



MEMO TO CITY COUNCIL AND TRANSPORTATION COMMISSION

From: Hether Hill, Coordination Planner
Topic: Transportation Project Updates

Meeting Date: July 1, 2024

Below is a summary/update on some of the transportation and roadway City Staff has been involved with recently. This is not an exhaustive list, but rather highlights some of the more important activities that have recently transpired (or are about to occur) in the transportation realm. Staff will be at the Transportation Commission meeting to discuss some of these topics in more detail. Please feel free to contact staff should you have any comments, concerns, or questions on any of these projects. New information is in **bold**.

KEY ACHD PROJECTS

ACHD Integrated Five-Year Work Program: The 2024-2028 IFYWP Draft can be found here: <https://engage.achdidaho.org/integrated-five-year-work-plan-ifywp> The City's request for priority projects to be included in the 2025-2029 IFYWP were sent to ACHD by the Mayor on March 14th. **It is anticipated that the Initial Draft of the 2025-2029 IFYWP will be released on July 10th. Public/partner comment period on the 2025-2029 IFWYP Draft will be July 11th through August 14th, with adoption planned for September 25th.**

Amity Rd and Locust Grove Rd & Amity Road, Meridian to Locust Grove: These projects were presented to the ACHD Commission on September 13th to discuss the projects status, questions and concerns from the public, and the letters the City has submitted. **Project future is currently unknown with indefinite pause pending new direction from the ACHD Commission.** Project Website: <https://engage.achdidaho.org/amity-road-and-locust-grove-road-intersection>

City Staff Contact: Brian McClure, Community Development

Eagle Road, Lake Hazel to Amity: Landscaping within the roundabout at Taconic will be included in the Cost Share Permit. 95% design is complete. Widen Eagle to 5 lanes with curb, gutter, sidewalk and a multi-use pathway. Includes a multi-lane roundabout at Eagle Rd and Taconic Dr. **On 90-day construction bid list for June 2024 with notice to proceed in September.** Project website:

<https://engage.achdidaho.org/eagle-road-lake-hazel-road-to-amity-road>. *City Staff Contact: Brian McClure, Community Development*

Fairview, Jericho Road to Eagle & Locust Grove/Fairview Signal: Widen intersection to 9 lanes on Fairview and 7 lanes on Locust Grove. Widen Fairview to 7 lanes with curb, gutter, sidewalk and Level 3 bike facility. Currently in ROW phase; construction is expected to start 2028. This project is exceptionally complex with multiple curbs, materials, and elevations. Z-crossing just west of Fairview/Webb in design. Here is a link to the project website: <https://engage.achdidaho.org/fairview-avenue-jericho-road-to-eagle-road>

City Staff Contact: Caleb Hood, Community Development

Franklin, McDermott to Black Cat: Widening Franklin Rd to 5 lanes between McDermott Rd and Black Cat Rd, and improving the intersection of Franklin Rd and McDermott Rd. The Franklin Rd and McDermott Rd intersection is a joint project with Nampa Highway District No. 1. City/ACHD partnership on landscaping in the medians/buffers and future location for a “Welcome to Meridian” sign being considered. Stormwater swales envisioned behind curb. 30% design complete with project team meeting on November 20th. Design in FY23-24, Right of Way in FY24-25, notice to proceed scheduled for early 2026. Posted speed to be 35 MPH but no design elements contemplated to support. **Here is a link to the project website:** https://engage.achdidaho.org/franklin-road-mcdermott-road-to-black-cat-road?utm_campaign=&utm_medium=email&utm_source=govDelivery

City Staff Contact: Brian McClure, Community Development

Lake Hazel and Eagle Signal: The design includes significant grade changes of the existing intersection and will integrate large retaining walls. Widen and signalize intersection to 4/5 lanes on Eagle and 3/4 lanes on Lake Hazel with multiuse pathway connections. Project will be constructed as part of Eagle Road, Lake Hazel to Amity widening. On 90-day construction bid list for June 2024 with notice to proceed in September. Project website: <https://engage.achdidaho.org/lake-hazel-and-eagle-intersection>.

City Staff Contact: Brian McClure, Community Development

Lake Hazel Road, Locust Grove Road to Meridian Road: Brighton owns multiple parcels of land between S Apex Avenue and S Meridian Road. Per their requirements from the City of Meridian they are required to complete a significant utility upgrade that will require the roadway be reconstructed. ACHD Commission has approved a Cooperative Development Agreement for the reconstruction and widening of E Lake Hazel Road between S Apex Avenue and S Meridian Road to 5-lanes, with 10-foot wide concrete multi-use pathways on both sides of the road. **Lake Hazel is currently closed in this section for related improvements.**

Lake Hazel Road, Eagle to Cloverdale: Widen Lake Hazel Rd to five 11' lanes with curb gutter and 10' detached multiuse path on both sides. Bridge improvement included to remove and replace the existing bridge over the Ten Mile Creek. Project will include swales adjacent to the roadway. Design is complete. Design 2022; ROW; 2023; Construction 2026. City to cost share on continuous lighting within Meridian City limits (not Boise). Project Website:

https://engage.achdidaho.org/lake_hazel_eagle_cloverdale.

City Staff Contact: Brian McClure, Community Development

Linder, Overland to Franklin (Overpass of I-84): Widen Linder Rd to 5 lanes with a bicycle and pedestrian facility from Overland Rd to Franklin Rd. Project includes a new I-84 overpass, improvements to the Overland and Franklin intersections, and connection of W Verbena Dr across Linder. The City is funding design; **design is complete**. ROW is programmed at ACHD for 2024-2025 and construction is programmed for 2026-2027 in the IFYWP. <https://engage.achdidaho.org/linder-road-overpass-franklin-road-to-overland-road> The City has been awarded \$4.3M from ITD towards completion of this project. The City and ACHD **have entered** into an agreement to spend the Strategic Initiative Funds in 2025. *City Staff Contact: Caleb Hood, Community Development*

Linder, Ustick to Pine (concept): The project team met to review concepts. Also, the ACHD Pedestrian Advisory Group (PAG), ACHD Commissioners, and City staff did an onsite review of the existing conditions on this stretch of road. In all concepts impacts to some properties would have left substandard conditions for parking and exacerbated backout parking concerns for all users. Based on the feedback from the project team and PAG, ACHD is working with consultants to develop new concepts. New concepts discussed include 3 and 5-lane designs with shared roads, roundabout couplets for improved safety/access with turning restrictions, and enhanced speed mitigation features to promote school and park access. A traditional 5-lane design with the most property acquisitions is also being considered. The Transportation Commission recommended a 5-lane option to Council. On June 18th, 2024 City Council gave general support for a traditional 5-lane option. A support letter to ACHD is forthcoming. Project Website: <https://engage.achdidaho.org/linder-road-pine-avenue-to-ustick-road>. *City Staff Contact: Brian McClure, Community Development*

McMillan/Black Cat Roundabout: Multi-lane roundabout with truck apron, curb, gutter, and 10-foot-wide multi-use pathways. Crosswalk at each leg with two stage pedestrian crossings and rectangular rapid flashing beacons (RRFBs) at each pedestrian crossing. City is partnering with ACHD on Tier 1 landscape improvements in the RAB (conduit for now, landscape in the future), splitter islands and 4-foot buffer areas. 95% designed. <https://engage.achdidaho.org/mcmillan-and-black-cat-intersection> *City Staff Contact: Caleb Hood, Community Development*

Star Road Bridges: Replace two bridges over the Five Mile Creek and Five Mile Feeder. Bridge width will support future widening to 5-lanes and a type 3 bike facility (MUP). This project is substantially completed.

Ustick, Ten Mile to Linder: Widen Ustick Rd to 5 lanes with curb, gutter, center medians, and multi-use pathway from Ten Mile Rd to Linder Rd. Right-of-way is scheduled for 2025 in the adopted IFYWP and construction is planned for 2026. Median landscaping is being explored by the project team. Concept includes pedestrian bridge crossing over Five Mile Creek with a signalized crossing at Ustick. Design will include multiuse pathways. A retaining wall will be necessary along Five Mile Creek. No sidewalk/pathways along Five Mile creek where retaining wall to be located; connection will rely on City pathway on north side of creek (in Bridgetower). https://engage.achdidaho.org/ustick_ten_mile_linder *City Staff Contact: Caleb Hood, Community Development*

Ustick, Black Cat to Ten Mile: Widen to 5-lanes with center medians. Signalized crossing at Naomi (location of new ACHD maintenance facility, south of City wastewater facility). The ACHD consultant has submitted 99% PS&E and documents required for ROW acquisition. ROW acquisition taking the next several months; CN in FY25.

https://engage.achdidaho.org/ustick_black_cat_ten_mile

City Staff Contact: Caleb Hood, Community Development

Ustick, Owyhee Storm to Black Cat: **Widen to two lanes in each direction, with a center turn lane and median islands where the center turn lane is not needed for access. Project includes 10-foot wide multi-use pathways on each side, curb and gutter. ROW planned for 2026; construction 2027 in the current IFYWP. Project cost is estimated at \$11M.** <https://engage.achdidaho.org/ustick-road-owyhee-storm-avenue-to-black-cat-road>

City Staff Contact: Caleb Hood, Community Development

ACHD CAPITAL MAINTENANCE

Residential Capital Maintenance includes conducting field reconnaissance and collecting survey data to determine an improvement strategy for deteriorated/non-compliant facilities such as: pavement, drainage, pipes, sidewalks, ramps. ACHD aims for bringing the segments up to Complete Streets standards where possible. Existing non-compliant pedestrian ramp and driveway access points located along each roadway segment will be identified to be upgraded to meet ADA compliance. Reasonable attempts will be made to improve each pedestrian ramp as directional, not diagonal.

Meridian Downtown Pavement and Pedestrian Improvements (2024): Formerly named: “FY2022 Residential Capital Maintenance”. The project goal is to rehabilitate pavement and add pedestrian improvements including sidewalk and bulb-outs. Segments include: W 3rd St, W Pine to north end; E Broadway Ave, E 3rd to E 6th; W Cherry Ave, NW 4th St to Meridian Rd; W Idaho Ave, W 8th St to N Meridian Rd; W Maple Ave, W 1st St to N Meridian Rd; W 2nd St, W Cherry Ave to W Cherry Ln; NW 4th S, W Broadway Ave to Maple Ave. <https://engage.achdidaho.org/2022-residential-capital-maintenance> Segments E Washington Ave, NW 7th to Meridian Rd; NW 7th St, W Washington St to middle school micro-path (currently adding sidewalk, no pavement rehab, could change); and W 6th St, W Washington St to W Carlton Ave are also part of this project, but have a separate web page:

<https://engage.achdidaho.org/washington-street-and-6th-street>

City Staff Contact: Caleb Hood, Community Development

Residential Pavement and Pedestrian Improvements (2026): Segments included: 1st St W, south end to Franklin Road; Rose Circle; Country Terrace Way S, south end to Overland Road; Blossom Pl, south end to W McGlinchey Ave; McGlinchey Ave, Blossom Pl to NW 8th St; Interlachen Ct, west end to Interlachen Way; Laurel Ct, south end to Verbena Dr; Tobago Ct. E., west end to SE 5th Way; Larkspur Ct, south end to Verbena Dr; Lilac St, south end to Waltman St; Lavender Ct, south end to Verbena Dr; Sugar Creek, south end to Sugar Creek Dr; Lawndale Dr, McGlinchey Ave to Crestmont Dr; Crusier Dr, west end to Five Mile Rd; and Francine Pl S, Victory Rd to S Francine Ln. ACHD project number: 521060. Project team meeting held April 12th.

City Staff Contact: Hether Hill, Community Development

ITD PROJECTS (Updated by ITD Staff April 2024)

ChindenWest Corridor: This project will result in 4 travel lanes (two in each direction). Widening will take place to the south of the existing alignment and be constructed to accommodate future widening to 6 travel lanes (three in each direction) with high-capacity intersections at roads with river crossings. Project website: [US-20/26 ChindenWest | ITD Projects \(idaho.gov\)](#)

Star Road to ID-16: Improvements include re-aligning and reconstructing US-20/26, constructing pathways, and relocating nearby irrigation infrastructure. Anticipated completion in spring 2024. Crews are currently finishing the final stage of the Phyllis Canal Bridge. Final paving and completion of the bridge should be early summer 2024. (Key No. 20367) Re-aligning and reconstructing US-20/26, constructing pathways, and relocating nearby irrigation infrastructure. Anticipated completion by end of April 2024. Minor punch list items will remain through early Summer.
ITD Project Manager: JD Lewelling, JD.Lewelling@itd.idaho.gov

Middleton Road to Star Road: Final design for east and west sections were completed in September and October 2023, respectively. PS&E is scheduled for May 2024 for the east package and for October 2024 for the west package. Construction expected to start in either Fall of 2024 or Spring of 2025 depending upon right-of-way acquisition. Project website: <https://chindenwest.com/middletontostar/>. Final design for east and west sections were completed in September and October 2023, respectively. PS&E is scheduled for mid to late 2024 for both the east (Key No. 24310) and west (Key No. 24309) packages. Construction expected to start in fall of 2025 depending upon right-of-way acquisition. Construction funding has yet to be identified.
City Staff Contact: Caleb Hood, Community Development
ITD Project Manager: Jeff Nettleton, jeff.nettleton@itd.idaho.gov

Idaho Highway 16 extension, I-84 to U.S. 20/26

Crews continue building new ramps to connect US-20/26 and SH-16 and will continue through spring of 2024. The new bridge over Five Mile Creek is complete. A new pedestrian bridge over Five Mile Creek east of McDermott Road is complete. The north abutment of the McMillan Overpass will be under construction this winter. Construction on the US 20/26 and SH 16 interchange should start this summer. Construction on several irrigation structures such as the Purdam Drain, & Husky Drain will continue throughout this winter. Foundation work is also starting on bridges over Ten Mile Creek. On the south end of the project, work is continuing on the center pier of the new I-84 interchange and ramps between Franklin Road and I-84. Construction is anticipated to be complete 2025 and will include: Approximately 4.5 miles of highway between U.S. 20/26 and I-84; an interchange at I-84; signalized intersections at Franklin Road and Ustick Road; reconstruction of the U.S. 20/26 intersection; overpasses at Cherry Lane, McMillan Road, and the railroad; and minor adjustments to local roads near SH-16. Project website: itdprojects.idaho.gov/pages/sh16corridor Construction underway on the new I-84 interchange between Garrity and Ten Mile and widening Franklin Road. The south portion of Franklin Road widening has recently been concrete paved. The north portion of Franklin Road will be paved in the next month. Asphalt paving to complete the ramps will begin in the coming weeks. Contract completion date is Fall 2024. See staff communications for link to video update.
ITD Project Manager: Jeff Ryan, Jeff.Ryan@itd.idaho.gov

Ustick to Chinden: North ramps at US-20/26 will reach completion in early June 2024. McMillan overpass has approach slabs and concrete railing being worked on. Local Ersatz road construction

continues now that Meridian's water line is installed. Plan to close and build the new McDermott & Ustick Intersection May through June 2024. Plan to close and build the McDermott & McMillan Intersection July through August 2024. Contract completion date is Fall 2025.

ITD Project Manager: Dan Gorley, Dan.Gorley@itd.idaho.gov

Franklin to Ustick: MSE walls started for Cherry Lane overpass. Construction continues on two bridges over Ten Mile Creek for SH-16 and for Quasi Place road. Construction of railroad bridge will start soon. Contract completion date is Fall 2025.

ITD Project Manager: Dan Gorley, Dan.Gorley@itd.idaho.gov

Interstate 84 Eastbound Auxiliary Lane, Meridian Interchange to Eagle Interchange: Design is anticipated to be complete spring 2024. Construction timeline is dependent on funding availability. This project will add a second on-ramp lane eastbound at Meridian Interchange, an auxiliary (fifth) lane between Meridian Interchange to Eagle Interchange, and a second off-ramp lane at Eagle Interchange: Design is anticipated to be complete in spring 2024. A virtual public open house was held February 13-28, 2024. Construction timeline is dependent on funding availability. This project will add a second on-ramp lane eastbound at Meridian Interchange, an auxiliary (fifth) lane between Meridian Interchange to Eagle Interchange, and a second off-ramp lane at Eagle Interchange.

<https://itdprojects.org/projects/i-84-meridian-interchange-to-eagle-interchange-auxiliary-lane/>

ITD Project Manager: Mark Wasdahl, Mark.Wasdahl@itd.idaho.gov

FY24 Surface Treatments US 20/26 & SH 44: Sealcoat approximately 107 lane miles of US 20/26 and SH-44 this summer. This will improve ride quality and extend the pavement lifespan. Project will start no later than June 14, 2024. A typical sealcoat uses oil heated to 150-185F, but this time we will heat it to 275-325F. In addition to the increase in oil temperature, the aggregate is also heated and pre-coated with oil. This new technology makes it possible to do all the work at nighttime, thus greatly reducing the impact to the traveling public. Sealcoat approximately 107 lane miles of US 20/26 and SH-44 this summer. This will improve ride quality and extend the pavement lifespan. Project will start no later than June 14, 2024. A typical sealcoat uses oil heated to 150-185F, but this time we will heat it to 275-325F. In addition to the increase in oil temperature, the aggregate is also heated and pre-coated with oil. This new technology makes it possible to do all the work at nighttime, thus greatly reducing the impact to the traveling public.

ITD Project Manager: Walter Olin, Walter.Olin@itd.idaho.gov

SH-55 Eagle Road Safety Review: An inter-agency team was assembled to discuss a safety review of Eagle Road, I-84 to SH-44. The safety review, which included a speed study, was completed at the end of February 2023. ITD has presented to City Council several times, the last time was on September 5, 2023. ITD shared what was found in the safety review and showed what sign and striping improvements were made as a result. They also shared that the speed study showed that no change to the enforceable speed limits on Eagle Rd were recommended. ITD recognizes the city's concerns regarding the daily congestion on Eagle Rd and proposed implementing advisory speed limit signage with flashing beacons. These would be activated during the busiest times of the day. The purpose would be to alert the public of times when congestion is most likely. After the presentation there were concerns from the mayor and at least one council member due to advisory speeds not being enforceable. ITD and the city continue to engage to find the best solution for the traveling public on Eagle Rd. An additional inter-agency team with law enforcement, the city, ITD, and other agencies will

be put together in the coming months to continue discussions. While different agencies may have different goals, the main goal we all agree on is keeping the public safe and ensuring drivers can get to where they need to go as efficiently and safely as possible. An inter-agency team was assembled to discuss a safety review of Eagle Road, I-84 to SH-44. The safety review, which included a speed study, was completed at the end of February 2023. ITD has presented to City Council several times, the last time was on September 5, 2023. ITD shared what was found in the safety review and showed what sign and striping improvements were made as a result. They also shared that the speed study showed that no change to the enforceable speed limits on Eagle Rd were recommended. ITD recognizes the city's concerns regarding the daily congestion on Eagle Rd and proposed implementing advisory speed limit signage with flashing beacons. These would be activated during the busiest times of the day. The purpose would be to alert the public of times when congestion is most likely. After the presentation there were concerns from the mayor and at least one council member due to advisory speeds not being enforceable. ITD and the city continue to engage to find the best solution for the traveling public on Eagle Rd. An additional inter-agency team with law enforcement, the city, ITD, and other agencies will be put together in the coming months to continue discussions. While different agencies may have different goals, the main goal we all agree on is keeping the public safe and ensuring drivers can get to where they need to go as efficiently and safely as possible.

ITD Contact: Justin Price, Justin.Price@itd.idaho.gov

I-84 Mobility Improvement Study: This study will determine whether additional auxiliary lanes and other improvements are needed to smooth merge hesitations, achieve better traffic distribution, and achieve lane balance for the 11-mile section of Interstate 84 between the Garrity Interchange in Nampa and the I-84/I-184 Wye Interchange in Boise. Existing traffic counts will be collected, future traffic counts will be developed, existing conditions will be reviewed along with all previous environmental and operational studies, traffic will be modeled, an origin-destination study will be conducted and a phasing plan and future NEPA action will be recommended. A data collection plan is currently being developed, ITD resources are being allocated for that data collection and a Request for Proposals will be advertised within 60 days.

ITD Project Manager: Mark Wasdahl, Mark.Wasdahl@itd.idaho.gov

SH-69 Traffic Study: This study will identify roadway improvements necessary to accommodate traffic through 2050. Currently, the long-range traffic forecast is being re-evaluated. Technical meetings with cities of Kuna and Meridian are anticipated for June 2024.

ITD Project Manager: Mark Wasdahl, Mark.Wasdahl@itd.idaho.gov

PATHWAYS (Updated by City Parks Staff April 2024)

Nine Mile Creek, Linder to Meridian: In initiating the land trade, parks staff discovered a strip of easement belonging to Nampa and Meridian Irrigation District that can accommodate the pathway, rendering a land trade unnecessary. The current (funded) project phase will run from NW 3rd Street along the Ninemile Creek as far as approximately 8th Street. In April, staff received approval to request additional funding from LHTAC for construction of this segment, as costs have risen significantly since funds were originally allocated. Staff is currently working with an engineering consultant, with plans expected to be complete in 2025, and project construction in 26/27. A future City project (not yet funded) proposes to extend the Rail With Trail Pathway west as far as Linder Road.

Five Mile Creek Pathway: This project, which includes 2/3 of a mile of newly paved pathway along the south bank of the Fivemile Creek, and a pedestrian bridge crossing of the Ninemile Creek, is now complete. It connects 3 miles of existing pathway in northwest Meridian with more than 4 miles of existing pathway to the east, allowing for approximately 8 miles of continuous multi-use pathway through Meridian, primarily along the Fivemile Creek.

OTHER PROJECTS

MDC, Downtown Parking Efforts: MDC is working on an update to Destination Downtown. Part of this is parking analysis. The MDC consultant is wrapping-up the Parking Management Strategies & Implementation Guide. MDC and City Staff met in late January to discuss next steps.