



# MEMO TO TRANSPORTATION COMMISSION

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## Agenda Topic on the Transportation Commission Agenda

**From:** Miranda Carson, Coordination Planner      **Meeting Date:** August 1, 2022  
**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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### Linder at Chinden U-Turns

We recently received a concern from a resident over U-turn movements from cars travelling southbound on Linder, approaching Chinden and making U-turns from the turn lanes across Chinden and back onto Linder (likely to get into Fred Myers shopping complex, etc.). I have reached out to ITD for the following information:

- Are U-turns allowed there?
  - Should they be allowed?
  - If they are, is it currently signed and signaled?
  - If no signage, what does it take to get signage?
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### Cross Walk at Black Cat and Gondola

We were copied on the following concern sent to the West Ada School District from resident Tiffany Gloucher:

Mr. Gillen,

I have been privy to your recent response about a plan for a future cross walk as it relates to Pleasant View Elementary, at the intersection of Gondola and Black Cat. To recap, you stated an electrical contractor will bid the job in late October with a plan to have it operational in February.

I would like to say to you, and Mayor Simison, and Mr. Wasson, and Dr. Bub, with all due respect, this is not sufficient for the families of NW Meridian. We all know how projects get delayed, and by the time this is completed, we will be near (or past) the end of year three of Pleasant View's existence. Black Cat is already 50 mph, and you're having children ages 5-11 cross, often in the dark or inclement weather, on an unmarked unlit major street. Often times with parents & younger siblings, grandparents, pets. Everyone is at risk when crossing this busy intersection.

We have seen exponential growth in our city, and I've seen many major and minor projects completed in the past three years to keep up with the safety of the residents of Meridian. But is there any resident whose safety is more tantamount than our children?

I will be the first to admit I don't know the ins and outs of completing a cross walk project. But in my heart of hearts, I have to believe there is at least one project that can take a backseat to this, in order to protect the literal lives of small children in our community. Surely there is a similar project that can swap places in order to prioritize this. I implore you to reconsider the priority of this project and expedite it to a fall completion, before our days get shorter and kids are crossing in utter darkness, and inclement winter weather, for the third year in a row. I've seen so many heart stopping near misses, it makes my stomach hurt. Can we somehow all come together to make the young children of Meridian, and their families, a priority?

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## **Citizen Complaint Regarding "No Parking" Signs in Woodbridge**

We received the following from ACHD in response to a complaint regarding "No Parking" signs in the Woodbridge neighborhood:

These signs were installed during the development phase of the subdivision as a requirement due to the width of the street. The streets impacted were the two (2) lollipop neighborhoods on both the north and south sides of Woodbridge, including Trunnel, Truss, Torino and Tiburion. When the developer installed the signs on these streets with 24 feet of asphalt, the signs were installed as 'No Parking Anytime' signs some with and some without directional arrows and on the corners of each of the streets. Fire Code requires more than 24 feet of asphalt, which is why the parking was restricted back in about 2003 during the neighborhood's development. As such, the signs were 'not seen' by the residents, definitely not obeyed by the residents and difficult for MPD and Code Enforcement officers to enforce. CAPT (then LT) Colaianni asked me to take corrective action when I was able to. This winter/spring we had some new personnel, allowing us to catch up on a few things and we were able to rectify this shortfall in this neighborhood.

I believe it is important to remember that we don't restrict parking just to restrict it. We have to have a justifiable reason to do so, and in this case, it is a matter of public safety. If Meridian Fire is not able to access a residence due to obstructions, it can have an impact in MFD's ability to provide fire and emergency services to our citizens.

Parking in Ada County is not preferential – residents can park in their driveways and garages without issue. In addition, they can also park on the street, when permitted. They can park in front of their house, or their neighbors house. They cannot park to block driveways, but they can park in front of their neighbor's property.

In this gentleman's specific instance, the corner of E. Pratt Street & S. Trunnel Avenue did have a 'No Parking Anytime' sign with directional arrows attached to the street name sign assembly and it has been in that location since at least August 2007. We are not doing this across the City, but strictly in his neighborhood.

After sharing this information with the citizen, I received the following response:

I appreciate the response and understand the need for emergency services to access the pod. The problem remains that there is virtually no parking for guests in the neighborhood. I have two comments, the first is that all the signs are placed on the inside of the circle where all the places to park are. Simply moving the signs to the outside of the circle would achieve the desired outcome and free up numerous common areas to park beside. If someone came to survey this, it would be very apparent. The second is that if this is something the city wants to enforce, they should not allow developers to determine how

wide to make the roads as they will do everything they can to maximize returns, making neighborhoods less desirable.

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### **Dangerous by Design 2022 Report**

We recently received the following report that I thought this Commission may find of interest:

Recently, the National Complete Street Coalition, of which ASLA is a founding member, released the Dangerous By Design 2022 report. The report documents how our nation's streets remain dangerous and contribute to pedestrian fatalities, with underserved community members being the most at risk.

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### **Eagle Road Speed Limit**

City Council will meet with the ITD board on August 23<sup>rd</sup> to discuss speed limits on Eagle Road.

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