



MEMO TO TRANSPORTATION COMMISSION

From: Caleb Hood, Community Development **Meeting Date:** October 12, 2020
Presenter: Caleb Hood **Estimated Time:** 5 minutes
Topic: Staff Communications

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

Hey Caleb,

I know you need to get Transportation Commission agenda finalized. I just don't think we've gathered enough info from stakeholders to make a recommendation on alleyways yet. I'm sorry. I know you've stressed there wasn't urgency so I probably should have asked for more time before, I was just really hoping some folks would come through to help with this and it just didn't happen.

What does the rest of the year look like? Could we look at December?

Thanks!



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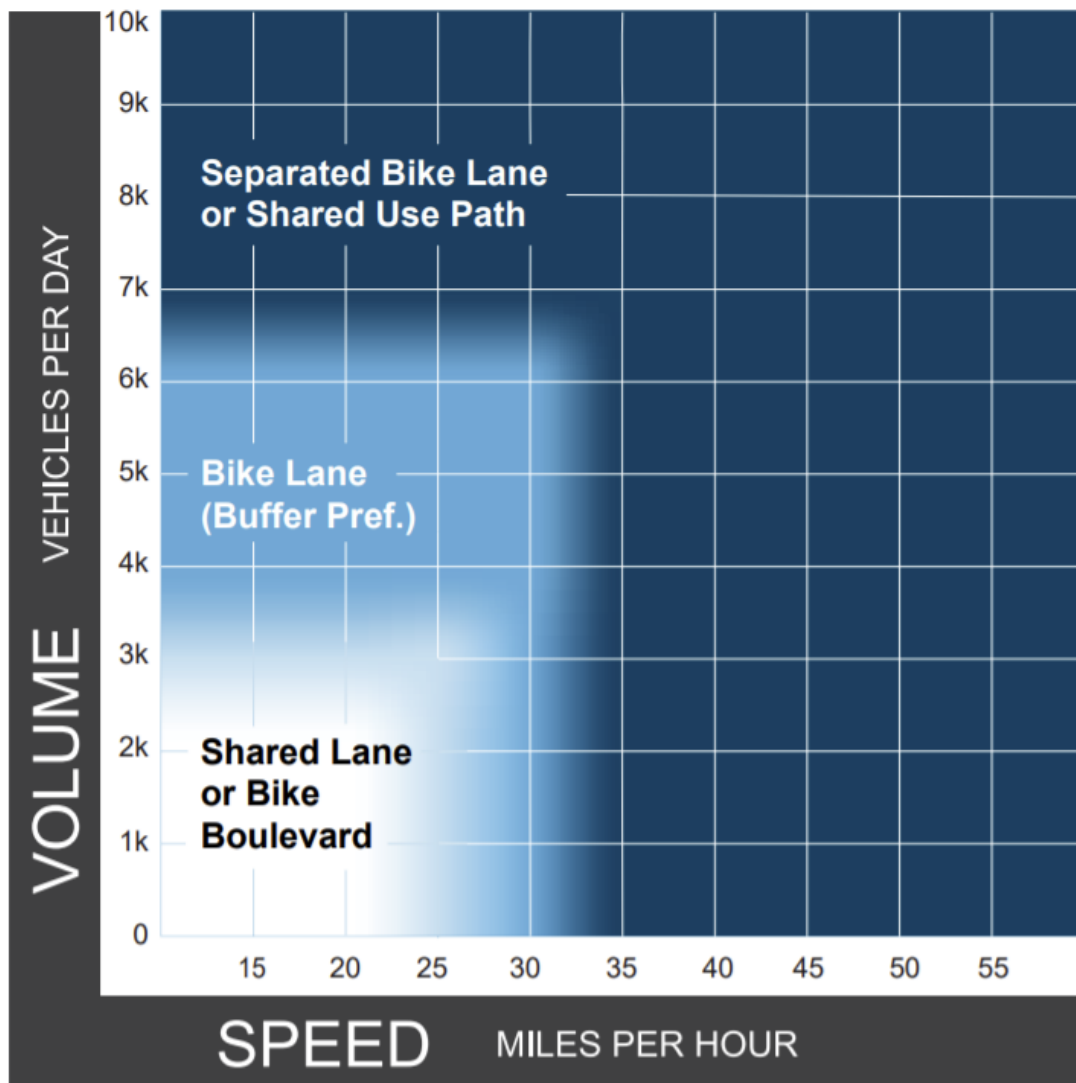
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FYI - There is some movement with adoption of the N Meridian Plan tonight to have staff amend the project list to either removed buffered bike lanes from ACHD's level 3 matrix or have ACHD staff re-do the project recommendations based on the FHWA Bikeway Selection Guide Matrix (pasted below and on page 23 of this link: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)

Not sure if Meridian would speak in favor of that, but I think it would help. The FHWA matrix was published in 2019, approximately a year after ACHD's Roadways to Bikeways matrix. It has far less gray area in terms of when separated bike lanes or shared use paths should be used when compared to the current one ACHD employs.



----- Forwarded message -----
From: **Clancy Anderson** <clancyanderson@gmail.com>

Date: Wed, Sep 23, 2020 at 10:34 AM
Subject: Level 2/3 Bike Infrastructure definition
To: Kent Goldthorpe <kgoldthorpe@achdidaho.org>
Cc: Tucker Anderson <tucker@4anderson.net>, Don Kostelec <don.kostelec@gmail.com>

Kent,

With designs coming out such as the initial one for Fairview/Locust Grove showing a buffered bike lane, it may be time to look at the definitions for bike infrastructure. Currently a buffered bike lane is an allowed treatment for both level 2 and 3 bike infrastructure in the Roadways to Bikeways plan. Buffered bike lanes should never be used as level 3 infrastructure due to traffic volumes and speeds. By removing them as a level 3 option, staff or consultants would not mistakenly put them in a design. This would also save some design money as the lots of time was spent on that initial design.



SHOULDER BIKE LANE – A bike facility meant primarily to accommodate long distance recreational and commuter cyclists, typically in rural or suburban fringe locations. Typical width is 5' of pavement with no curb or gutter. Typical speeds are up to 40 mph and volumes are less than 15,000 ADT.

CONVENTIONAL BIKE LANE – A bike facility meant to accommodate a wide range of ages and abilities on urban and suburban arterial and collector roadways. Minimum width is 5' of pavement exclusive of the adjacent gutter, but may need to be up to 6' if adjacent parking activity is allowed. Typical speeds are up to 35 mph and typical volumes are less than 15,000 ADT.

BUFFERED BIKE LANE – A bike facility meant to accommodate a wide range of ages and abilities on busier and faster urban and suburban arterial and collector roadways. Width of bike lane is 5' of pavement, exclusive of the adjacent gutter, and includes a painted buffer of 2'-3' between bike lane and vehicle lane. Typical speeds are above 25 mph and typical volumes are greater than 3,000 ADT.



PROTECTED BIKE LANE – A facility meant to accommodate a wide range of ages and abilities on busier and faster urban and suburban arterial and collector roadways. Width of bike lane is 5'-7' of pavement, exclusive of adjacent gutter, and includes a buffer or at least 3' in width between the bike lane and travel lane. The buffer area also includes a measure for protection, which may include 30" candles, curbing, planters (license agreement with another agency may be required), or parking. If parking is used as a buffer, passenger side door swing must be taken into account as

Would this be appropriate for the commission to direct staff to make the change or bring a proposal before the commission to formally remove buffered bike lane from a level 3 treatment? This request would fit nicely with your views on multiuse paths and safety for vulnerable road users.

Thanks for your time.

Clancy

All,

I am excited to see you all Friday and have a conversation about transportation in Meridian. To confirm, the meeting time is at 12 Noon. Lunch will be delivered by Jimmie John's. **Please respond to both Josha and Tim in our office (copied) with your lunch order preference by Wednesday at 5PM.**

The agenda for the meeting looks as follows:

1. Introductions (5 mins)
2. Objectives & Goals (15 mins)
 - a. Goal & need for project based solutions (Mayor)
 - b. Summary of Survey Questions (#7, 8, 9, 10, 11, 22, 23) (Dave)
 - c. Review of top 5 IFYWP projects for Meridian (Caleb)
3. Identify future (expanded) roadmap for discussions (20 mins)
4. Identify stakeholder conversations needed (10 mins)
5. Identify need for "working group" conversations (10 mins)
6. Identify Action Items (20 mins)

Dave Miles | Chief of Staff

City of Meridian | Mayor's Office

Mayor & City Council,

This email is in follow-up to Mr. Jonathan Walker's testimony during the public forum at the Council hearing on August 18th in regard to the noise abatement (i.e. a berm/fence) constructed in the street buffer along SH 20-26/Chinden Blvd. in Bainbridge Sub. #7. Mr. Walker believed the berm/fence was not constructed in accord with the standards in UDC 11-3H-4D, which require the top of the berm/fence to be at least 10' higher than the elevation at the centerline of the adjacent state highway. After receiving an as-built drawing from the surveyor, it's been confirmed that it does not meet the minimum height requirement - it ranges from 7' to 8.5'+/-. Staff has notified the developer (Brighton Development) of the options to remedy this issue (see email below).

Thanks,

Sonya

From: Sonya Allen

Sent: Friday, September 25, 2020 9:43 AM

To: 'Jon Wardle' <jwardle@brightoncorp.com>; Kameron Nauahi (knauahi@brightoncorp.com) <knauahi@brightoncorp.com>

Cc: Bill Parsons <bparsons@meridiancity.org>; Caleb Hood <chood@meridiancity.org>
Subject: RE: Bainbridge #7

Jon,

Because the berm/wall as constructed is not consistent with the approved landscape plan and doesn't comply with UDC 11-3H-4D.2, which requires the top of the berm/wall to be a minimum of 10' higher than the elevation at the centerline of the state highway, you will either need to reconstruct the berm/wall to comply *or* apply for Alternative Compliance (ALT) as set forth in UDC 11-3H-4D.4. If applying for ALT, please reference the specifics for such requests in UDC 11-5B-5B.2, 3 and address how your request meets the Findings for such in UDC 11-5B-5E.

Because the non-compliance issue negatively affects adjacent residents and we've had several complaints, Staff will likely not be able to make the Findings for approval of Alternative Compliance. If not, your recourse is to request City Council review of the Director's decision as set forth in UDC 11-5A-7 https://codelibrary.amlegal.com/codes/meridianid/latest/meridian_id/0-0-0-8233.

Please let me know if you have questions or would like to discuss further.

Thanks,
Sonya

From: Jon Wardle <jwardle@brightoncorp.com>
Sent: Thursday, September 24, 2020 10:23 AM
To: Sonya Allen <sallen@meridiancity.org>
Subject: RE: Bainbridge #7

External Sender - Please use caution with links or attachments.

Sonya,

Here you go. On the lot side where we built the retaining wall, there is more than sufficient height because the finished lot grade is much lower. The asbuilt survey shows the centerline is now higher with the completion of Chinden, so it is a bit lower than original design. I have Kameron looking at this to see how to address, if you believe we need to. Let me know how you want to proceed with this. Thank you for your patience.

Jon Wardle

Below is a quick update from VRT on the fixed bus route:

1. Launch date for the services is planned for late spring (roughly May) 2021
2. Electric bus infrastructure construction has begun at the Orchard facility in Boise. Construction is scheduled to be complete by Spring of 2021.
3. Electric bus contract with Proterra has been finalized and the initial set of buses are set to arrive in the spring of 2021
4. Shelter/landing pads have been installed at;
 - a. Pine and 3rd (both sides of the street)
 - b. Records Way
5. Shelter/landing pad at Ten Mile Crossing has been coordinated with construction of roadway. I'm not sure of the status of that location.
6. Shelters and other pedestrian improvements including other signs etc. won't happen until Spring of 2021
7. The new service is included in the draft TDP. The next draft of which will be provided at the next VRT board meeting Oct 5. The TDP includes additional enhancements to this corridor in future years, including connecting the service to Boise.

Please let us know if you have any further follow-up related to this topic. We will also keep you posted as the project moves forward.

All the best,

Cameron Arial, MPA, Ph.D. | Director

City of Meridian | Community Development Department

We have the updated concept displays with the elevated bikeway coming out of our team meeting. They are in the below links in PWA and Q drive. I am scheduled to take this to the Commission on October 14th. There are still some design details that will need to be worked out, but at this point this is a concept display to determine if we will move forward with design of this.

If you have any "concept level" comments for the displays please let me know asap as I intend on getting this uploaded for Commission agenda this Monday morning. Once we get approval from Commission we will dive into the design details.

Thank you,

Brian

