



TRANSPORTATION COMMISSION MEETING

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho

Monday, June 06, 2022 at 3:30 PM

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Agenda

VIRTUAL MEETING INSTRUCTIONS

To join the meeting online: <https://us02web.zoom.us/j/81845008968>

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

Webinar ID: 818 4500 8968

ROLL-CALL ATTENDANCE

| | |
|-----------------------|---|
| ___ David Ballard | ___ Shawn Martin, Ex-Officio - ACHD |
| ___ Zachary Shoemaker | ___ Liisa Itkonen, Ex-Officio - COMPASS |
| ___ Ryan Lancaster | ___ RD Huntley, Ex-Officio - WASD |
| ___ Walter Steed | ___ Alissa Taysom, Ex-Officio - VRT |
| ___ Tracy Hopkins | ___ Justin Price, Ex-Officio - ITD |
| ___ Stephen Lewis | |
| ___ Jared Smith | |
| ___ Tom LeClaire | |
| ___ Joseph Leckie | |

ADOPTION OF AGENDA [ACTION ITEM]

APPROVAL OF MINUTES [ACTION ITEM]

- [1.](#) May 2, 2022

MAYOR'S STATE OF MERIDIAN TRANSPORTATION REVIEW

OLD BUSINESS [ACTION ITEM]

- [2.](#) Transportation Projects Update - M. Carson
- [3.](#) Linder Road Air Compression Brake Noise Complaint - W. Steed

NEW BUSINESS [ACTION ITEM]

4. Meridian Police Department Update - Sgt Dance
5. ACHD Capital Improvement Plan Update - Austin Miller
- [6.](#) Amity Road & Marsala Avenue Crosswalk Request - Samantha Cragg
- [7.](#) Integrated Five-Year Work Plan Prioritization Methodology - W. Steed
8. School Zone Subcommittee Update - R. Lancaster
- [9.](#) Staff Communications - M. Carson

FUTURE MEETING TOPICS

10. I-84 Eastbound Off-Ramp at Eagle Road
11. ACHD Capital Investment Citizens Advisory Committee Update

NEXT MEETING - July 11, 2022 (Tentative)

ADJOURNMENT

Meeting Minutes

Meridian Transportation Commission

May 2, 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 3:30 p.m.; YouTube started and roll taken)

| | | |
|--------------------------------|----------------------------|---|
| <u> x </u> David Ballard | <u> x </u> Stephen Lewis | <u> o </u> Shawn Martin (ex-officio-ACHD) |
| <u> o </u> Zachary Shoemaker | <u> x </u> Jared Smith | <u> x </u> Liisa Itkonen (ex-officio-COMPASS) |
| <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> x </u> Justin Price (ex-officio-ITD) |

Others Present: Ted Baird, Meg McCarty, Sgt, Dance, Caleb Hood

Adoption of the Agenda

Chairman Steed opened this for discussion; there was none. Per the Chair, the agenda was considered adopted as published.

Approval of Minutes

1. March 7, 2022 – Motion by Lewis; 2nd by Hopkins-All ayes

Old Business Items

2. Transportation Projects Update (C. Hood)

Beginning on page 6, we will be inviting Gary Inselman and Tom Laws from ACHD to discuss the project prioritization stakeholder updates and the CIP ACHD, under the future meeting topics as well. They may be at the June meeting.

Page 7, At the McMillian and Black Cat Intersection the ACHD consultant has recommended a dual lane roundabout. Design is on the ACHD Commission agenda for this week.

Page 10 ITD Projects- Regarding the Idaho I6 project, the next phase of that has been broken up into three phases. The Phase between I-84 and Franklin-the bid opening is 5/3/22 for that

construction. And Ustick to Chinden will be 5/17/22. North and South are proposed to be done first. I-84 and Franklin is first, and second is Ustick and Chinden. The third will be the middle segment between Franklin and Ustick.

Update-not in the packet. I-84 interchange to the Eagle road interchange, ITD is working on a PSNE adding an auxiliary lane on the shoulder of I-84 East bound between Meridian and Eagle interchanges, along with constructing a new shoulder there. Anticipated there will be 2 lanes on I-84 Eastbound from Meridian interchange and 2 lanes off at Eagle interchange. ITD is currently working with TO engineers. ITD still plans to restripe for a dual lane on the current exit ramp off of I 84 and Eagle.

Page 10, Meridian/Kuna traffic study through ITD will hold a technical meeting on Thursday.

Page 11, Valley Regional Transit discussions are beginning for FY23 budget and services. Budget starts 10/1/22.

Mr. Hood opened for questions. There was some further discussion.

3. September ACHD Operations Center Tour (tentative 9/12) - C. Hood

C. Hood proposed moving the meeting up 30 minutes. There was discussion of riding in a Parks Departments van for those who would like to use that option. 3:00pm start time and riding in the City van were agreed on by the Commission. There was some further discussion of logistics.

New Business Items

4. ACHD Bicycle Advisory Committee (Meg McCarthy)

Meg McCarthy is the ACHD bicyclist and pedestrian program coordinator. Ms. McCarthy presented on the organization of ACHD. The various plans related to bicyclist and pedestrian facilities were outlined. There was some discussion about the Advisory Council History and Membership. The members serve 2-year terms, which need to be approved by the commission prior to becoming a member. Ms. McCarthy stood for questions; there was some discussion.

5. Meridian Police Department Update (Sgt. Dance)

Sgt. Dance to talk about the hands-free law effectiveness. There were 8 crashes in 2021 attributed to texting and driving; this is likely too low as it is hard to prove that the cause of a crash was due to texting and driving. It is proving to be a hard law to enforce. The law does allow for officers to pull over the vehicle if they see them using a mobile device. There was some further discussion.

6. Staff Communications (C. Hood)

Mr. Hood began discussion on Page 12 in the staff communications memo. There are concerns with the school crossing on S. Stockenham Way for Hillsdale Elementary. It was decided it was best to convene the School Zone Subcommittee to discuss the best solutions for crossing to Hillsdale Elementary.

Page 12-15 have the analysis from ACHD on the Bri community concerns with speed on N. Records Way. ACHD is not recommending a speed reduction or a crosswalk. Anything further would need to go through the Mayor. There was some discussion on various solutions.

Page 17, there was a citizen concern about compression brakes on Linder. ACHD is willing to put up a compression break prohibited sign to coincide with a welcome sign. The current "Welcome to Meridian" sign needs to be moved, but it should be moved further south than the top of the hill. There was some further discussion about this concern and the signage for compression breaks.

7. July Meeting Date/Cancellation

Due to the Independence Day holiday, the meeting was proposed to be moved to July 11, 2022 or cancel the meeting. It was decided to move the meeting to July, 11th and confirm at the June meeting.

Future Meeting Topics

- 8. State of Transportation Review-Mayor Simison (June)**
- 9. ACHD Capital Improvement Plan Update**
- 10. Integrated Five-Year Work Plan Prioritization Methodology**
- 11. I-84 Eastbound Off-Ramp at Eagle Road**
- 12. ACHD Capital Investment Citizens Advisory Committee Update (Chair)**

Next Meeting Date: June 6, 2022

A motion by Commissioner Lewis to adjourn; second Commissioner Ballard – all ayes - motion carried.

Meeting adjourned at 5:17 p.m.

(AUDIO RECORDING AVAILABLE UPON REQUEST)

APPROVED:

WALTER STEED, CHAIR

DATE

ATTEST:

CHRIS JOHNSON (City Clerk)

DATE



MEMO TO TRANSPORTATION COMMISSION

From: Miranda Carson, Coordination Planner **Meeting Date:** June 6, 2022
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 Integrated Five-Year Work Plan (IFYWP) was adopted by the ACHD commission on January 26th, 2022. More information can be found here:

https://www.achdidaho.org/Departments/PlansProjects/IFYWP_2226draft.aspx.

The ACHD Commission heard a presentation March 16th 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 2nd ACHD Project Prioritization Stakeholder meeting was held in late May.**

City Staff Contact: Miranda Carson, Community Development

Linder, Overland to Franklin: **The Interagency Agreement, scope, and schedule were approved by the ACHD Commission in May. Notice to proceed has been issued.** Design is estimated to be 18 months. 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

City Staff Contact: Brian McClure, Community Development

Ten Mile Road, Victory to Overland and Ten Mile/Victory Roundabout: **Placing subgrade for intersection. Overland to Lamont re-opened for traffic. Placing curb at roundabout.**

Sidewalk will begin after curb. Concrete paving anticipated starting in June. Irrigation work is complete. Lamont opened to local traffic. Bridge work ongoing. Placing subgrade for intersection. 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

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 7th to Meridian Rd; NW 7th St, W Washington St to middle school micro-path; W 6th Ave, W Washington St to W Carlton Ave; and W 5th 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

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

City Staff Contact: Caleb Hood, Community Development

Locust Grove Road, Victory to Overland and roundabout at Victory: 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

City Staff Contact: Brian McClure, Community Development

Eagle Road, Lake Hazel to Amity: 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

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

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

City Staff Contact: Caleb Hood, Community Development

Ustick, Ten Mile to Linder: Median landscaping is being explored by the project team. Construction is planned for 2025, but may be moved up to 2024. 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

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: Enhanced pedestrian crossing at the Ten Mile Pathway is included in the 30% concept design. Widen Lake Hazel Rd to five 11' lanes with curb gutter and 10' to 14' detached multiuse path on both sides. Install a retaining wall on the north side on front of existing development. 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: 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: Construction is anticipated to start in May 2022 with substantial completion in late October. Some segments have been altered slightly. Segments included: E 2nd, Idaho to Carlton (originally stopped at State); E 4th, Broadway to State; E 4th, Washington to Janie Ln; E 5th, State to north end; E Bower, 2nd to east end (originally extended to Main); E State, 3rd to Cathy Ln (originally extended to Meridian Rd); E Washington, 4th to Cathy Ln (originally extended to 2 ½); NE 5th Ave, Franklin to Bower.
https://www.achdidaho.org/Projects/2022/proj_road_2021_res_cap_maintenance.aspx
 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 to be built Summer 2022 included: W 3rd St, W Pine to north end; E Broadway Ave, E 3rd to E 6th; W Cherry Ave, NW 4th St to Meridian Rd; W Idaho Ave, W 8th St to N Meridian Rd; W Maple Ave, W 1st St to N Meridian Rd. Segments to be built Spring 2023 include: W 2nd St, W Cherry Ave to W Cherry Ln; NW 4th S, W Broadway Ave to Maple Ave. 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 18th. Segments included: 01st St W, south end to Franklin Road; Rose Circle; Country Terrace Way S, south end to Overland Road; Blossom Pl, south end to W McGlinchey Ave; McGlinchey Ave, Blossom Pl to NW 8th St; Interlachen Ct, west end to Interlachen Way; Laurel Ct, south end to Verbena Dr; Tobago Ct. E., west end to SE 5th Way; Larkspur Ct, south end to Verbena Dr; Lilac St, south end to Waltman St; Lavender Ct, south end to Verbena Dr; Sugar Creek, south end to Sugar Creek Dr; Lawndale Dr, McGlinchey Ave to Crestmont Dr; Crusier Dr, west end to Five Mile Rd; and Francine Pl S, Victory Rd to S Francine Ln.

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

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: Locust Grove Road to Meridian construction is anticipated Spring 2022. All four lanes from Linder to Meridian are open.

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: I-84 to Franklin and Ustick to Chinden portions bids opened May 3rd and May 17th respectively. The middle portion from Franklin to Ustick will lag a little behind and will be out to bid late summer into fall. Construction will begin 2022. Initial construction will include: Five miles of highway between U.S. 20/26 and I-84; an initial interchange at SH-16/I-84; overpasses at Cherry Lane, McMillan Road, and the railroad; stop-controlled intersections at Franklin Road and Ustick Road; and an updated layout for the current U.S. 20/26 intersection. ITD is also completing the design of the future interchanges at Franklin Road, Ustick Road, U.S. 20/26 and State Highway 44. **Parks is coordinating with ITD and the irrigation district on a pathway connection along the underpass planned at Ustick.** Additional funding will be needed to build these interchanges. Project website: www.ITDprojects.org/Idaho16

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: 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

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. Design: 2024; ROW: 2025; Construction: Future.

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 8th 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: The Quartet Subdivision developer is constructing pathway north of the Five Mile through the proposed development and partnering with the City to add a pedestrian component to their vehicular bridge. The City is working with an engineering consultant on construction plans for the remainder of the run on the south side of the Five Mile Drain (from Quartet, east to the existing McNelis Pathway). This includes a crossing of the Nine Mile Drain, with tentative plans to install a bridge crossing after the 2022 irrigation season wraps. 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: **Route 30 Pine from the Ten Mile Interchange area through downtown to The Village will launch in October 2022.** Valley Regional Transit launched the Connected Meridian project on 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. For more information visit: <https://www.valleyregionaltransit.org/>
City Staff Contact: Miranda Carson, Community Development

Ada County Transportation Action Plan: The Transportation Action Plan was adopted by the Board of County Commissioners in February 2022. The full document can be found on the plan page. 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 **Meeting Date:** June 6, 2022
Presenter: Walter Steed & Natalie Anderson **Estimated Time:** 10 minutes
Topic: Linder Road Air Compression Brake Noise Complaint

In May the Transportation Commission discussed a citizen concern regarding the noise from compression brakes as trucks traveled at the top of the hill on Linder Road south of Overland Road. The City currently has the following code pertaining to compression brakes.

7-1-13. - Air compression brakes prohibited.

- A. The term "air compression brakes" shall include devices that alter the operation of an engine's exhaust to slow a vehicle or truck.
- B. The use of air compression brakes by vehicles or trucks, as defined in Idaho Code title 49, chapter 1, within the city is hereby prohibited and shall be unlawful, except under emergency circumstances where the use of air compression brakes is necessary to prevent an accident or injury to persons or property.
- C. The following vehicles and trucks are exempted from the prohibitions of this section.
 1. Vehicles and trucks operated by a fire department; and
 2. Vehicles used for public transit purposes.

(Ord. 19-1855, 10-22-2019)

Natalie Anderson, the citizen who brought the initial concern forward, will be in attendance to provide some specific vehicle information and timing of the noise. The intent of the Commission discussion is to address enforcement of current City code and/or discuss alternative solutions.



MEMO TO TRANSPORTATION COMMISSION

Agenda Topic on the Transportation Commission Agenda

From: Miranda Carson **Meeting Date:** June 6, 2022
Presenter: Samantha Cragg **Estimated Time:** 10 minutes
Topic: Amity Road & Marsala Avenue Crosswalk Request

In May we received the following citizen request from Meridian resident Samantha Cragg:

I am writing to see if we can get a crosswalk on Amity at the intersection of Marsala Rd, to safely cross Amity. This is on Amity between Locust Grove and Eagle. It sounds like this project is already slated to occur in 2026, but I'm writing to ask if it can be done sooner.

The new Albertson is coming at Eagle and Amity soon, and it will undoubtedly draw lots of bicyclists and pedestrians to attempt to cross Amity Rd, which has a 55mph speed limit on this section. The crosswalk would allow several neighborhoods to safely cross Amity.

This would help my subdivision, Sky Mesa, along with several other connected neighborhoods, including White Bark, Calistoga, East Ridge and Black Rock to cross Amity safely.

I spoke to Meg through ACHD who suggested I speak to you, and our district commissioner, to see if this can be done sooner. Amity Road is closed on this section currently for construction on the road, until 6/10, and it would be a good time to get this project done.

Prior to addressing this request to the City, Ms. Cragg addressed it to ACHD and received this response from Meg McCarthy:

Thank you for contacting Ada County Highway District regarding a future crossing between Locust Grove and Eagle on Amity. I have great news for you, a crossing at Marsala Way has been identified in the South Meridian neighborhood plan. Even better news is that in the current Integrated Five Year Work Plan (this is the document and adopted budget that directs projects for the future) this section of Amity is slated for improvements that will include enhanced bicyclist and pedestrian facilities. Currently it is scheduled for design in 2026. It could be moved up however, especially if you were to contact the City of Meridian (Caleb Hood) or your Commissioner, I have included the link to find who your Commission is below. As you make your requests, please make sure to include this potential crossing as part of the project request.

<https://achd.maps.arcgis.com/apps/View/index.html?appid=f952745c66574166906ed300f555639d>

Ms. Cragg will be in attendance at the June meeting to present on her concern.



MEMO TO TRANSPORTATION COMMISSION

Agenda Topic on the Transportation Commission Agenda

From: Miranda Carson
Presenter: Walter Steed
Topic: Integrated Five-Year Work Plan Prioritization Methodology

Meeting Date: June 6, 2022
Estimated Time: 10 minutes

ACHD is in the process of updating their prioritization methodology for the Integrated Five-Year Work Plan. Walter Steed serves on the ACHD Capital Investment Citizens Advisory Committee (CICAC) which was recently updated on the new methodology progress. Mr. Steed will present an overview of the update based on the attached presentation provided to us from ACHD.

ACHD Project Prioritization Stakeholder Meeting #2

FEHR & PEERS

Richard Brockmyer, AICP
5/20/2022

Scope of Work

TASK 1: Existing Methodology & Process Review

- Memo Summarizing Existing Methodology and Problems / Improvements identified by Core Team and Stakeholders

TASK 2: Best Practices Review

- Review of other agency processes and relevant national best practices
- Table comparing methodologies
- Memo summarizing best practices and recommendations for moving forward

TASK 3: Development of Metrics

- Recommended project prioritization methodology
- Evaluation of recommended methodology compared to existing

TASK 4: Implementation of Metrics

- Memo summarizing implementation strategy for full-incorporation into the IFYWP process

What We Heard Last Time We Met

- Little understanding of current process
- Desire for more transparency
- Desire for simple and easy to understand process
- Interest in cross-modal prioritization
- Key Question that is not part of prioritization:
 - *How are funding levels determined for Roadways & Intersections vs. Community Programs*








What We Reviewed

- Wasatch Front Regional Council (WFRC)
- Utah Department of Transportation (UDOT)
- North Carolina Department of Transportation (NCDOT)
- Southeastern Wisconsin Regional Planning Commission (SEWRPC)
- Virginia Department of Transportation (VDOT)
- Minnesota Department of Transportation (MnDOT)
- City of Tigard, OR
- Puget Sound Regional Council (PSRC)
- Washington Department of Transportation (WSDOT)
- NCHRP: Cross Mode Project Prioritization Report



ACHD PROJECT PRIORITIZATION PROCESS COMPARATIVE TABLE

Item 7.

| AGENCY | PROCESS / PROJECT | DOCUMENTATION AVAILABLE ONLINE? | FREQUENCY OF PROJECT PRIORITIZATION | APPLICATION PROCESS | LEVEL OF COMPLEXITY | PROS | CONS | COMPARISON TO ACHD | WEBSITE |
|--|-------------------|---------------------------------|-------------------------------------|-------------------------------|--|--|---|---|---|
| Ada County Highway District | IFYWP | ✗ | Annual | ✗ |  Medium-Low | Variables used are in-line with best practices, process and methodology is not overly complex | No documentation publicly available, list of variables used is long and much of the data is not accessible | N/A | N/A |
| Wasatch Front Regional Council (UT) | CMAQ, STP, & TAP | ✓ | Annual | ✓ |  Medium | Transparent process, clear documentation | Time consuming process, requires data development by applicants | Much more collaborative approach to developing prioritization. Uses a mix of quantitative and qualitative measures for prioritization | https://wfrc.org/programs/transportation-improvement-program/ |
| Utah Department of Transportation | TIF, TTIF | ✓ | Annual | ✓ (for some project types) |  Medium-High | Tied to overall transportation vision/goals, similar outcomes considered for all modes, transparent | Data intensive, relative ranking of projects can make projects score differently each time, complex weighting and many variables used | More complex and uses a long list of metrics framed around key outcomes. Requires applications for some project types and uses long-range plans to identify others. | https://udot.utah.gov/connect/about-us/commission/project-prioritization-process/ |
| North Carolina Department of Transportation | TIP | ✓ | Annual | ✓ |  Medium-High | Uses a normalization process to put all projects on 1-100 scale. A small percentage of funding goes to projects that compete cross-modally | Data intensive, requires applicants to develop data, complex scoring methodology | Much more complex, but uses some similar measures | https://connect.ncdot.gov/projects/planning/pages/prioritizationresources.aspx |
| Southeastern Wisconsin Regional Planning Commission | TIP | ✓ | 4 years | ✗ |  Low | Allots bonus points for AT improvements "above and beyond", up to 10 extra points. Doesn't require extensive additional data | Roadway-focused (and predominantly quantitative) metrics tend to favor roadway projects | More simple and uses a shorter list of metrics. | https://www.sewrpc.org/SEWRPC/Transportation/RegionalTIP2124.htm |
| Virginia Department of Transportation (Smart Scale) | SYIP | ✓ | Annual | ✓ |  High | Cross-modal prioritization, transparent process and results | Data intensive, requires applicants to develop much of the data that is used, very complex process | Much more complex. Prioritizes project cross-modally. Requires a large amount of data development and analysis. | https://smartscale.org/ |
| Minnesota Department of Transportation | STIP, SHIP | ✓ | Annual | ✗ |  Medium-Low | Small number of variables considered makes the methodology easy to understand | Roadway and active transportation projects use very different metrics | More simple and uses a shorter list of metrics. Also separates roadway projects from active transportation projects | https://www.dot.state.mn.us/projectselection/categories/mobility-capacity-expansion.html |

Key Takeaways

- Most agencies have a website presence explaining prioritization process and measures
- Processes inform decision making, but only one example where model outputs are only consideration in funding decisions
- Many agencies tie prioritization methodology to overarching goals or agency vision
- **Agencies use similar measures to what ACHD currently uses**
- Only one example where true cross-modal prioritization is done, but many examples of similar measures across all modes
- Wide variation in methodology (simple to complex)
 - Most agencies stressed keeping things simple

Process and Methodology

- Focus on Increasing Transparency
 - Website
 - Application process
 - Posting documentation and results
 - Posting available datasets

Process and Methodology

- Maintain Methodology but improve and simplify
 - Use consistent set of variables for Community Program prioritization
 - Incorporate Level of Traffic Stress metrics
 - Convert Roads & Intersections to a 100 point scale
 - Re-examine weighting
 - Separate out safety and congestion benefits
 - Separate out density and equity metrics

Timeline

| | June | July | August | September | October | November |
|--|------|------|--------|-----------|---------|----------|
| Commission Meeting | | | | | | |
| Categorize Metrics into Outcomes/Goals | | | | | | |
| Simplify Community Programs Methodology | | | | | | |
| Simplify Roads & Intersections Methodology | | | | | | |
| Develop and Refine Application Process | | | | | | |
| Create Website | | | | | | |



MEMO TO TRANSPORTATION COMMISSION

Agenda Topic on the Transportation Commission Agenda

From: Miranda Carson, Coordination Planner **Meeting Date:** June 6, 2022
Presenter: Miranda Carson **Estimated Time:** 5 minutes
Topic: Staff Communications

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

Transportation Commission Reappointments

On May 24th City Council reappointed Tom LeClaire and Ryan Lancaster to Transportation Commission seats #8 and #9 respectively.

Bike Lane Debris

We received the following concern from a citizen:

I am a cyclist and wanted to call out several sections of bike lane that have dangerous amounts of road debris; typically near recent construction sites. I am asking to see if these can be swept. In each of the locations listed below the debris is severe enough to cause bike damage and force the rider into heavy traffic (ie Ten Mile Road).

1) Ten Mile Road - Lost Rapids (new Costco)

The south bound bike lanes on both sides of the intersection running to the end of the LDS Church

And on Lost Rapids itself by that entrance to Costco. Heavy construction debris. Nails large rocks.

2) Ustick - heading East from the intersection with Linder until the new townhome construction site

3) Highway 44 (State St) intersection with Linder

- The intersection itself has glass and heavy debris.

- Running south on Linder just past the intersection construction debris from the townhomes complex (nails, large rocks, dirt) for the first 1/3 of a mile.

These concerns were forwarded onto the ACHD and ITD maintenance teams.

Raven Hill Parking at Mountain View Highschool

We received the following concern from Jeremy Putman, President Raven Hill Home Owners Association:

I am the president of the Raven Hill neighborhood association. Raven Hill Neighborhood is accessed from Locust Grove between Overland and Victory. Our neighborhood is west of Mt View High School.

Below is a short synopsis of the issues we are experiencing in our neighborhood and I have attached a PDF document that was given to Director Wong of ACHD.

There is an [emergency only access point onto the Mt View campus at the east end of E Blue Tick St in our neighborhood](#). This access was put in when the school was built because the fire department required two access points due to the size and importance factor of the school.

The emergency only access was put in as the second code required access point originally. However, since the construction of Puffin St. the high school now has three access points; Puffin, Millenium Way and E Blue Tick St.

People outside our neighborhood seem to think the east end of Blue Tick St is a drop off/pick up point for their high school students. There is speeding and congestion in the mornings and afternoons when school is in session. We have contacted Meridian Police several times over the years which seems to help reduce speeding...for a time. This does not alleviate the use of our neighborhood as what seems like a transit hub.

Outside normal school hours people attending school sponsored events use our neighborhood as a parking lot, blocking driveways, mailboxes and the no parking sign at the emergency access point. Parents and students have become belligerent when asked to move their vehicles.

This has become an issue beyond contacting code enforcement and we would like to find a more permanent solution; either restricting access or closing the access entirely. The PDF document was created in order to communicate with the property owners of Raven Hill and agencies involved regarding the history of the issues in our neighborhood and the current circumstances.

Director Wong suggested that I should set up a time to talk with Mayor Simison about this issue. It may involve the fire department as well.

I have let Mr. Putnam know that this will be a conversation with police and the school district to discuss possible solutions. This concern (and similar concerns at other campuses) have been discussed in depth in the past by the Transportation Commission and City and school district staff. I would suggest this issue be reviewed and discussed by the School Zone Subcommittee.

The following are the HOA meeting minutes referenced above.

- I. The history of the East end of East Blue Tick St.
 - a. The developer was required to install a fence around the entire development.
 - b. Various jurisdictions have conflicted on closing the access point over the years
 - c. Exhibit A has been provided by a property owner who has documented interactions with jurisdictions over the years.
- II. Jurisdiction Interactions
 - a. Police
 - i. Residents of Raven Hill have contacted Meridian Police occasionally regarding speeding and traffic. This does yield some results, but the issues do return.
 - ii. Police have searched for drug paraphernalia on the NMID lateral in the last year.
 - b. Mountain View High School
 - i. Regarding parking on Raven Hill streets and delinquent behavior on/near Raven Hill properties, Mt View has indicated they can/will do nothing because students are on a public street and off school grounds.
 - c. Ada County Highway District (ACHD)
 - i. A former ACHD commissioner has contacted some current commissioners who have taken an interest in this issue. They will research this access point and will discuss further what the neighborhood would like to see for a solution. Due to the history of interaction with ACHD we can suggest they pay for whatever solution we present.
 - d. Nampa Meridian Irrigation District (NMID)
 - i. NMID has an access easement on the irrigation lateral to the east of Raven Hill.
 - e. City of Meridian
 - i. In the past Mayor Tammy DeWeerd assisted Raven Hill in having signs installed that prevent parking during morning and afternoon hours to discourage student parking.
- III. Potential Solutions – All solutions require some form of support from the property owners and residents of the Raven Hill neighborhood.
 - a. Leave everything as it is currently
 - i. Pro
 - 1. No maintenance required from HOA
 - 2. Raven Hill would still have access to the school and park
 - ii. Con
 - 1. There would still be opportunities for delinquent behavior
 - 2. Parking and speeding would need to be enforced by contacting code enforcement and/or towing companies.
 - b. Install signs – Resident Parking Only (in part or entire neighborhood)
 - i. Pro
 - 1. No maintenance required from HOA
 - 2. Raven Hill would still have access to the school and park
 - ii. Con
 - 1. If signs are installed in only part of neighborhood, it may just “shift” the problem away from the access to other houses.
 - 2. There would still be opportunities for delinquent behavior.
 - 3. Would need to be enforced by contacting code enforcement and/or towing companies.

- . Install a fence and a gate – controlled access for residents of Raven Hill (Key, Combination, or Card Access)



- i. Pro
 - 1. This would limit foot traffic to those in the Raven Hill neighborhood.
- ii. Con
 - 1. The gate could be vandalized, and HOA would add cost to the maintenance line item in the budget.
 - 2. Mountain View could close off their side making this controlled access irrelevant
- d. Install a fence completely cutting off access
 - i. Pro
 - 1. Would stop all foot traffic from accessing the school; reducing delinquent behaviors and aggravations to property owners at that portion of Raven Hill.
 - 2. Would greatly reduce non-Raven Hill residents from "needing" to enter our neighborhood.
 - 3. Access is still provided from Puffin and Red Cloud pedestrian access.
 - ii. Con
 - 1. Would stop Raven Hill residents from accessing the school and park

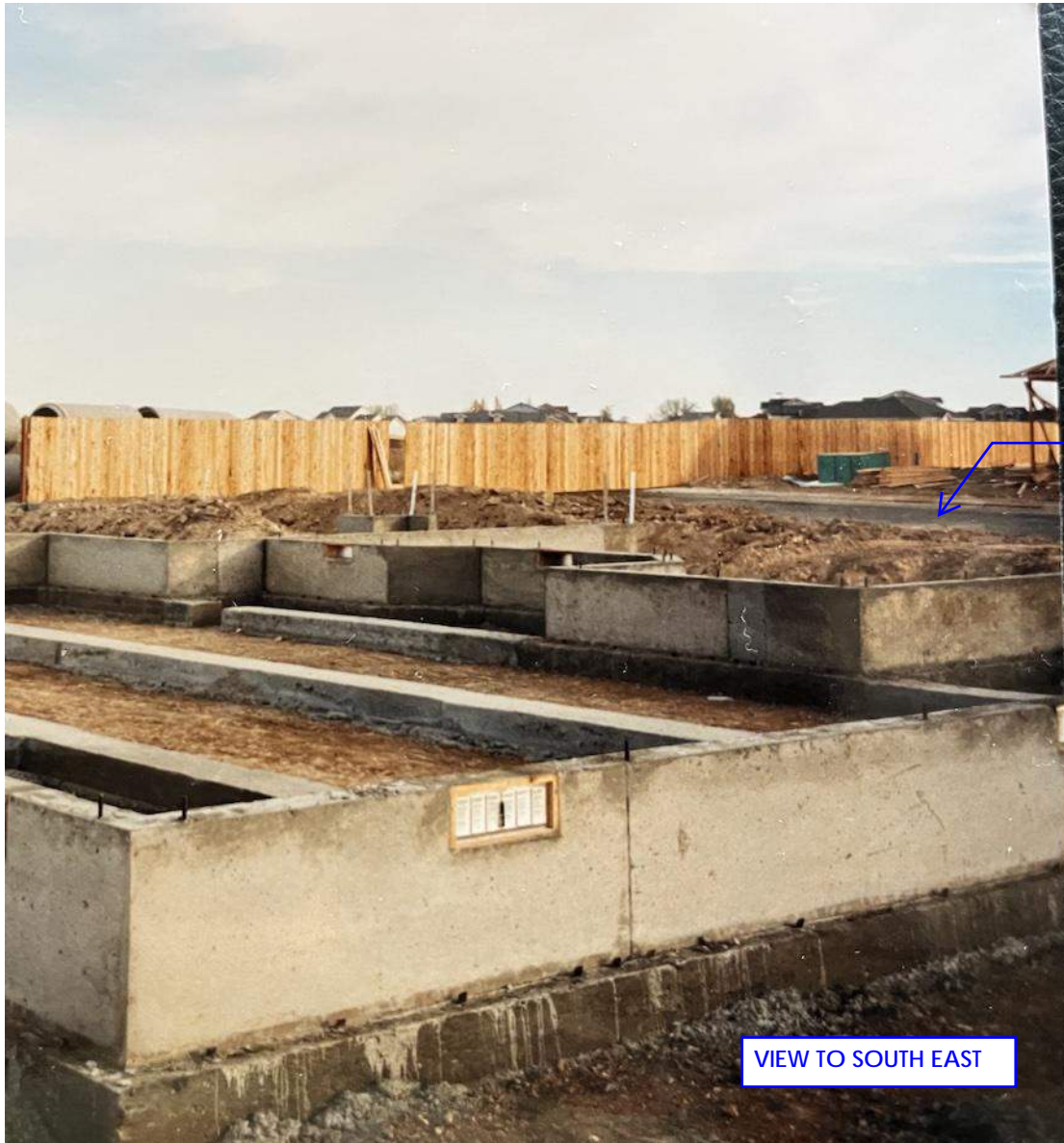
Exhibit A (from the Spence/Snodgrass)

1. 1995-Developer of Raven Hill, Robert Glenn, was required by the City of Meridian to fence the perimeter of the parcel of land known as Raven Hill Subdivision. (*Raven Hill development agreement exhibit B page 2*)
2. Spence/Snodgrass and the Burnhams purchased lots 24 block 1 and lot 14 block 4 in 1998 with the assurance from the developer and builder(s) that the E. Blue Tick St. stub would not be extended or developed in the future.
3. As of November of 1998 required fence was in place around the North, East and South boundary of Raven Hill including at the stub end of E. Blue Tick St. (*see dated photo*)
4. The canal was piped and covered and the perimeter fence separated the easement properties belonging to Spence/Snodgrass and the Burnhams from the Hunter Lateral.
5. Burnhams moved into their house in 1998. Spence/Snodgrass moved into their house in February of 1999.
6. The Raven Hill subdivision plat map shows the school area as unplatted ground and there was no indication of any access across the lateral. In the initial home appraisal, it was stated that a high school and a hospital annex would be built within a 1-4 mile radius of the properties. The Hospital is within that range. The high school is within a 100-400 ft. range of the properties.
7. Circa 2001-2002 the required easterly fence across E. Blue Tick stub was taken down and a bollard/gate was installed, without notification or justification to property easement owners or the RH homeowners association. This allowed for easy access across the Hunter Lateral and the homeowner's easements.
8. In 2001, Christy Richardson, Principal Development Analyst for ACHD, stated her concerns about the proposed site access from E. Blue Tick St. to the school. "As the neighbors learn of this site plan, they will have a lot of input regarding such an access." She anticipated the parking and traffic issues that would be created, and advised that ACHD would most likely have to address the issue with unhappy homeowners.
9. In late 2001 the homeowners were made aware that a high school was being built directly to the northeast of their properties. Neither the homeowners or RH HOA were ever informed of the site plan and never had an opportunity for any input.
10. Mtn. View High School opened in the fall of 2003.
11. With only one access being provided to the school, students were driving and parking in eastern portion of Raven Hill, specifically on E. Blue Tick, Tagish, and Griffon streets. Parked cars blocked driveways, mailboxes and sidewalks. This also led to student loitering on private property, coupled with littering, vandalism, drug use, smoking, sexual activity, public urination and fighting. When the homeowners complained to the school, they said there was nothing they could do, since the students were off campus and these were public streets.

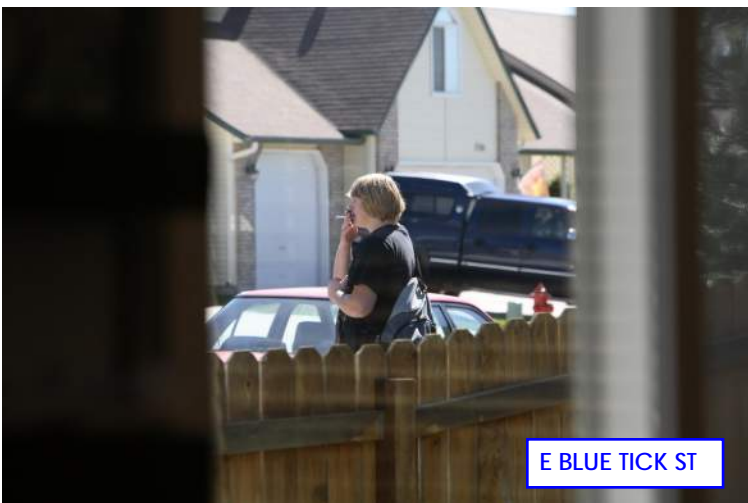
12. The situation only escalated. Around 2004, Carol Burnham, homeowner, observed about 20 students skipping school and trespassing on the east side of Spence/Snodgrass property. The students were engaged in illegal drug activity. Carol called the SRO for MVHS and as he was walking over, the students ran down Tagish St. and 2 of them collapsed in the front yard of Stacy Hogg. He called paramedics, and they were treated.
13. After this incident, Spence/Snodgrass homeowners contacted Van Carlson of Farmers Insurance (the homeowner's insurance agent). He was informed of the situation, and was asked about their liability when students were trespassing and were injured or overdosed on private property, through no fault of the homeowners. He stated that the homeowners are indeed responsible, even if they were not at fault.
14. The Burnhams and Spence/Snodgrass made a decision to get the fence back up, to protect them from all of the above. They contacted John Anderson of Nampa Meridian Irrigation, as they made the assumption that NMI removed the fence and installed the bollard. He stated that they did not remove it, but would issue the homeowners a license agreement to construct a fence on NMI's Right-Of-Way. He suggested that they should obtain a license agreement with ACHD as well, since the fence would cross off the stub at E. Blue Tick.
15. Homeowners applied for a license agreement with ACHD to construct a gate. (*Receipt #10675 that stated permission to construct a gate at the entrance to irrigation canal road between, 2036 E. Blue Tick St. and 2236 Tagish St.*) During the process of approval, the school became aware of the homeowners intent to construct a gate, to prevent students accessing the school from either parking or walking from Raven Hill. They then pressured ACHD to deny the homeowners the license agreement. The school claimed to have a footpath agreement in the school development plan.
16. On 9/15/2006, Carol Burnham went to the Ada County Courthouse, to find any evidence of a footpath agreement giving permission to use the homeowner's easement and NMI's ROW as a school access footpath. The Recorder's office said there was nothing recorded that would give the school access from RH subdivision. After visiting with several city and county entities, they got in contact with Will Berg, Meridian City Clerk. He stated "there is nothing between this subdivision and the school that would give them permission to cross into our subdivision from the school, only emergency access for Fire Trucks and NMI access." He also stated that the opening was not to be used for foot traffic, as it is not a maintained footpath to the school. There is no footpath agreement from RH to MVHS filed with either the City of Meridian, ACHD or NMI. The school development plan map, shows a 'site access' for emergency use only at the end of E. Blue Tick St. The plan map shows a 'pedestrian access' to MVHS at Red Cloud St. in Thousand Springs subdivision to the south of MVHS. The homeowners on Red Cloud were given a license agreement by ACHD to allow them to keep their fence up. This happened after denying the same type of license agreement to The Burnhams and Spence/Snodgrass homeowners to protect themselves and their property.
17. The Burnhams and Spence/Snodgrass homeowners retained a lawyer in order to legally construct a gate where the original fence was located. After researching the situation, Terri Yost, Given's Pursley law, stated that they have no evidence of a footpath agreement and we could proceed to construct the gate. Terri Yost obtained verbal permission from Scott Spears, ACHD lawyer, to construct the gate as long as it was at the end of their ROW. He stated as long as we met that requirement, ACHD would stay out of it.

18. The Burnhams and Spence/Snodgrass homeowners, at their own expense, had the gate put in place in the agreed upon location, providing emergency access as the school development called for. Ten days later, ACHD, under pressure from the school, claimed to have a ROW over the lateral and the school had ROW from ACHD's ROW and homeowners had no ROW. They forced the homeowners to remove the gate within 72 hours, under threats of jail and fines.
19. The Burnhams and Spence/Snodgrass homeowners hired a company from Ontario to cut the wrought iron fence down.
20. The above stated nuisances continued unabated, until homeowners were able to get Mayor Tammy DeWeerd involved. She agreed that we had a big problem here, after witnessing it firsthand. Because of her, RH was able to get no parking signs for certain times of the day. This helped with student parking, but did not stop students/parents from parking and accessing the school facilities for events and pick up and drop offs throughout the day every day M-F. After hours and weekend parking for school use continues in the subdivision with the most acute affect to the corner of E. Blue Tick and Tagish. The daily pickup and drop off situation has led to blocked driveways, mailboxes, prevents city services (trash, recycle), deliveries (UPS, Amazon, etc.) and mail delivery. The homeowners are still left vulnerable to any liability from vehicles and foot traffic along the lateral that contain their easements and their private property. All related nuisances stemming from this opening, will continue to be a problem specifically at the corner of Blue Tick and Tagish. The subdivision suffers from increased traffic, speeding, littering and a decrease in home values. This situation is created by people outside of the subdivision using RH as a convenient, yet unnecessary access to the MVHS. The opening is no longer needed for emergency access, as there are two accesses to MVHS and footpaths at Three Bars, and the Mormon church as well Gordon Harris Park. The City of Meridian considers those to be appropriate pedestrian accesses.
21. Therefore, the property owners are requesting that ACHD construct a fence to replace the original one that was removed without permission, and restore our streets to a quiet subdivision and not an annex of MVHS.

PHOTO DATED 1998
ORIGINAL FENCE ACROSS E BLUE TICK



PHOTOS DATED 2006
STUDENT PARKING ON RAVEN HILL STREETS AND TRAFFIC



PHOTOS DATED 2021
EXAMPLES OF DRUGS AND VANALISM

Item 9.



PHOTOS DATED 2022
VEHICLES BLOCKING PROPERTIES AND
SCHOOL TRAFFIC

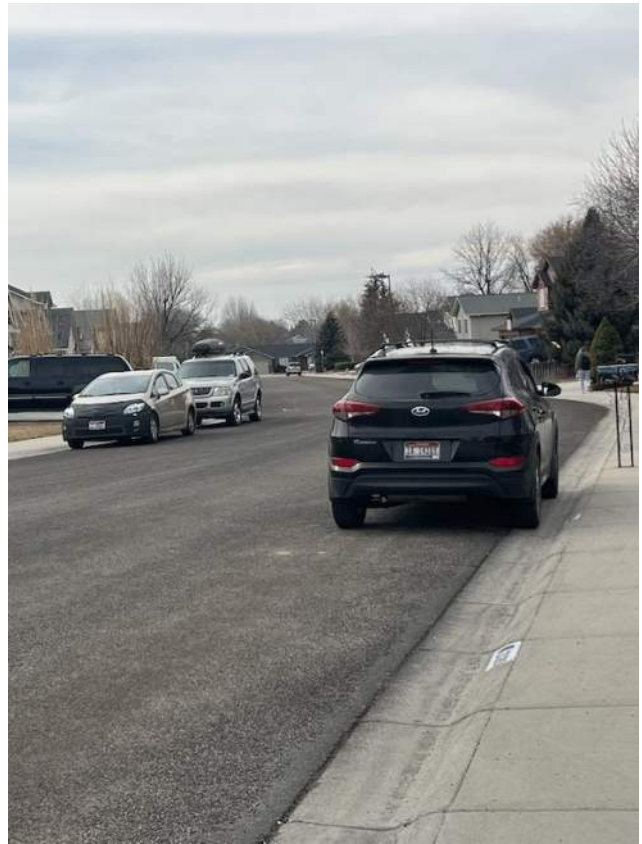


EXHIBIT B (PREPARED BY JEREMY PUTMAN)

Item 9.

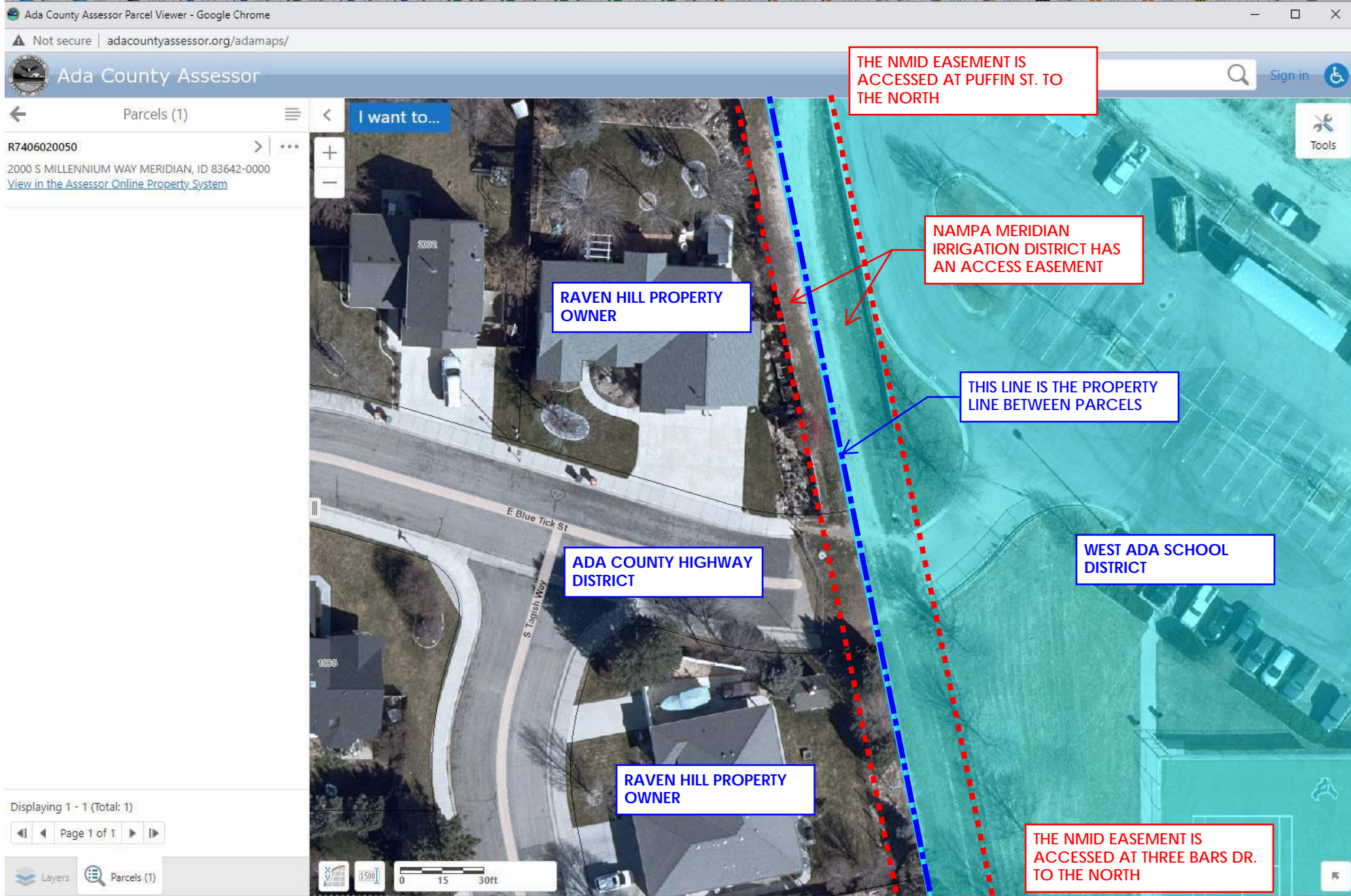
CURRENT TRAFFIC PATTERN IN MORNINGS AND AFTERNOONS. MANY PEOPLE OUTSIDE OUR NEIGHBORHOOD USE THE FIRE DEPT ACCESS TO ENTER/EXIT SCHOOL PROPERTY.

FIRE DEPT. ACCESS POINT THAT IS NO LONGER REQUIRED

MAIN TRAFFIC PATTERN IN THE MORNINGS AND AFTERNOONS

Mountain View High School Tennis courts

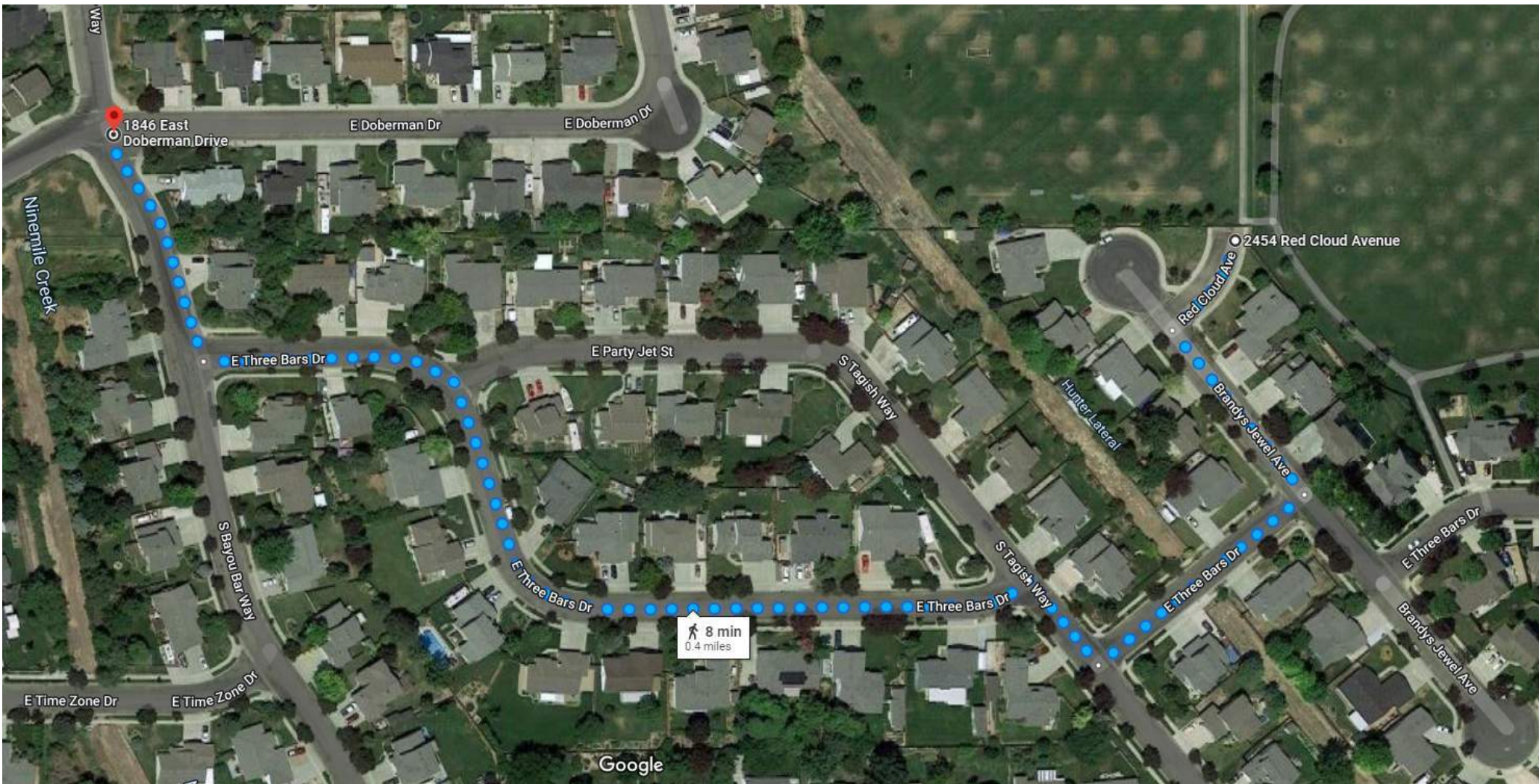
Google







GOOGLE MAP - WALKING FROM DOBERMAN DR.
TO RED CLOUD ACCESS - 8 MIN (0.4mi)



Keeping Up with COMPASS

Keeping Up With COMPASS

May 2022

A newsletter for COMPASS members to keep abreast of COMPASS Board, committee, and workgroup actions.

Board of Directors – April 18, 2022

More information: www.compassidaho.org/people/boardmeetings.htm

Next meeting date: June 27, 2022; COMPASS First Floor Board Room/Zoom

April Special Items:

- Water Capacity. Received an overview of current and future water capacity issues in the Treasure Valley and implications for local jurisdictions.
- IIJA. Received an overview of planning requirements and new funding programs in the federal Infrastructure Investment and Jobs Act (IIJA).

April Action Items:

- 2022 Population Estimates. Accepted the 2022 [population estimates](#) for Ada and Canyon Counties.
- Member Dues. Approved general and special member dues for FY2023.
- CIM 2050 Funded Projects. Approved short-term and long-term funded projects for [Communities in Motion 2050](#) (CIM 2050).
- High-Capacity Transit PEL. Deferred action until the June 27, 2022, Board of Directors' meeting on consideration of including a high-capacity transit Planning and Environmental Linkages (PEL) study in the draft FY2023-2029 Regional Transportation Improvement Program (TIP) and the FY2024 COMPASS Unified Planning Work Program and Budget.
- Congestion Management Process. Accepted COMPASS' updated [Congestion Management Process](#).

Executive Committee – April 12, 2022

More information: www.compassidaho.org/people/execmeetings.htm

Next meeting date: May 10, 2022; COMPASS Second Floor Large Conference Room/Zoom

April Action Item:

- TIP Modification. Approved a Board Administrative Modification to the FY2022-2028 TIP to increase the costs of three projects. This item was subsequently ratified by the full COMPASS Board of Directors in its April 18, 2022, meeting as part of the consent agenda.

April Information/Discussion Item:

- Legislative Issues. Received an overview of the 2022 Idaho legislative session.

Regional Transportation Advisory Committee – April 27, 2022

More information: www.compassidaho.org/people/rtacmeetings.htm

Next meeting date: May 25, 2022; COMPASS First Floor Board Room/Zoom

April Special Item:

- Affordable Housing. Received a status update on affordable housing activities and next steps, including presentations by Boise State University students working on affordable housing research projects.

April Action Items:

- TIP Amendment. Recommended COMPASS Executive Committee's adoption of an amendment to the FY2022-2028 Regional Transportation Improvement Program (TIP) to add seven new public transportation projects.
- TMA Programs. Approved draft updated formula-based federal-aid Transportation Management Area (TMA) programs for the FY2023-2029 TIP. The new draft included several changes to the original draft presented in the March 30, 2022, meeting. The full draft FY2023-2029 TIP will be brought to RTAC for review in its May 25, 2022, meeting.

April Information/Discussion Items:

- Draft Priorities. Reviewed draft rankings of "Bin 1" (needed by 2030) priority projects and additional unfunded project lists and needs for *Communities in Motion 2050*. This item will be brought back to RTAC for a recommendation to the COMPASS Board of Directors in its May 25, 2022, meeting.
- IIJA. Received an overview of planning requirements and new funding programs in the federal Infrastructure Investment and Jobs Act (IIJA).

Workgroups

Regional Operations Workgroup

Meeting date: April 7, 2022

Highlights:

- Discussed the workgroup's role in analyzing congestion, identifying congestion management needs, and developing mitigation strategies.
- Reviewed steps for updating the Transportation Systems Management

Public Transportation Workgroup

Meeting date: April 14, 2022

Highlights:

- Reviewed and provided feedback on unfunded public transportation priorities for *Communities in Motion 2050*, including sub-prioritization of premium routes.
- Discussed the upcoming public comment period for the Coordinated Public Transit-

and Operations projects list and Intelligent Transportation Systems inventory.

- Updated the workgroup on the status of the I-84 Corridor Operations Plan.

Human Services Transportation Plan (April 15-May 15, 2022).

Next meeting date: Late May/early June 2022

Next meeting date: Summer 2022

Freight Advisory Workgroup

Meeting date: April 22, 2022

Highlights:

- Reviewed freight considerations in corridor descriptions for *Communities in Motion 2050*.
- Received an overview of the April 7, 2022, statewide Freight Advisory Council meeting.

Next meeting date: Late June/early July 2022

Environmental Review Workgroup

Meeting date: April 28, 2022

Highlights:

- Reviewed data categories included in the draft *Communities in Motion 2050* environmental suitability analysis.
- Reviewed a draft *Communities in Motion 2050* equity map, including transportation, social, and environmental measures.

Next meeting date: Week of May 16