



# MEMO TO TRANSPORTATION COMMISSION

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## Agenda Topic on the Transportation Commission Agenda

**From:** Miranda Carson, Coordination Planner      **Meeting Date:** March 7, 2022  
**Presenter:** Miranda Carson      **Estimated Time:** 5 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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### I-84 at Eagle Off Ramp Update

In response to issues with traffic at the Eagle Road off ramp ITD has provided the following updates for improvements:

We have laid out the striping and plan to restripe most of the off ramp to 2 lanes when paint and equipment are available in the spring. The plan is for end of April. There will only be 1 exit lane still, but widen to 2 lanes on the offramp.

There has also been money allocated to work on a study and design to build an auxiliary lane from the Meridian Interchange to Eagle. That will be a more permanent fix and allow for 2 lanes to be able to exit at Eagle. No construction funds have been allocated yet so there isn't a schedule for construction yet.

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### SH-16 Update

We received the following update on SH-16:

We are very close to going out to bid on the two ends of SH-16. From I-84 to Franklin then the other is Ustick to US-20/26. They will go out to bid about 2 weeks apart from one another. The current plan is to go with the I-84 to Franklin first (late this month) and the Ustick to Franklin 2nd (mid April). They will have a 4 week advertisement period. The middle portion from Franklin to Ustick will lag a little behind and will be out to bid late summer into fall.

We are also presently working on the design of what we are calling phase 3. This includes the full interchanges at SH-44, US-20/26, Ustick, Franklin, and the system IC at I-84. The portion that is going out to bid now is for at grade signalized intersections at US-20/26, Ustick, Franklin, and a service IC at I-84. The phase 3 wont be ready for construction until early 2024, and funding is not yet available for phase 3 construction.

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## **Zaldia and Montague Citizen request**

We received a concern from a citizen regarding traffic coming off Eagle Road through the Zaldia roundabout and into the Tuscany subdivision. ACHD is planning a speed study. Here is the response from John Wasson at ACHD:

We have requests in from residents. I'll be ordering out the counts in 2-3 weeks. I want to give them the best opportunity for weather not to muck up the data

Zaldia east of Eagle Road - requested

Tybalt, Montague to Beatrice - requested

Nothing yet on Montague. We evaluated it several years ago and it met the criteria and they got a petition together, but it failed the cut thru study by quite a bit – the number of parents driving children to school counts as destination trips, not as cut thru trips and that killed the cut thru study. The neighborhood did not want to pay for traffic calming.

ACHD has left the All Way Stop at Montague/Rome in place for the time being following the Eagle/Amity/Zaldia project.

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## **RV Parking Citizen Complaint**

We received a concern from a citizen regarding an RV parking within 30' of a stop sign Woodhouse Avenue between W. American Fork Drive and W. Woodington Street. After reviewing the issue with the citizen, Emily Kane, and Chief Basterrechea, it was determined that the RV is not currently in violation of any State or Local code.

The citizen inquired on changing City code to have vehicles over 6' from park further than 30'. It was determined that we cannot make the City Code more restrictive than the State. The citizen was referred onto State legislators. I see that as her next step if she wants to pursue state code change. She expressed appreciation for the time that went into this by the City and understood that we do not have any further action we can take.

Below is the in depth review from legal on this issue:

Idaho Code section 49-660(1)(b)(4) and Meridian City Code section 7-2-2(B)(4) are functionally identical: Parking is prohibited within 30' of a stop sign. Idaho Code section 49-660(1)(b)(4) further specifically states that cities can pass an ordinance allowing a lesser parking distance for vehicles under 6' tall. The City of Meridian hasn't done that, which means that all vehicles, regardless of their height, must park at least 30' from stop signs. There isn't an issue of which code section prevails, because there is no conflict, but if the City were to pass a different code to allow vehicles under 6' to park closer to stop signs, that City code provision would apply.

The question we need to answer in order to address Ms. Morris's concern is whether the City can pass an ordinance requiring a greater parking distance from stop signs for vehicles over 6' tall. Generally, cities are allowed to pass more restrictive codes as long as the statutes do not specifically prohibit it. However, Idaho Code section 49-206 does specifically prohibit municipal regulation of motor vehicles and parking, unless a statute in Title 49 specifically authorizes it. (This begs the question: why, then, do we have city code provisions that reiterate the state code provisions? I don't know. Maybe because our code is older than Idaho Code section 49-206? Whatever the reason, we should delete the duplicative provisions in City Code.)

In sum: Idaho Code section 49-660(1)(b)(4) does not specifically allow cities to prohibit the parking of 6'+ vehicles farther than 30' from stop signs. This means that the City cannot pass an ordinance requiring a greater parking distance from stop signs for vehicles over 6' tall.

ACHD could put up signs that enlarge the parking distance from stop signs to greater than 30', but this would apply to all vehicles, not just to vehicles over 6'. Ms. Morris is advocating for a broader solution but this might be a stopgap if a street is designed in a way that presents a particular danger.

Final thought – RVs can only be parked in one place for 72 hours, per Meridian City Code section 7-2-5(A)(1)(b). If they are there longer, Ms. Morris can contact Code Enforcement.

**Idaho Code section 49-660(1)(b)(4):**

Except when necessary to avoid conflict with other traffic, in compliance with law, the directions of a peace officer or traffic control device, no person shall: . . . Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers: . . . Within thirty (30) feet upon the approach to any flashing signal, stop sign, yield sign or traffic-control signal located at the side of a highway; provided, however, that local authorities may by ordinance or resolution permit the standing or parking of vehicles which are six (6) feet or less in height within such thirty (30) foot distance, or as may be specified by ordinance or resolution or as may be designated with appropriate signs;

**Meridian City Code section 7-2-2 (B)(4):**

Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall . . . Stand or park a vehicle, except momentarily to pick up or discharge a passenger or passengers: . . . Within thirty (30) feet upon the approach to any flashing signal, stop sign, yield sign or traffic control signal located at the side of a roadway.

**Idaho Code section 49-206:**

The provisions of this title shall be applicable and uniform throughout this state in all political subdivisions and municipalities and no local authority shall enact or enforce any ordinance on a matter covered by the provisions of this title unless expressly authorized.

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## **Idaho Walk Bike Alliance Legislative Updates- Week Seven**

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### **Idaho Walk Bike Alliance**

*Go Places...Safely!*

**The 2022 Idaho legislative session is now in full swing as bills are moving through the lawmaking process. Below is an update on the bills we are following.**

**[HB 525](#) – Driver's Licenses, Pending in Senate Transportation Committee.**

Since driver's licenses are needed for identification purposes and licenses being withheld generally last only a short duration, this proposal would make the seizure of licenses that have been suspended unnecessary. Passed unanimously in the House.

**[HB 526](#) – Commercial License Reinstatement, Senate Floor.**

This proposal seeks to implement a program that would include criteria such as a clean driving record for 3 years, completion of an online defensive driving course, truck driver safety and successful completion of knowledge and skills testing. It is expected this proposal would result in 250 drivers returning the first year, with 100 more in each successive year. Passed unanimously in the House.

**[HB 527](#) – Driver's Licenses; Citizenship, Pending in Senate Transportation Committee.**

This legislation would allow for drivers to add an insignia designating US citizenship on their licenses. Drivers would be required to provide proper documentation when applying. Passed through House.

**[HB 528](#) – Personal Delivery Devices, Pending in Senate Transportation Committee.**

Amends existing Idaho State Code to include additional locations where personal delivery devices can operate and device weight from 250 to 550 lbs. Passed through House. IWBA opposes.

**[HB 529](#) – Vehicle Registration Stickers, Pending in House Transportation & Defense Committee.**

This proposal would eliminate the requirement that license plates have stickers identifying the month and year of expiration, as law enforcement are already adequately equipped with technology that can determine if plates are expired or not.

**[HB 539](#) – Suspended Driver's Licenses, Pending in Senate Transportation Committee.**

In accordance with a recommendation from the State Supreme Court, this proposal would allow those with suspended driver's licenses to be able to renew, with the existing suspension being transferred to the new license. Passed through House.

**[HB 571](#) - School Buses Speed Limit, Pending in Senate Transportation Committee.**

Allows school buses to travel up to 70 miles per hour on the interstate. Passed through House.

**[HB 683](#) - Driver's Ed and Parent Instruction, Pending in House Transportation & Defense Committee.**

This legislation would allow qualifying parents and legal guardians to be private educators for Class D Driver's Training Instruction Permits. This legislation aims to enable citizens from rural areas who

must travel long distances to take their children to required public or private driver's education instructors by reducing the need to pay expensive fees for private education.

**[SB 1254](#) – Air Quality Programs, Unanimously passed Senate Transportation Committee, amended on the floor, awaits full Senate vote.**

Removes the requirement for vehicle emissions testing in the Treasure Valley. It removes statutory language that established a Treasure Valley Air Quality Council and provides a process for the Department of Environmental Quality to decide whether to recommend to the legislature that Regional Air Quality Councils be formed to address future air quality concerns when stated thresholds are met.

**[SB 1307](#) – License Plates Single, Pending in Senate Transportation.**

This bill would allow for motorists to only need one plate that is shown on the rear of their vehicle. IWBA opposes.

***On Friday, February 18, 2022, the Joint Finance Appropriations Committee approved the Idaho Transportation Department's proposed budget for the Pedestrian Safety projects with a unanimous vote of 20-0.***

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*In addition to this update, all bills from the 2022 Idaho Legislative Session can be viewed through the [Idaho State Legislative Website](#). The Governor's Bill Tracker can be viewed [HERE](#). A link to the Governor's State of the State Address and Budget Highlights can be viewed [HERE](#).*

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