



# MEMO TO TRANSPORTATION COMMISSION

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## 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

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

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### 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.

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### 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

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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 Boydston, 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.

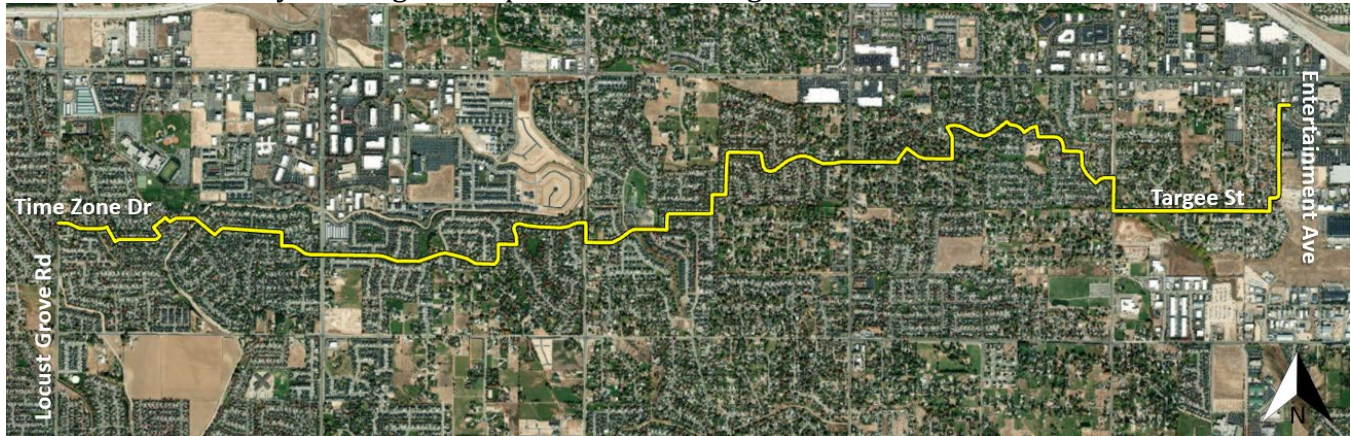
Phased implementation plan should group the projects (cost savings, what is the right dollar amount for a phase?). Flexibility in how we approach the plans, transit may not be a high priority for all agencies/users but shouldn't start at the top of the list and just move down. Shoulder running doesn't 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.

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## 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.



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## 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.

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## 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 Frok 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**

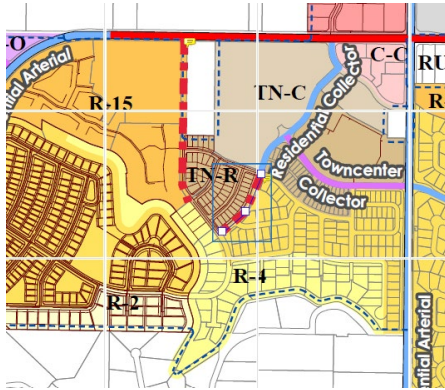
**ACHD Sr. Transportation Planner**  
 Planning and Project Management Department  
 Ada County Highway District  
 3775 Adams Street  
 Garden City, ID 83714  
 Email: [ebautista@achdidaho.org](mailto:ebautista@achdidaho.org)  
 Phone: (208) 387-6238



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.

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## 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.

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