with the ACHD Integrated Five-Year Work Plan and highlighted that the Prioritization Subcommittee meet and provided some recommendations to the Mayor and a letter was sent to ACHD by the deadline. The letter is included in the packet.

The next item Ms. Carson noted was the Linder, Overland to Franklin project and that the RFQ for design is now closed. Once a design consultant is selected, the Commission will be informed. Design is estimated to begin in February 2022 and run for approximately 18 months.

Ms. Carson concluded her review on page 13 and noted that the South Meridian Neighborhood Bicycle & Pedestrian Plan was adopted by ACHD at their October 27<sup>th</sup> Commission meeting.

Ms. Carson stood for questions; none took place.

## **New Business Items**

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

Ms. Carson will highlight a few of the items in the Memo that starts on page 13 and will stand for questions at the end of the update.

Ms. Carson noted the inquiry from Senator Lori Den Hartog regarding the availability of accessible parking downtown. Ms. Carson provided a response to the Senator, citing Idaho Code section 49-410(7), received from Meridian Deputy Attorney Emily Kane. Ms. Carson is working with ACHD to identify if there are adequate ADA designated spots in downtown.

Chairman Steed inquired what triggered the question from the Senator to the City. Ms. Carson responded and provided some clarifying details. The inquiry from the constituent was not include in the Memo update, since it was sent directly to the Senator.

Ms. Carson concluded and stood for any additional questions; none took place.

#### **4. Transportation Construction Updates (M. Carson)**

Ms. Carson noted that the Memo on the Transportation Construction Updates is in response to last month's conversation regarding construction project updates that are not part of the Transportation update memo. Staff does not have the capacity to gather project updates on all road construction projects, but has provided links to resources for the Commissioners that may have interests in gathering additional information for themselves. Ms. Carson shared her screen and gave a tutorial on how to use the links/tools provided.

#### **Future Meeting Topics**

Chairman Steed reviewed the Future Meeting Topics and asked for any additional items or any needed changes to the list.

- 5. Election of Officers (January)**
- 6. Fields Subarea Plan (February)**
- 7. I-84, Eastbound Off-ramp at Eagle Road**
- 8. Field Trip 2022**
- 9. Valley Regional Transit Service Update**

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

#### **Adjourn**

A motion by Commissioner Hopkins to adjourn; second Commissioner LeClaire – (consent).

Meeting adjourned at 4:03 p.m.

(AUDIO RECORDING AVAILABLE UPON REQUEST)

APPROVED:

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

\_\_\_\_\_  
DATE

ATTEST:

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

\_\_\_\_\_  
DATE



# MEMO TO TRANSPORTATION COMMISSION

## Agenda Topic on the Transportation Commission Agenda

**From:** Miranda Carson, Coordination Planner      **Meeting Date:** January 3, 2022  
**Presenter:** Miranda Carson      **Estimated Time:** 10 minutes  
**Topic:** Transportation Projects Update

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 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 Initial Draft of the Integrated Five-Year Work Plan (IFYWP) is in the process of being revised due to funding availability in the Fiscal Year 2022 Adopted Budget. **At the January 5th Work Session, the ACHD Commission will discuss the most recent draft.** More information can be found here:

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

**ACHD, beginning in January, we will start the process of reevaluating/updating the prioritization methodology for programming projects in the Integrated Five-Year Work Plan (IFYWP). The City has been invited to participate in this process.**

The 2021-2025 IFYWP was adopted by the ACHD commission on September 23<sup>rd</sup>, 2020 and can be found here: <https://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx>

*City Staff Contact: Miranda Carson, Community Development*

Linder, Overland to Franklin: **Keller and Associates is the selected consultant for design.**

Design is estimated to begin in February 2022 and run for 18 months. An interagency agreement between ACHD, ITD and the City is being drafted. 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: **Eagle Road west side ongoing with punch list items remaining. Amity/Eagle roundabout open October 6th. Concrete repairs ongoing for additional curb & sidewalk down Amity. Additional irrigation working started November 22nd.** Widen 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: Construction scheduled to begin January 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*

McMillan/Black Cat Intersection: Signalize and expand the McMillan Road and Black Cat Road Intersection to a 3x3 configuration. Pedestrian facilities will be added at the intersection in the form of ADA-compliant ramps and signal infrastructure; no additional sidewalk will be constructed beyond what is needed for the pedestrian ramps. The new traffic signal at the intersection will accommodate the 3x3 configuration with flashing yellow arrow capability for the left-turn movements if desired. This project is currently programmed for ROW in FY 2021 and construction in FY 2022.

Locust Grove Road, Victory to Overland and roundabout at Victory: **ACHD intends to sign for 35 MPH. Corridor has virtually no traffic calming.** The hawk signal will be moved to half-way between Mastiff and Puffin; despite City staff request, there is not a pedestrian refuge island currently planned. ACHD does not plan to include recessed crossings in this design. ROW will continue in FY 2022, and **construction will be in FY 2023.** Widen Locust Grove to 5 lanes with curb, gutter, multi-use pathway (with no bike lanes) and at-grade side street crossings. Construct a multi-lane roundabout. 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: Design is planned to be complete by summer 2022. A landscape planting plan is being created for the basin adjacent to this project. Design concept includes center medians. 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: 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, Locust Grove to Eagle & Locust Grove Signal: **Design best practices at 90% for separated bike lane. 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. Design in 2020-2021; ROW in 2021-22. Construction may be delayed to 2024. 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: Concept work continues with the design team. Likely significant impacts to landscape buffers on south side of the street, and a retaining wall necessary along Five Mile Creek. ACHD tentatively looking at two pedestrian crossings. Design will include multiuse pathways with 4-foot minimum buffer. 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. Construction is planned for 2025. 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: **Concept includes medians. Parks is interested in exploring landscape improvements.** 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.

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: Widen Lake Hazel Rd to five 11' lanes with curb gutter and 10' to 14' detached multiuse path on both sides, narrowing the path as necessary to avoid obstructions in accordance with the completed scoping sketch. Install a retaining wall on the north side on front of existing development. Relocate the existing utility poles into the buffer between the roadway and the multi-use path. Bridge improvement included to remove and replace the existing bridge over the Ten Mile Creek. Design will begin November 2022. Construction is planned for 2026.

*City Staff Contact: Miranda Carson, Community Development*

Eagle Road Signal Improvements: Installation of detection equipment was completed the end of October. The traffic signal controllers will be replaced by ACHD staff; that has to be completed before the new software system can start collecting data. Evaluation won't begin for several more months (after data is collected).

## 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: 95% design was distributed to the project team.** Construction is planned for the spring/summer of 2022. Segments included: 5th, Franklin to Bower; 4th, Broadway to State; State Ave, Meridian to E End; Bower, Main to East End; 4th, Washington to North End; 5th, State to N End; 2nd, Idaho to State Ave  
*City Staff Contact: Miranda Carson, Community Development*

**FY2022 Residential Capital Maintenance: 75% design was distributed to the project team.** ACHD is aiming for complete streets where possible. Segments included: E Broadway Ave, E 3<sup>rd</sup> to E 6<sup>th</sup>; E Washington Ave, NW 7<sup>th</sup> to Meridian Rd; W 3<sup>rd</sup> St, W Pine to north end; W Maple Ave, W 1<sup>st</sup> St to N Meridian Rd; NW 8<sup>th</sup> St, W Carlton to W Washington; W 2<sup>nd</sup> St, W Cherry Ave to W Cherry Ln; W Idaho Ave, W 8<sup>th</sup> St to N Meridian Rd; NW 4<sup>th</sup> S, W Broadway Ave to north end; and W Cherry Ave, NW 4<sup>th</sup> St to Meridian Rd. The following segments may also be added: W 5<sup>th</sup> Ave, W Washington St to W Carlton Ave and NW 7<sup>th</sup> St, W Washington St to middle school micro-path.  
*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; Cruiser 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:  
[www.ITDprojects.org/ChindenWest](http://www.ITDprojects.org/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:** All four lanes from Linder to Meridian are open. Motorists can expect periodic lane closures throughout the summer as crews continue work in the intersections and adjacent to the roadway. All remaining work will take place during off peak hours. Periodic flagger control at intersections is also anticipated in the evenings to complete

stripping and landscaping. Locust Grove Road to Meridian is in the property acquisition negotiation phase. Construction is anticipated in 2022. All parties are committed to completing this work as soon as possible to achieve four uninterrupted lanes of traffic, two-in-each-direction, from Eagle to State Highway 16.

Star Road to ID-16: Construction is planned for 2023.

*City Staff Contact: Caleb Hood, Community Development*

Idaho Highway 16 extension, U.S. 20/26 to I-84: This will include the first portion of the interchange at I-84; at grade intersections at Franklin, Ustick, and US-20/26; bridges over Cherry Lane and McMillan Road with no connections; bridges over the railroad, 10 Mile Creek, 5 Mile Creek; pedestrian bridge over 5 Mile Creek east of McDermott Road; and a few improvements to the local roads on Franklin, Ustick, and McDermott. Design and ROW are in process. Construction is expected to begin in 2022 and take 2-3 years. At this point, it is too early to know the location where ITD will begin construction; likely the 2 ends will be constructed first. Project website: [www.ITDprojects.org/Idaho16](http://www.ITDprojects.org/Idaho16)

SH-69, Kuna to Meridian Traffic Study: ITD is currently reviewing typical cross-sections and a drainage report is being developed that will determine typical cross-section widths. ITD is studying options to improve safety, mobility and access on Idaho 69 between Kuna and Meridian. The current concept includes continuous flow intersections, median U-turn intersections, reduced conflict U-turn intersections, additional traffic lanes, and bicycle and pedestrian facilities. There is currently no funding identified in ITD's seven-year budget for the SH-69 improvements. Here is a link to the project website: <https://itdprojects.org/projects/id69corridor/>

## **PATHWAYS**

South Meridian Neighborhood Bicycle & Pedestrian Plan: Scoping began on the 5 sub projects. Two projects are on Locust Grove Rd: Palermo Dr pedestrian crossing and bridge #1207 just south of Victory. Three projects are improvements along Stoddard Road, Victory to Overland. Design is planned for 2022, and 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)

*City Staff Contact: Miranda Carson, Community Development*

**Hollandale/Targee Bikeway Study:** 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.

Rail with Trail: In the fall of 2012, the City applied for an \$85,000 grant to study the Rail with Trail (RWT) pathway crossing of streets (7 crossings; Black Cat to Locust Grove). Currently, there are funds for pathway construction in the Regional Transportation Improvement Plan (TIP) in 2022.

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. City Parks Department is working with a consultant to negotiate easements for four (4) parcels from Linder to 8<sup>th</sup> St. The City currently has obtained all but one required easement from 8th to 3rd. We are currently pursuing acquisition

of easements from 8th Street west to Linder, and from 3rd Street to Meridian Road as a future phase of this project.

Five Mile Creek Pathway: Design and construct a portion of the Five Mile Creek pathway near the Wastewater Resource Recovery Center (WWRRC). The bulk of this pathway will be constructed as a condition of development. The City plans to invest in pedestrian crossings of the Nine Mile and Five Mile Drains to skirt the WWRRC and achieve continuity with existing McNelis Pathway along the Five Mile Drain.

## **OTHER PROJECTS**

Valley Regional Transit: **Valley Regional Transit launched the Connected Meridian project on [engagevalleyregionaltransit.org](https://engagevalleyregionaltransit.org). The intent behind the project is to collect public input on a wide variety of public transportation options for the City of Meridian.** Services in Meridian include: Harvest Lifestyle service, a Veterans shuttle to the VA, and intercounty Routes 40 and 42. Route 30 Pine from the Ten Mile Interchange area through downtown to The Village will launch in 2022. For more information visit: <https://www.valleyregionaltransit.org/>  
*City Staff Contact: Miranda Carson, Community Development*

Ada County Transportation Action Plan: Ada County, working with consultant Kittelson & Associates, is creating the Ada County Transportation Action Plan (TAP). The purpose of the TAP is for Ada County to identify a broad set of transportation policies, goals, and strategies for the unincorporated parts of Ada County. Here is a link to the plan webpage: <https://adacounty.id.gov/developmentservices/transportation-action-plan/>



# MEMO TO TRANSPORTATION COMMISSION

## Agenda Topic on the Transportation Commission Agenda

**From:** Miranda Carson, Coordination Planner      **Meeting Date:** January 3, 2022  
**Presenter:** Jon Wheeler, Traffic Safety Group Chair      **Estimated Time:** 10 minutes  
**Topic:** North Records Way at Bri Development

On December 7<sup>th</sup> during the public testimony portion of the Council meeting, Jon Wheeler spoke about Records Way and concerns about traffic. The Mayor's office has asked the Transportation Commission to review Mr. Wheeler's concerns. Mr. Wheeler will be available to present his concerns. His initial letter to Council is also attached.

Lieutenant Frasier had the following feedback:

- Regarding the reduction of speed on Records between River Valley and Fairview:
  - Would require assistance of ACHD
  - Years ago residents living in the sub to the east of Records approached ACHD about speeds on records. A speed study was performed and the limit was actually INCREASED, much to the frustration of residents. ACHD would likely not reduce the speed to 25, and traffic engineering data states doing so would only reduce the median speed of vehicles 1mph. As of the last speed study Records did not meet ACHD criteria for traffic calming due to speed.
- Regarding the addition of a crosswalk just south of Bri community to assist with pedestrian access from the large p-lot south of Bri to the park:
  - Would require assistance of ACHD
  - The Transportation Commission should probably take a look at this.
- Regarding the use of a RADAR trailer:
  - RADAR trailer placement there is tricky because of the bicycle lanes, which we try to avoid placing one in.
  - The Mayor suggested a RADAR speed limit sign showing people's speeds. This is a normal looking speed limit sign that has a solar powered RADAR reading of oncoming vehicle speed below it. There used to be one on northbound Cherry near Carmel, although I am not sure it survived the widening project, and there is one on WB Franklin near Hickory. If memory serves correctly both of those were installed at the request of the City and were also paid for by the City. I cannot speak to their actual effectiveness, especially on a road like Records; however, they certainly wouldn't hurt the situation and would probably make residents feel better. The TC is probably the best avenue to make this happen.

This area has been discussed before by the Transportation Commission. Three specific things for TC to look at are engaging ACHD about whether or not they (ACHD) would be willing to do a speed study; evaluating whether a ped-access crosswalk south of Bri Village is warranted; and whether installation of solar powered RADAR reader/speed limit sign could be installed in the area.

**BRI VILLAGE TRAFFIC SAFETY GROUP**  
**2233 North Records Way**  
**Meridian, ID 83646**

December 7, 2021

The Honorable Mayor Robert E. Simison and Members of the Council  
City of Meridian  
33 East Broadway Avenue, Suite 300  
Meridian, ID 83642

Dear Mayor Simison and Members of the City Council

### Introduction

**Bri at the Village of Meridian** (BRI) is an active adult apartment community located at 2233 North Records Way, Meridian, Idaho. The complex is conveniently located at the southwest corner of East River Valley Street and North Records Way; directly across North Records Way from Julius Kleiner Memorial Park; and just north of The Village at Meridian. The community was designed and is operated specifically for residents who are 55 or older, where the average age of the residents is 74. There are currently 130 residents. With 166 apartments, the complex will likely have in excess of 200 occupants by next year. Many are new citizens of Meridian. Further to the north along North Records Way are several additional large apartment complexes, plus a large residential community along the east side of the street.

These other complexes include:

- Regency with 370 Units.
- Verraso with 96 units.
- The Lofts with 36 units..
- Additional proposed high-density units along the west side of the street.

As a result of this recent development, the area north of the Village along North Records Way is residential in nature.

### Our Concerns

The purpose of this letter is to address several health and safety concerns that have arisen regarding the traffic along North Records Way. These concerns generally fall into the two following categories:

#### Safety

- **Children and families crossing North Records Way to and from the Julius Kleiner Memorial Park.** This park is heavily used and is the site of many car shows, festivals, music events, high school track events, family and company events, etc. throughout



Mayor Robert Simison & Meridian City Council  
December 7, 2021

the year. The total annual usage is estimated to be in the thousands. The north entrance to the park is located directly across North Records Way from the BRI building and the north entrance to the Village parking lot on the west side of North Records Way. There is no crosswalk at this location. Instead, visitors must walk either north to the corner of East River Valley Street and North Records Way or south to a crosswalk at the south end of the Village parking lot. As a result, visitors jay-walk directly across North Records Way as traffic allows.

- **Safety issue with cars not stopping (rolling stops) at the intersection of East River Valley Street and North Records Way.** There is a cross-walk across North Records Way at this intersection. The vast majority of vehicles at this intersection make rolling stops. This failure to stop puts people at risk who are crossing the street from west to east as they cannot see the cars coming from behind them as they step off the curb. Several close calls have been reported by residents.
- **Excessive Exhaust Noise.** Cars along both East River Valley Street and North Records Way are excessively speeding which exacerbates noise levels. This noise adversely affects the resident's quality of life on a daily basis.

### Proposed Actions

1. We request that the City of Meridian ask the Ada County Highway District (ACHD) to reduce the speed limits along North Records Way from 30 to no more than 25 miles per hour to protect the safety of all. Traffic is often now exceeding the posted 30 mph speed which is a real safety concern. This request would be consistent with posted speed limits within the nearby residential communities. Idaho State Code #49-207 (2) allows this request. This would improve the safety of residents and park visitors crossing to Kleiner Memorial Park, plus provide safer egress from the BRI parking structure.
2. We request a radar speed sign be routinely provided by the City of Meridian Police Department to promote a calming effect of speeds along North Records Way. The speed sign could be installed in a parking space fronting the BRI building and/or adjacent street planter strips.
3. We request a greater enforcement presence at the intersection of East Valley Street and North Records Way to address the failure to fully stop.

Mayor Robert Simison & Meridian City Council  
December 7, 2021

4. We request that a crosswalk be installed at the North end of the Village parking lot to provide safe passage for visitors and others trying to cross North Records Way to get to and from the Julius Kleiner Memorial Park on the East side of the street. The present situation is simply unsafe.



5. We request additional enforcement to abate the excessive exhaust noise on North Records Way. Idaho State Code (Section 49.937) was

developed to protect residences from unreasonable exhaust noise. Specifically, Section 49.937(3) states "No person shall modify the exhaust system of motor vehicle or motorcycle in a manner which amplify or increase the noise of the vehicle or motorcycle above that emitted by the muffler originally installed on the vehicle by the Manufacturer".



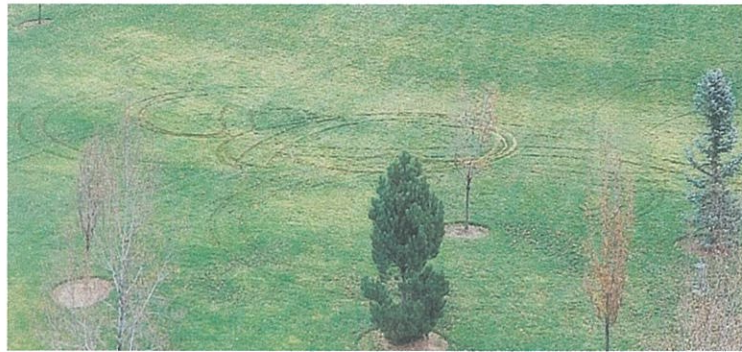
Mayor Robert Simison & Meridian City Council  
December 7, 2021

## Conclusion

This letter is submitted to you in the interest of resolving some of the traffic issues that have been identified during the past year. The Meridian police have been helpful and responsive but their resources are limited. We are asking that you give them additional tools with which to work. We all know the additional problems being created by the growth in our area and will appreciate any help you can give us in addressing the above safety concerns.

To that end, we are available to help you and your staff with additional information. We have been accumulating pictures, videos, and testimony that are fully available to your staff as they may be needed.


An example of this help is provided by the calls from residents to the police the night of November 21 last. Two vehicles were heard and seen doing wheelies on the grass in the Kleiner park across from the Bri Village apartments. Calls to the police led to the apprehension of the drivers that night.





Please call Jon Wheeler at 208-917-4868 if you have any questions or would like additional information.


Respectfully submitted,

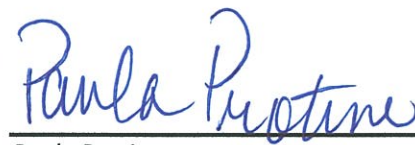
The Bri Village Traffic Group

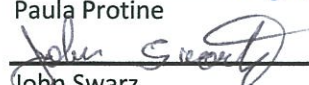
  
Jon Wheeler, Chair


  
Betty Blaser

  
Dave Dahl

  
George Long

  
Paula Protine

  
John Swarz

  
John Williams





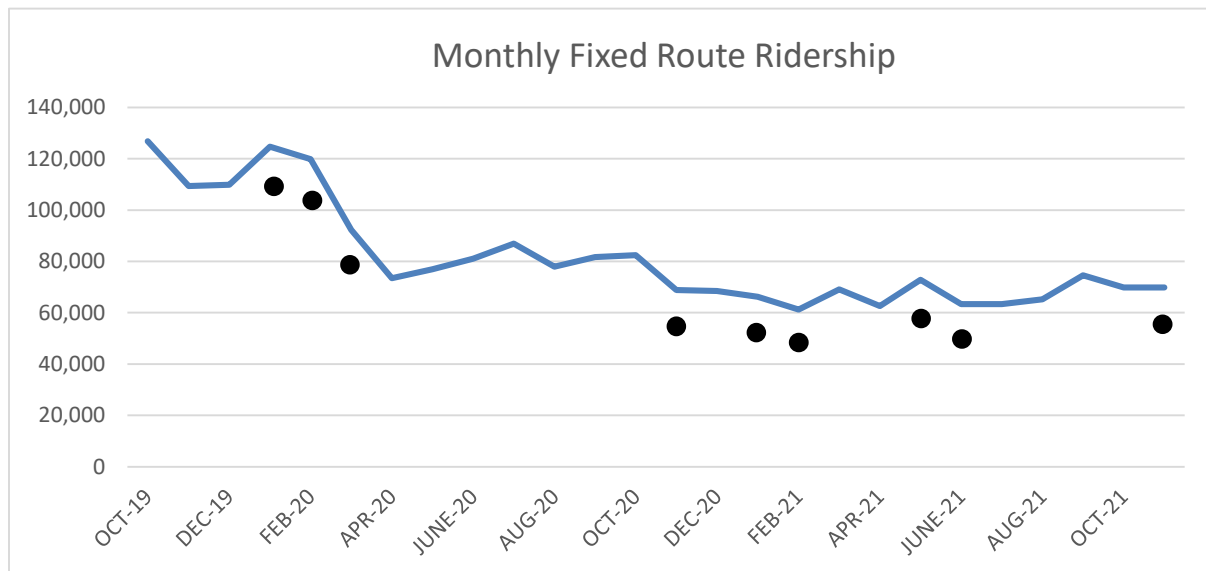
TOPIC	COVID-19 Ridership and Connected Meridian
DATE	January 3, 2021
STAFF MEMBER	Alissa Taysom

### Highlights

- Ridership is trending up
- Ridership reached its lowest in February 2021
- Connected Meridian project is seeking public input on services in Meridian

### Summary

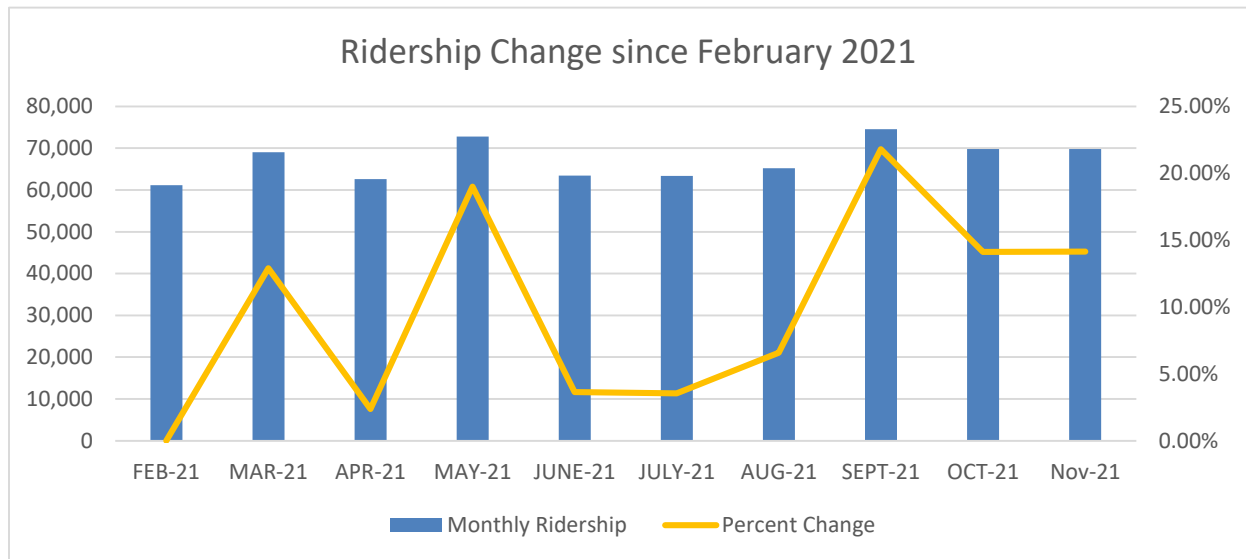
The COVID-19 pandemic caused a significant drop in ridership from pre-pandemic levels. Nationwide, monthly transit ridership is down 46% from December 2019. Overall fixed route ridership for Valley Regional Transit closely mirrors the nationwide reduction since the start of the pandemic. Before the pandemic began, monthly fixed route ridership was between 100,000 and 130,000 riders. Ridership dropped in March 2020, and has been slowly recovering. In November 2021, total monthly ridership was 69,834. The table below shows the changes in ridership since October 2019 and key dates since the start of the pandemic.



- January 2020 – Ridership exceeded January 2019 ridership
- February 2020 – COVID-19 crisis begins
- March 2020 – VRT suspends fare collection
- November 2020 – VRT resumes fare collection
- February 2021 – Lowest combined recorded monthly ridership since the beginning of the pandemic
- May 2021 – VRT goes fare free as part of the May in Motion campaign
- June 2021 – The Delta variant of COVID-19 begins to spread

- November 2021 – Ridership exceeds previous November’s ridership, first time since the start of the pandemic that ridership is higher than the same month the previous year.

In February 2021 fixed route ridership as a whole reached its lowest point of 61,180. As shown in the table below, ridership has grown over the months since. Ridership for November 2021 was up 14% over February 2021.



The local and intercounty services each reached their lowest point at separate times. At their lowest, the different services ranged between 50 and 65 percent below the ridership from January 2020. Similar to the lows, the highest ridership months for each service are happening at separate times. These highs range from 31 to 45 percent below the ridership from January 2020.

Service Type	Pre-Pandemic Ridership	Lowest Pandemic Ridership Month	Percent Change	Highest Pandemic Ridership Month	Percent Change
Ada County Local	116,664 (Jan 2020)	58,077 (Feb 2021)	-50%	70,112 (Sept. 2021)	-40%
Intercounty	8,080 (Jan 2020)	2,793 (May 2020)	-65%	4,407 (Sept. 2021)	-45%
Canyon County Local	4,062 (Jan 2020)	1,838 (Nov 2020)	-55%	2,819 (Nov 2021)	-31%

### Connected Meridian

Valley Regional Transit launched the Connected Meridian project on [engagevalleyregionaltransit.org](https://engagevalleyregionaltransit.org). The intent behind the project is to collect public input on a wide variety of public transportation options for the City of Meridian, some that already serve the City. The project areas that VRT is seeking input on are:

- Vanpool
- Fixed Route
- On-Demand, and
- Specialized Transportation

The feedback gained from the public will be used to inform the Transportation Development Plan for future service expansions to the City of Meridian.

### **More Information**

**For detailed information contact:** Alissa Taysom, Associate Planner, 208-258-2717, [ataysom@valleyregionaltransit.org](mailto:ataysom@valleyregionaltransit.org).



# MEMO TO TRANSPORTATION COMMISSION

## Agenda Topic on the Transportation Commission Agenda

**From:** Miranda Carson, Coordination Planner      **Meeting Date:** January 3, 2022  
**Presenter:** Miranda Carson      **Estimated Time:** 10 minutes  
**Topic:** Staff Communications

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

### ACHD Project Prioritization Advisory Committee

ACHD has invited the City to participate in reevaluating the prioritization methodology for programming projects. The following was received Dec 28<sup>th</sup>:

ACHD planning is excited to announce that beginning in January, we will start the process of reevaluating/updating our prioritization methodology for programming projects in the Integrated Five Year Work Plan (IFYWP).

**We would like to invite you lend your voice to the conversation as part of the project advisory team.**

This group will be made up of one member from each of our partner agencies that provide project prioritization lists annually, as well as a member from each of our advisory committees. The goal of the advisory team will be to provide open and honest feedback on how the process is currently working, as well as feedback as we review and propose alternative methodologies. We are planning a kick-off meeting in late-January, with two additional meetings in April and July, and wrapping up the effort in Fall 2022.

**Would you be willing to represent the City of Meridian? And if not, is there someone you could recommend that is familiar with the IFYWP project request process?**

In addition, with the development of this new prioritization methodology, we will be delaying our request for project prioritizations until later into next year.

### I-84 Corridor Operations Plan

COMPASS held an I-84 Corridor Operations Plan stakeholders meeting on December 15<sup>th</sup>. The recording can be viewed here: <https://public.3.basecamp.com/p/C5AUXd4WcC8TP92VteCdWknh>, and the meeting notes are attached.



## **I-84 CORRIDOR OPERATIONS PLAN – SECOND LEVEL SCREENING STAKEHOLDER MEETING NOTES**

**DECEMBER 15, 2021**



**COMPASS**  
**COMMUNITY PLANNING ASSOCIATION**  
of Southwest Idaho



## I-84 OPERATIONS PLAN: DECEMBER STAKEHOLDER MEETING

### SECOND LEVEL SCREENING MEETING DATE

WEDNESDAY, DECEMBER 15, 2021

### ATTENDEES

Hunter Mulhall, COMPASS

Mary Ann Waldinger, COMPASS

Mitch Skiles, COMPASS

Alissa Taysom, VRT

Stephen Hunt, VRT

Ryan Lancaster, ITD

Kevin Sablan, ITD

Jason Brinkman, ITD

John Tomlinson, ITD

Lance Johnson, FHWA

Robert Newman, Nampa

Dan Myers, Nampa

Ken Nutt, Nampa

Justin Price, ITD

Nestor Fernandez, ITD

Brian McClure, Meridian

Matthew Konvalinka, Boise PD

Mike Boydstun, ACHD

Miranda Carson, Meridian

DKS Associates: Jim Peters, Matt Ricks

IBI Group: Randy Knapick, Anabelle Yang



## MEETING NOTES

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May need to follow up with ITD on Midland cameras. They had a camera at Northside but it is not in ACHD's system now since they did the Northside project, the camera may be present but not working.

Include public training for tactics like ramp metering. Could be in implementation plan.

Implementation of detour plans has been slow. They have the plans but they have not really been implemented.

Including awareness or DMS signs for TIMs laws may conflict with ITD's sign/message policies. ITD is using education and not signs to communicate about TIMs laws. Any messages on DMS signs need to be preapproved, typically not educational. **Ryan to send sign policy to project team.**

Could identify cost savings in implementation plan, (DMS and VSL signs sharing infrastructure), etc.

Shoulder running transit should include maintenance of the shoulder (winter weather etc.). Benefit for emergency services. Fire and ambulance are typically using the inside shoulder today.

Advance warning/variable speeds important. They can help services like towing. Shoulder running transit might be later on the implementation plan, maybe ramp metering too.

Corridor operations team is a critical piece of the plan. Projects could drop off without an operations team. Corridor operations team could be one of the first implemented to keep the ball rolling. The team could answer question of who own and maintains the infrastructure, change up the phasing of projects depending on funding or status of the valley. **Hunter to discuss the Corridor Operations Team at the Regional Operations Work group.**

Seventeen tactics is a lot to carry forward but they are beneficial.

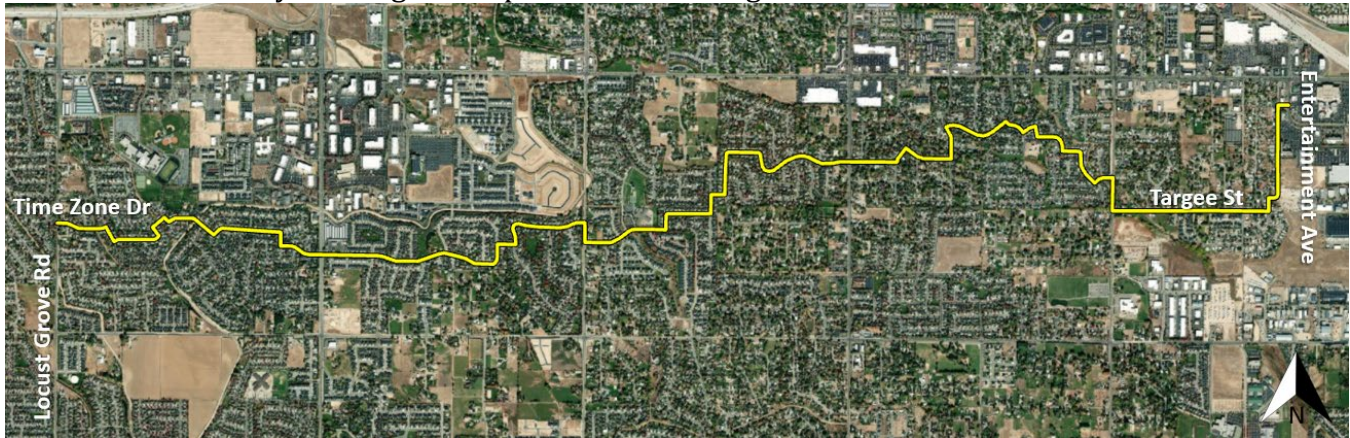
Phased implementation plan should group the projects (cost savings, what is the right dollar amount for a phase?). Flexibility in how we approach the plans, transit may not be a high priority for all agencies/users but shouldn't start at the top of the list and just move down. Shoulder running doesn't have to be a thing we do all the time, an event may be a good time to promote transit via shoulder running. Event management may be a way to introduce some new things to the region. This could be one way to further normalize some of these strategies around specific events. Use events as leverage.

This can be seen as I-84 part/vision 3. Part one was building the rural interstate, part 2 was expanding it to what we have today, part 3 is expanding how we manage it through this plan.



## Hollandale/Targee Bikeway Concept Study

ACHD has invited the City to participate in a concept study for a bikeway that goes from Locust Grove Rd to Entertainment Ave. The purpose of the study is mainly to emphasize the bike route as a low-stress bikeway with signs and pavement markings.



## I-84 EB Off-Ramp at Eagle Road

November 23<sup>rd</sup>, Caleb Hood reached out to Justin Price, ITD in the following email:

I just got off the phone with Walter Steed. He is concerned about the stacking on I-84 at the eastbound off-ramp at Eagle Road. He mentioned that last week the stacking was all the way back to the Meridian IC and that there are several sets of skid-marks from cars trying to avoid rear-end crashes. He was wondering what the crash history is out here and if it would be possible to add some capacity on the off-ramp as it is currently only a single lane for several hundred feet? Is this a known issue for you, Justin? I know there is a study of I-84 going on right now and I think another one about to kick-off, but I'm not certain the scope. Would you, or someone from ITD be willing and available to address this issue and anything that ITD may be doing to address it at an upcoming Meridian Transportation Commission meeting? I know the City is interested in a full rebuild of the IC, but this improvement may be warranted even in the interim. Oh, Walter mentioned maybe getting some drone footage??? I know the City has a drone so I'll inquire about using it. I don't know what approvals may be needed to fly over/near the interstate though, so if ITD has one and could fly this area during the am commute maybe that is more appropriate? Thanks, please let me know your thoughts on how best to address this concern.

Justin Price responded the same day as follows:

Thank you for reaching out. We have noticed there are some issues with this off ramp. We've been working with ACHD and are able to watch it from the cameras in the traffic management center. We are working on figuring out how to add capacity. It is a bit of an odd situation because traffic actually slows down well before the signal, so it isn't a signal timing problem. I will let you know if we end up needing some help. I'm hoping to have a plan for moving forward approved in the next couple weeks. Unfortunately, due to weather it may take until spring to implement. I'll keep in touch on the topic.

## 2022 Master Street Map Update

ACHD sent the attached response to the Master Street Map update comments the City made.





Kent Goldthorpe, President  
 Dave McKinney, Vice-President  
 Jim D. Hansen, Commissioner  
 Mary May, Commissioner  
 Alexis Pickering, Commissioner

Good morning,

Thank you for reviewing and commenting on the 2022 Master Street Map update. After ACHD staff had an opportunity to review the city comments, we would like to share with you our response to the comments provided on the Master Street Map. In the below table, you will find your comment and ACHD response.

<b>2022 Master Street Map Update - City of Meridian</b>				
<b>No</b>	<b>Name</b>	<b>City</b>	<b>City Comments</b>	<b>ACHD Response</b>
1	Larry Ln, west of Black Cat Rd	Meridian	The current location of the east-west proposed residential collector south of Chinden, west off of Black Cat does not work. WASD has a new middle school planned that will not accommodate the extension through the middle of their site and the Hubble project is conditioned to build the road from Levi Lane to the east, on the "flag" and north part of the WASD site. Please move collector north to Black Cat.	Agreed
2	Ramblin Ct, west of Black Cat Rd	Meridian	This collector should be moved up to connect to Ramblin rather than Larry Ln. There is a school site here that the current alignment intersects.	Agreed
3	Fawnridge Way, South of Rustic Oak Way	Meridian	Has been built	Agreed
4	Proposed Collector Rd, East of Black Cat Rd and South of McMillan Rd	Meridian	Collector is coming in with Quartet developments. Some final plats already approved.	Agreed
5	Ward Ave, North of Franklin Rd and West of Linder Rd	Meridian	This area is Industrial in the FLUM. This should be an Industrial Collector.	Agreed

6	Proposed Collector Rd, North of Franklin Rd and West of Linder Rd	Meridian	Update is needed to reflect FedEx development and Amazon.  Ten Mile SAP has network plan though. The City will need to update the TMSAP to reflect "as built" too.	Agreed
7	Fred Smith St, North of Franklin Rd and West of Linder Rd	Meridian	Chewie (FedEx) Final Plat approved. This should be moved south to reflect the development plan.	Agreed
8	State Ave, Locust Grove Rd to Fairview Ave	Meridian	This is a mixed use area, largely residential. It may be more fitting to call this a residential or commercial collector. Agreed. Industrial doesn't make sense. However, these roads (Webb Way and State Ave) are now built. Let's have the designations reflect the cross-section.	Agreed
9	State Ave, Webb Way to Hickory Ave	Meridian	E State Ave is on development plans to run through here. This road now exists. See comment above and reflect designation built.	Agreed
10	Cobalt Dr (Proposed Collector), Umbria Hills Way to Ten Mile Rd	Meridian	Minor shift south along the property line.	Agreed
11	Benchmark Ave (Proposed Collector), North of Excursion Ln	Meridian	Slight shift to follow planned development	Agreed
12	Wayfinder Ave, South of Cobalt Dr and Cobalt Dr, East of Wayfinder Ave	Meridian	Slight shift to follow planned development	Agreed
13	Proposed Collector, East of Vanguard Way	Meridian	Remove	Agreed
14	Navigator Dr, Vanguard Way to Benchmark Ave	Meridian	Slight shift to follow planned development	Agreed
15	Grand Fork Way, Overland Rd to Spanish Fork Way	Meridian	No fronting houses and supports high residential density. Add residential collector (S. Grand Fork Way)	Agreed

16	Rackham Way, Overland Rd to Silverstone Way	Meridian	Rackham to Silverstone commercial collector planned. ACHD please verify. Did conditions for these projects require Rackham to be improved to collector status? If not, no change.	The road reclassification was not listed in the 2019 Rackham Subdivision development application – ACHD Staff Report so no change is recommended for this road segment.
17	Proposed Collector Rd, West of Locust Grove Rd and North of Lake Hazel Rd	Meridian	Adjust the alignment slightly to match Apex plan.	Agreed
18	Bott Ln, Peaceful Pond Dr to Taradale Ave	Meridian	Adjust to reflect Shelburne East connecting to Bott Ln. via Hillsdale Avenue.	Agreed
19	Proposed Collector Rd, Hillsdale Ave to Taradale Pl	Meridian	Remove	Agreed
20	Proposed Collector Rd, East of Locust Grove Rd and South of Lake Hazel Rd	Meridian	adjust alignment to reflect Apex	Agreed
21	Bingley Dr (Proposed Collector), East of Eagle Rd	Meridian	This is in the Pure Vida plans designed as a collector.	Agreed
22	Skybreak (Proposed Collector), East of Eagle Rd and South of Lake Hazel Rd	Meridian	This is in the Skybreak plans designed as a collector.	Agreed

ACHD staff review is guided by ACHD Policy 3111.3 where it establish two amendment procedures for the Master Street Map. Through the ACHD's standard development review process which is the vehicle for processing and commenting on requests to amend the Master Street Map associated with new development and through a large-scale city or county initiated comprehensive plan changes or sub area plans.

Please, review ACHD responses and let me know if you have any questions or concerns.

Sincerely,

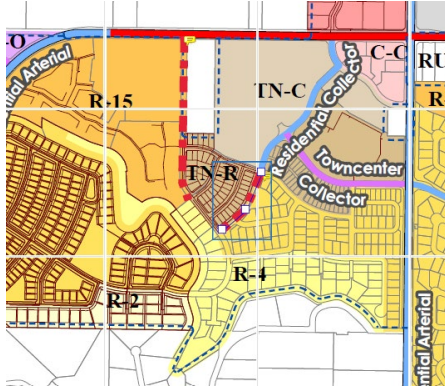
**Edinson Bautista**

**ACHD Sr. Transportation Planner**  
 Planning and Project Management Department  
 Ada County Highway District  
 3775 Adams Street  
 Garden City, ID 83714  
 Email: [ebautista@achdidaho.org](mailto:ebautista@achdidaho.org)  
 Phone: (208) 387-6238

I responded to ACHD's letter as follows:

Thank you for taking the time to review this with us. I appreciate the succinctness of the letter as well. I did see 2 comments from our review not listed on the table in your letter.

- On page 13 last comment, S Spanish Fork Way collector (south of Overland and west of Linder) should be extended slightly as it has been built (page 13 of the original review)



- There should be some connector between the Pura Vida and Skybreak collectors (page 22 of the original review).



These are both minor edits which may be why they didn't make the table, but I just wanted to be sure they were noted.

Thanks again for including the City in this process.

Edinson Bautista responded:

Thank you for pointing this out. I will include them in my list so I do not miss them.

## Black Cat/Ustick Signal Timing Request

Caleb Hood sent the following inquiry to Shawn Martin at ACHD on December 8<sup>th</sup>:

I received a call from the Meridian Transportation Chair, Walter Steed last week. He was asking about the signal timing at Black Cat/Ustick. He's wondering if a little more green time can't be given to the am westbound traffic? He said McMillan is stacking pretty good in the am, probably due to Owyhee traffic. Anyway, I told him I'd ask.