



# MEMO TO TRANSPORTATION COMMISSION

---

**From:** Caleb Hood, Community Development      **Meeting Date:** August 3, 2020  
**Presenter:** Caleb Hood      **Estimated Time:** 5 minutes  
**Topic:** Staff Communications

---

Below are relevant correspondences received by City Staff since the July TC meeting.

---

**Question or Comment:**

I live in the west end, Black Cat/Pine avenue. This area has been building up for years, the latest was the addition of Compass Charter school, high density housing between the railroad and Franklin, a new Russian church near Black Cat and Cherry Lane. Planning for a new 4 acre subdivision at Pine and Black Cat is in progress. I can count at least 6 affected subdivision on my block, the new one will make it 7. Let's face it, we are in growth mode down here...

The neighborhood sign that is posted asking for a public hearing on a new 4-acre subdivision is a dangerous thing to do during a pandemic. I am not going to the meeting because it is too risky.

So, my question to you sir, is where is all the planning for stress relief? With the gravel pit on the other side of the freeway, Busy Bee is using Black Cat as a main way out for their business, the school busses, the commuters, Black Cat, needs sidewalks, at least one new lane, a stop light at Pine, an improved railroad crossing and alignment with the rest of Black Cat north of Cherry Lane.

The property owners at the end of Pine avenue west of Ten Mile are holding up the growth we need at this end of town so we can justify the improvements needed to ensure the safety of everyone living at this end of town:

Does City Hall have a plan? Are all the levels of government communicating enough so that we can all feel that there is a plan in the works?

I am retired and I have time to think and write. I probably have too much time on my hands but just the same, I am curious.

Ronald Poulin

---

Hello,

My name is Tim Alborg and I'm the Director of Government Partnerships for Spin, an electric scooter company that operates in Boise. We'd like to speak with you briefly about the opportunity to provide affordable and convenient transportation options in Meridian.

Please feel free to contact Andrew Haworth ([AHaworth@cityofboise.org](mailto:AHaworth@cityofboise.org)) at the City of Boise for a reference on our continued partnership with that city and our strict compliance to Boise's scooter program rules.

When it's convenient for you, would it be possible to arrange a phone call to discuss opportunities for Spin to serve Meridian residents? Please let me know what date/time works best for you and I'll do my best to accommodate your schedule.

Best regards,

**Tim Alborg**

Director of Government Partnerships, [Spin](#)

[tim.alborg@spin.pm](mailto:tim.alborg@spin.pm) | + 1 770.595.0190 | [LinkedIn](#)

---

All,

ACHD's draft 2020 CIP and Impact Fee Ordinance 246 are now available for comment. The draft documents are available via the link below. Our public comment period will run through August 6, 2020. Please provide comments to us by then.

Draft documents can be found here:

<http://www.achdidaho.org/Departments/Engineering/DevelopmentServices/impactFees.aspx>

Thanks,

**Mitch A. Skiles, P.E.**

Impact Fee Administrator

ACHD Development & Technical Services

(208) 387-6346 | [mskiles@achdidaho.org](mailto:mskiles@achdidaho.org)

---

Hello,

We have received few complaints over the years of the DB on Calderwood causing traffic to stack up, but this is usually when they have some type of promotion, not an everyday thing. In those cases, we haven't seen interruptions caused to SH 69, but there are cars stacking on Calderwood occasionally. Dutch Brothers all over the valley all have these issues, and they are good partners at trying to keep it from happening. At the end of the day it is often difficult to address from a law enforcement perspective. I am not familiar with Doris Croy.

The next and last bullet point are also in Meridian. The speed limit on 69 north of Overland is already 35, and 45 just north of Calderwood. Vehicles do speed there frequently, and it is usually impossible to address at peak hours because there is nowhere to observe the violation or pull over vehicles reasonably. As far as using Spring Valley as a bypass, I personally drive that route at peak

hours when we do red light enforcement at Meridian and Overland and there is not a notable number of people using the street as a bypass. There are often cars parked, however that is legal and there are many businesses there.

Thanks,

**Brandon Frasier | Traffic Sergeant**

Meridian Police Department

1401 E. Watertower St., Meridian, Idaho 83642

Phone: 208-846-7397



*All e-mail messages sent to or received by City of Meridian e-mail accounts are subject to the Idaho law, in regards to both release and retention, and may be released upon request, unless exempt from disclosure by law.*

**From:** Caleb Hood <[chood@meridiancity.org](mailto:chood@meridiancity.org)>  
**Sent:** Tuesday, July 21, 2020 9:32 AM  
**To:** Mark Wasdahl <[Mark.Wasdahl@itd.idaho.gov](mailto:Mark.Wasdahl@itd.idaho.gov)>  
**Cc:** Brandon Frasier <[bfrasier@meridiancity.org](mailto:bfrasier@meridiancity.org)>  
**Subject:** RE: 09969 SH-69 Traffic Study Virtual Open House Call

Mark,

No, the MTC has not discussed that issue. In fact, this is the first I've heard of the stacking problem. I'm copying Sgt. Brandon Frasier to see if he's aware/concerned.

Caleb

**From:** Mark Wasdahl <[Mark.Wasdahl@itd.idaho.gov](mailto:Mark.Wasdahl@itd.idaho.gov)>  
**Sent:** Tuesday, July 21, 2020 9:19 AM  
**To:** Caleb Hood <[chood@meridiancity.org](mailto:chood@meridiancity.org)>; Justin Price <[Justin.Price@itd.idaho.gov](mailto:Justin.Price@itd.idaho.gov)>  
**Cc:** Erika Bowen <[Erika.Bowen@itd.idaho.gov](mailto:Erika.Bowen@itd.idaho.gov)>; Jake Melder <[Jake.Melder@itd.idaho.gov](mailto:Jake.Melder@itd.idaho.gov)>; Sarah Arjona <[Sarah.Arjona@itd.idaho.gov](mailto:Sarah.Arjona@itd.idaho.gov)>  
**Subject:** 09969 SH-69 Traffic Study Virtual Open House Call

Yesterday afternoon, Monday, July 20, I received a call from Doris Croy at (208) 322-1505. She referenced the virtual open house but her comments were solely on current operating conditions:

- On Calderwood, traffic is so bad on SH-69 that she can't make a left turn out. Drivers who do make a left turn out travel down the TWLTL.
- Dutch Brothers, at Calderwood, has (car) lines so long that they spill out on to and block Calderwood. She has called Meridian PD several times on this issue without any apparent solution.
- Please reduce speed on SH-69 to below 45 MPH. Cars often are still going 60 MPH trying to beat the signal light change at Overland. She has called the City of Meridian several times on this issue.
- More stop lights are needed. I have gone to Kuna without one red light. Need to slow down the traffic.
- Traffic takes Spring Valley to skip Meridian Road. She can't see around cars parked on Spring Valley.

I asked, and received permission, from Ms. Croy to forward these comments to the City of Meridian. Caleb, has the Meridian Transportation Commission ever heard or discussed the Calderwood road blocking mentioned in the yellow highlighted sentence?

Thanks,

*Mark Wasdahl*

Senior Planner

**Idaho Transportation Department** - District 3

Office: (208) 334-8344 Fax: (208) 334-8917

Email: [mark.wasdahl@itd.idaho.gov](mailto:mark.wasdahl@itd.idaho.gov)

---

Caleb,

I thought you might find this email interesting from ITD. It was an exchange with the City of Eagle but obviously would apply to state highways within Meridian as well I assume.

Shawn

**From:** Tyson McCoy <[Tyson.McCoy@itd.idaho.gov](mailto:Tyson.McCoy@itd.idaho.gov)>

**Sent:** Wednesday, June 24, 2020 10:42 AM

**To:** Bill Vaughan <[bvaughan@cityofeagle.org](mailto:bvaughan@cityofeagle.org)>

**Cc:** Jason Pierce <[jpierce@cityofeagle.org](mailto:jpierce@cityofeagle.org)>; Tracy Osborn <[tosborn@cityofeagle.org](mailto:tosborn@cityofeagle.org)>

**Subject:** RE: [EXTERNAL] Compression Brakes Prohibited -signs

Hi Bill,

ITD has recently been challenged with the validity of this type of prohibit. ITD has also been challenged with local ordinance signing in general where a regulation does not apply to the Statewide highway. The second part isn't quite as critical for this discussion so I'll explain the first part. The argument behind not placing compression brake signing is that compression brakes are an integral component of the braking system as required by FHWA. ITD believes it does not have the jurisdictional authority to direct operators of these vehicles not to use integral components of the braking system as installed by the manufacturer under requirement of higher authority. For these reasons current guidance (2020 Traffic Manual) no longer includes compression brake prohibit signs to correspond with Section 2B.01 of the MUTCD. Existing signs already placed are planned to be removed once reflectivity fails or they become damaged.

The complaint that ITD receives (and understandable) is noise. Federal law prohibits the tampering of compression brakes. If an operator modified (un-muffled) or made it such as to increase the decibel levels beyond what is already regulated by Federal Agency the law is enforceable without signing. The challenge lies in enforcement where if noise is the only infraction. Police typically do not have the means or the equipment required to measure decibel levels of moving vehicles or ability to replicate the sound needed for a citation to be defensible; if challenged in court. To that end, federal law and local ordinances such as tampering with compression brakes or noise ordinances still apply, and do not need to be signed to be enforceable. If a truck is suspected to have been modified, my understanding is that the police can contact the port of entry inspector to inspect and issue citation and/or vehicle placed out of service until repairs are made. Beyond that it becomes a courtesy to ask operators of commercial vehicles not to use compression brakes within certain areas.

ITD generally does not sign for laws that are expected to be known by prudent users of the roadway (i.e. littering, speeding, aggressive driving, etc.) and feels these problems are a function of public/community outreach, business to business relations, and heightened enforcement. ITD, and me, would like to find better solutions to help curb negative motorists behavior, we just don't believe that signing is the correct or effective method. If you wish to discuss further or have other suggestions please feel free to contact me. I'm very interested in finding solutions.

Thank you,

**Tyson McCoy**

*D3 Traffic - Transportation Staff Engineering Assistant*

**IDAHO TRANSPORTATION DEPARTMENT**

8150 Chinden Blvd / Boise ID 83714

P: 208-334-8335 / [tyson.mccoy@itd.idaho.gov](mailto:tyson.mccoy@itd.idaho.gov)

**From:** Bill Vaughan <[bvaughan@cityofeagle.org](mailto:bvaughan@cityofeagle.org)>  
**Sent:** Tuesday, June 23, 2020 3:39 PM  
**To:** Tyson McCoy <[Tyson.McCoy@itd.idaho.gov](mailto:Tyson.McCoy@itd.idaho.gov)>  
**Cc:** Jason Pierce <[jpierce@cityofeagle.org](mailto:jpierce@cityofeagle.org)>; Tracy Osborn <[tosborn@cityofeagle.org](mailto:tosborn@cityofeagle.org)>  
**Subject:** [EXTERNAL] Compression Brakes Prohibited -signs

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Good afternoon Tyson – the city would like to ask for assistance in permitting and installing a “compression brakes prohibited” sign on SH55 somewhere north of Hill Road. We worked with ITD on one on SH44 back in the 90s. Could you assist us with this?

Thank you,

*William E. Vaughan, AICP*  
*Zoning Administrator*



*ph.: (208) 939-0227*

*fax: (208) 938-3854*

*[bvaughan@cityofeagle.org](mailto:bvaughan@cityofeagle.org)*

*web: [cityofeagle.org](http://cityofeagle.org)*



s are subject to Idaho’s Public Records Act, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.