



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.

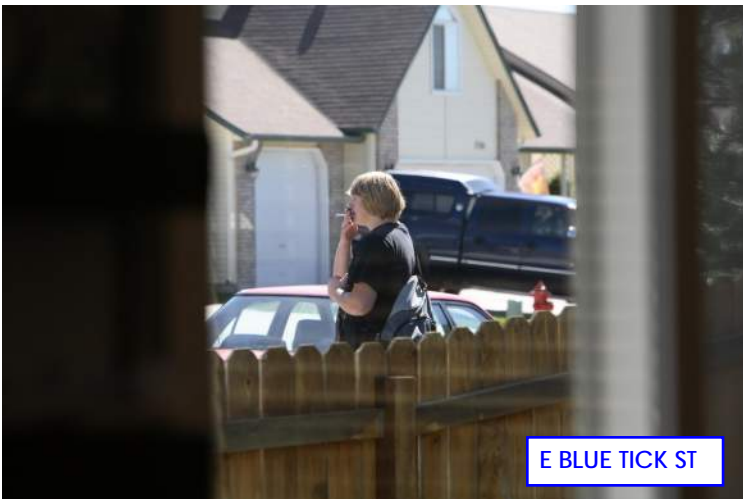
PHOTO DATED 1998
ORIGINAL FENCE ACROSS E BLUE TICK



E BLUE TICK ST

VIEW TO SOUTH EAST

PHOTOS DATED 2006
STUDENT PARKING ON RAVEN HILL STREETS AND TRAFFIC



PHOTOS DATED 2021
EXAMPLES OF DRUGS AND VANALISM



PHOTOS DATED 2022
VEHICLES BLOCKING PROPERTIES AND
SCHOOL TRAFFIC

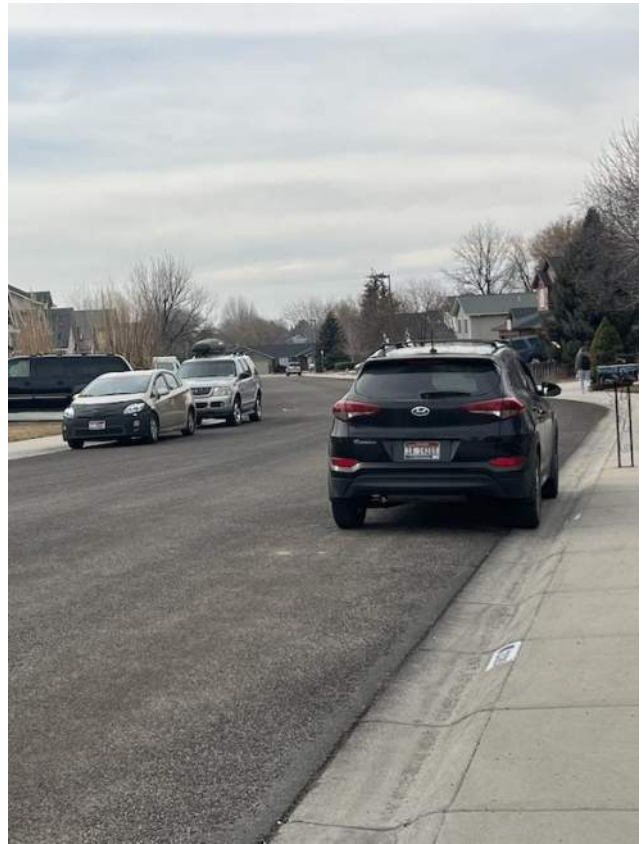
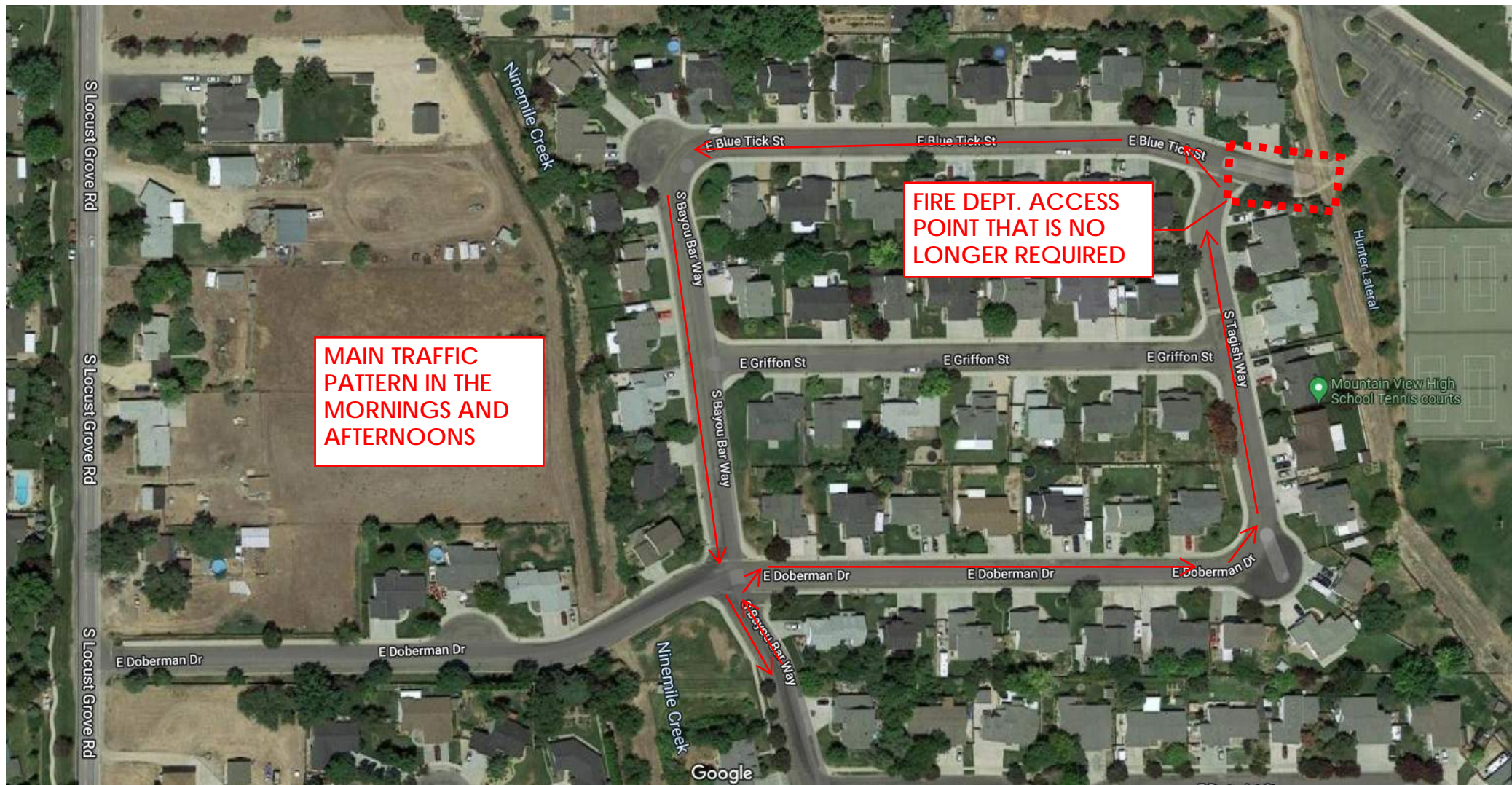
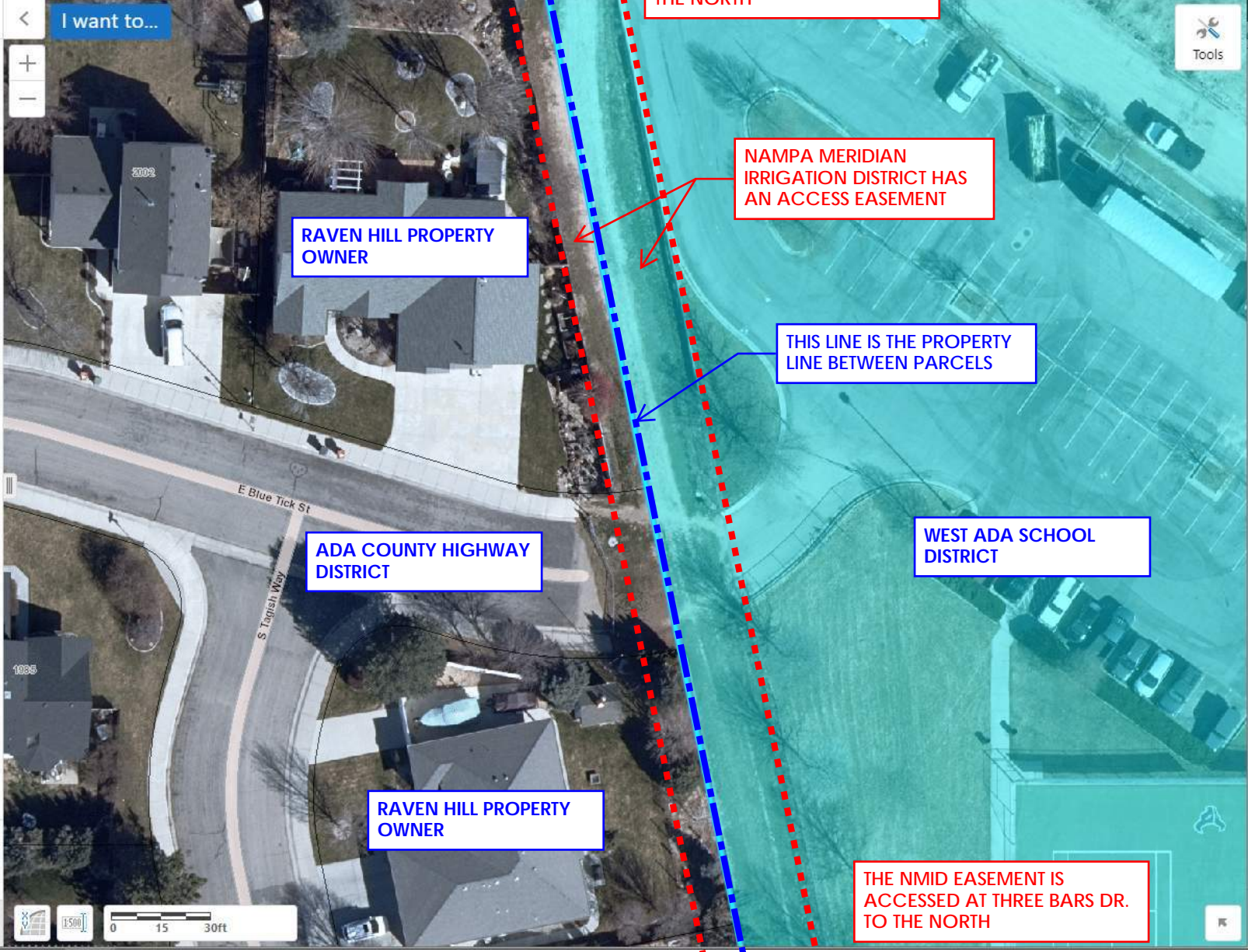


EXHIBIT B (PREPARED BY JEREMY PUTMAN)

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



R7406020050
2000 S MILLENNIUM WAY MERIDIAN, ID 83642-0000
[View in the Assessor Online Property System](#)



THE NMID EASEMENT IS ACCESSED AT PUFFIN ST. TO THE NORTH

NAMPA MERIDIAN IRRIGATION DISTRICT HAS AN ACCESS EASEMENT

THIS LINE IS THE PROPERTY LINE BETWEEN PARCELS

RAVEN HILL PROPERTY OWNER

ADA COUNTY HIGHWAY DISTRICT

WEST ADA SCHOOL DISTRICT

RAVEN HILL PROPERTY OWNER

THE NMID EASEMENT IS ACCESSED AT THREE BARS DR. TO THE NORTH



**MT VIEW HAS TWO
LOCATIONS FOR
FIRE DEPARTMENT
ACCESS
MILLENNIUM WAY &
PUFFIN ST**

**FIRE DEPARTMENT
ACCESS THAT IS NO
LONGER NEEDED**

**RAVEN HILL
NEIGHBORHOOD**

**PEDESTRIAN
ACCESS AT RED
CLOUD AVE**



PEDESTRIAN ACCESS
DESIGNATED AT SCHOOL
APPROVAL - RED CLOUD
AVE

Gordon Harris Park

Google

Mountain View High
School Tennis courts

E Party Jet St

S Tagish Way

S Tagish Way

Hunter Lateral

Red Cloud Ave

Brandys Jewel Ave

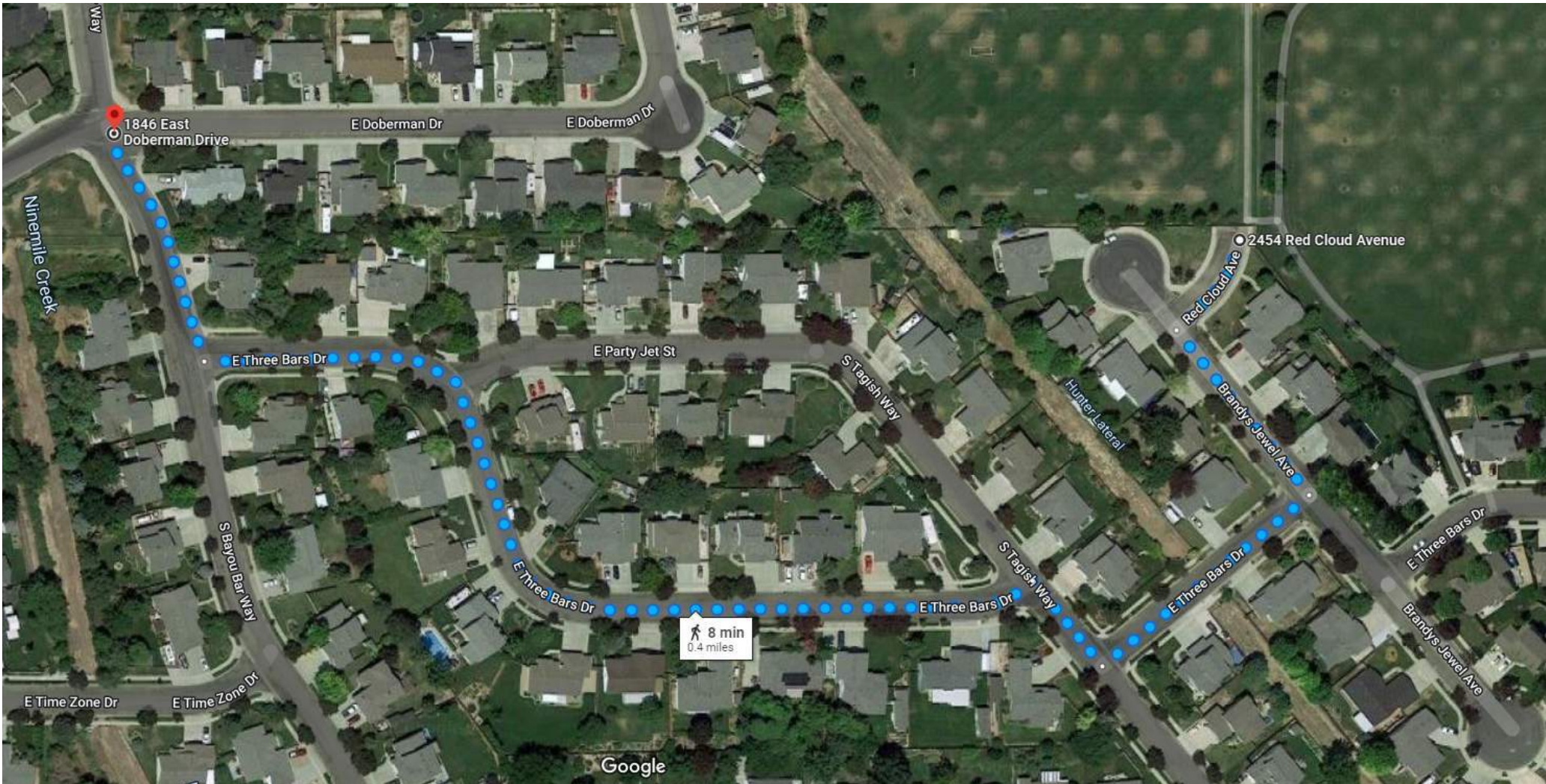
Ridenbaugh Canal

S Accolade Ave

E Griffon St

E Copper Point St

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



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.

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

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

Next meeting date: Late May/early June 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

