



MEMO TO TRANSPORTATION COMMISSION

Agenda Topic on the Transportation Commission Agenda

From: Miranda Carson, Coordination Planner **Meeting Date:** November 1, 2021
Presenter: Miranda Carson **Estimated Time:** 10 minutes
Topic: Staff Communications

Below are summaries of relevant correspondences received by City Staff since the last TC meeting.

COMPASS Charter School Traffic

The City received comments regarding concerns with traffic on Black Cat between Pine and Franklin during the morning arrival and afternoon dismissal. This is the location of the new Compass Charter School. Correspondence on the issue was included in the October Staff Communications memo.

I received this update from Kendall Kemmer at ACHD:

I found out yesterday that our Design Department conducted an evaluation of Black Cat Road and determined that simply widening the pavement for a southbound left turn lane, is not possible. The primary issue is the location of the canal, on the west side of Black Cat, but other issues as well. With this being the case, the decision was made that the addition of a left turn lane would need to be part of the future widening project for Black Cat Road. The road is designated five-lane in the future, but not included in the current Five-Year Work Plan (FYWP). As you probably know the FYWP is managed by ACHD's Planning Department. I would recommend contacting them to find out more details on future work. Moving this project up in the City of Meridian's annual prioritization list may be something for consideration as well. Even after it gets added to the Five-Year Work Plan it would still need to go through the design and right-of-way acquisition process before construction could begin. Since this roadway has a railroad crossing additional time would be needed to get an agreement signed with the railroad.

Sidewalks – As you mentioned this school is in more of a rural environment and not directly adjacent to the existing subdivisions. As such, it is understandable that the sidewalk network is not complete, but also need to remember that this is where the school chose to build. As a non-traditional school the vast majority of the students will get to/from school, by means other than walking or biking, but based on your observations there are some who chose to walk. If you would like to request new sidewalks, I will again direct you to ACHD's Planning Department. They are in charge of the Community Program, which includes requests for sidewalks. Once again this is something that the city may want to consider including in the annual request list.

Extruded Curbs – I do not believe that ACHD uses extruded curbs anymore, and don't think that we have done so for a number of years. I think issues with ADA may be one of the reasons why we quit building them. Once again, I would check with Planning to see if the Commission would consider the use of this type of curbing.

I also received this update from Lieutenant Harper:

Here is the update from Sgt Gonzales who had Officer Haustveit monitor the morning and afternoon traffic at Compass:

A few things that we knew immediately were:

- The traffic challenges at Compass were for short periods of time much like any other school within the City.
- Compass has always work at trying to keep traffic flow moving for pick-up and drop off. They had developed 2 lanes for traffic for this purpose instead of only 1.
- Compass has used the proper layout for traffic and parking. In general, the recommendation is to have 4 different areas that need to be kept separate in order to increase safety and Compass follows that model:
 - Student parking—east end of the campus off Aviator
 - Pickup and Drop off—in front of the school using 2 lanes to increase traffic flow
 - Visitor and teach parking—parking lot in front of the school
 - Busing—on the south end of campus with access off of Franklin Rd.
- Through continual communication with the school and other schools, we knew that busing has been a large challenge due to the lack of bus drivers the number of parent's dropping off students has increased. Specifically, for Compass the estimate is an estimated 150 additional cars currently due to the busing issues.

I had our liaison for Compass, Officer Jared Haustveit, to look at the school and see what could be done differently. He visited the school in the morning when students were being dropped off and at the end of the day. I stopped by the school and the leadership team happened to be meeting, so I was able to speak to the entire leadership team of the school. The leadership team has clearly been doing everything possible to keep traffic moving and are open to suggestions. A few things that I learned by meeting with the leadership team were:

- Compass developed an app to help connect parents with each other to increase carpooling opportunities.
- A large push has been made to get the adequate number of buses within their busing system of 7 buses. They had dropped to 4 buses are currently up to 6 and will be getting their 7th bus soon.
- The school has repeatedly communicated with parents trying identifying the traffic flow plan and offering suggestions to reduce the traffic congestion.
- A traffic study was conducted when the building of the school was being permitted. The school followed the recommendations of the traffic study and were approved. The school did have to provide the funding to have Aviator Street but were not required to make any other traffic control improvements.
- The 10-acres east of the school has been purchased for residential development which will lead to more traffic using Aviator.

- The construction of the neighborhood just north of Aviator will only be accessible off Aviator so additional vehicles will be using the same access point as the school.

The traffic concerns observed are:

- Volume of vehicles
- Backup of traffic in both directions on Black Cat at Aviator
- Backup on Franklin Rd., but not much

The leadership team of Compass had the following recommendations/requests:

- Improvement of railroad crossing on Black Cat Rd. The stop sign at this location creates backup and congestion on Black Cat all the way to Franklin Rd.
- Right-In and Right-Out into the Compass campus; however, the leadership team did note that without improving the rail crossing the Right-In and Right-Out changes would not really improve the current situation. The backup for southbound traffic is when vehicles stop to turn east (left) onto Aviator from Black Cat Rd.

Conclusion: I do not believe Black Cat Rd is planned to be improved any time soon to possibly alleviate some traffic congestion. I would imagine the problem will continue to deteriorate until Black Cat Rd is improved. Additionally, residential construction continues to increase in the area. I do not have any specific recommendations that would easily alleviate the traffic issues in the area. I knew the school would stay on top of this issue, but when I had the opportunity to meet with them it was clear they were doing everything possible to keep traffic flowing safely on their campus.

At this time there is not any other action to be taken until we see the draft IFYWP. When the draft is distributed for comments, we can then determine if we want to send a request this project be advanced. I will monitor that progress.

Development Transportation Improvements

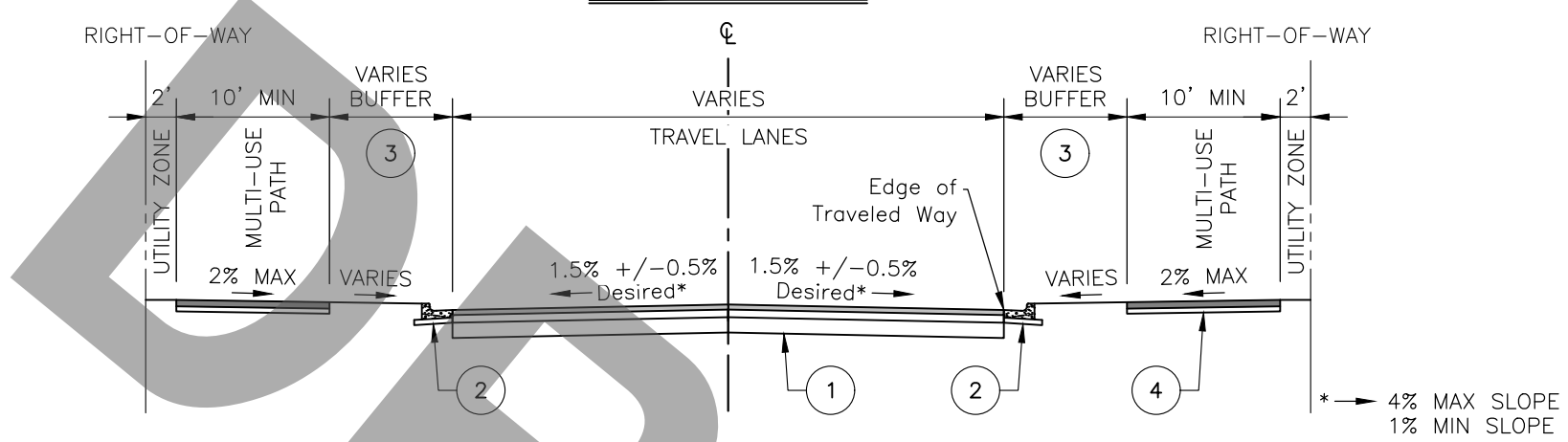
On October 1st Chair Walter Steed inquired about a traffic signal and turn lanes being installed at McDermott and Ustick. I responded that these are projects that are being completed through the Owyhee High School development conditions. These types of projects are not on the ACHD webpage or provided through their weekly updates.

After discussion he and I agreed that a running list of projects required by new developments may be a good task for the Development Review subcommittee to maintain.

ACHD Bike and Pedestrian Improvements Guidelines

City staff requested clarification from ACHD on when bike lanes, multiuse pathways, and sidewalks would be designed based on context. ACHD sent the attached guides.

MULTI-USE PATH



NOTES

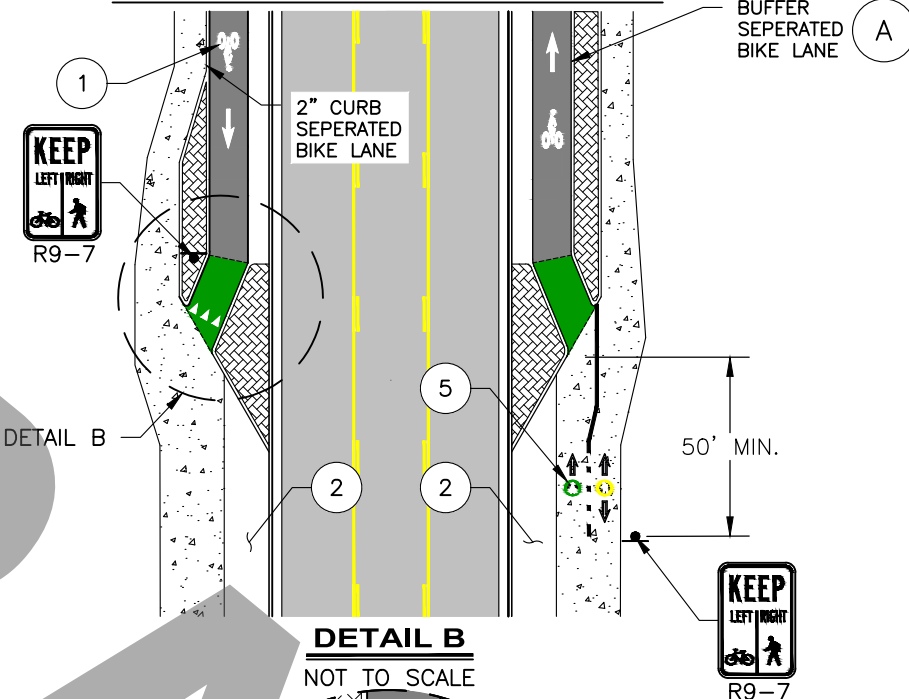
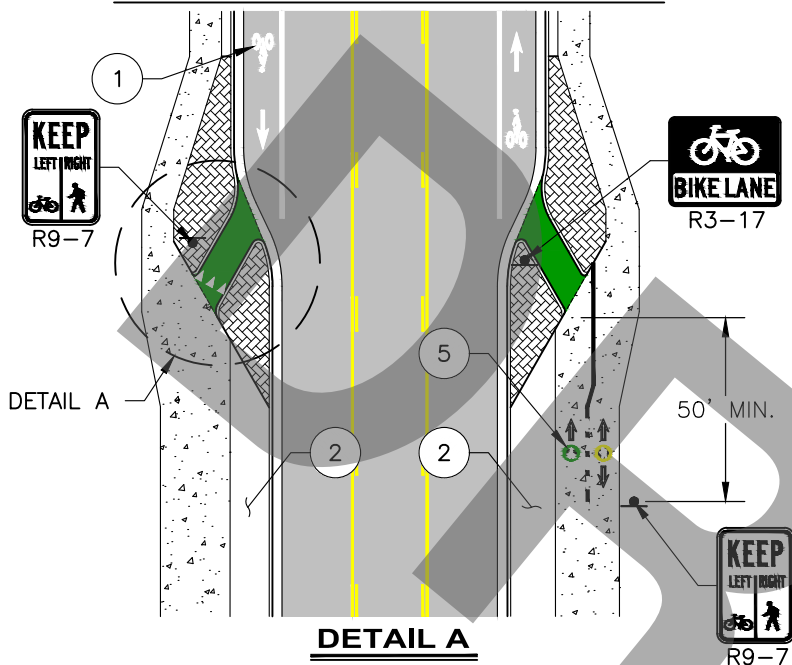
- 1 MATERIAL SECTIONS WILL BE DETERMINED BY ACHD DURING DESIGN. REFER TO ACHD POLICY MANUAL FOR ADDITIONAL INFORMATION.
- 2 STANDARD 6" VERTICAL CURB AND GUTTER PER ACHD STANDARD DRAWING SD-701, SHOWN. SPECIFIC CURB TYPES TO BE DETERMINED BY ACHD DURING DESIGN. (REFERENCE 1)
- 3 ROADSIDE BUFFER IS MEASURED FROM EDGE OF TRAVELED WAY TO FRONT OF MULTI-USE PATHWAY. REFER TO TABLE 1, FOR BUFFER WIDTHS BASED ON LEVEL OF TRAFFIC STRESS (LTS). LTS 1 OR 2 PREFERRED. MINIMUM 3' BUFFER BETWEEN CURB AND MULTI-USE PATHWAY. BUFFER MATERIAL TO MEET CURRENT ADA DETECTABILITY STANDARDS.
- 4 MATERIAL SECTION WILL BE DETERMINED BY ACHD DURING DESIGN.

TABLE 1: MULTI-USE PATHWAY BUFFER WIDTH PER LEVEL OF TRAFFIC STRESS

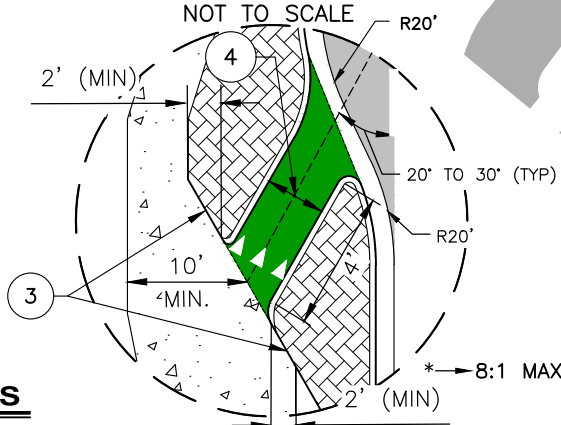
TOTAL TRAVEL LANES	TOTAL BUFFER WIDTH (INCLUDES CURB & GUTTER, SHOULDERS, PARKING, LANDSCAPING, ETC.)			
	<5'	5'-10'	11'-14'	15'+
1-2	LTS 2	LTS 2	LTS 1	LTS 1
3	LTS 3	LTS 2	LTS 1	LTS 1
4-5	LTS 4	LTS 3	LTS 2	LTS 1
6+	LTS 4	LTS 4	LTS 3	LTS 2

MULTI-USE PATH TRANSITION TO CONVENTIONAL BIKE LANE

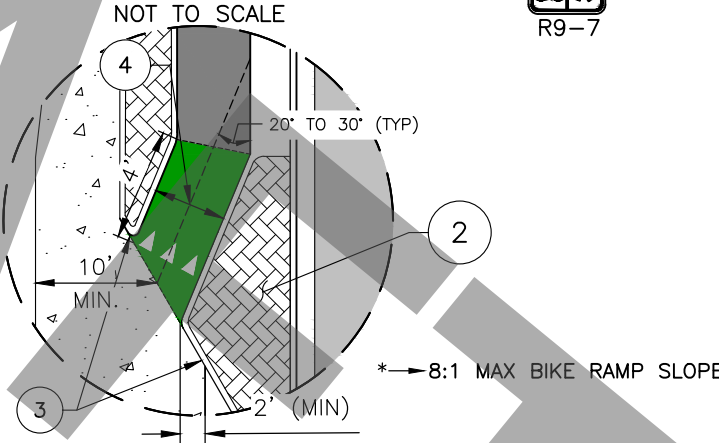
MULTI-USE PATH TRANSITION TO RAISED BIKE LANE



DETAIL A



DETAIL B



NOTES

- 1 BIKE LANE MARKING PER ACHD STANDARD DRAWING TS-1113.04. MARKING SHALL BE PLACED IMMEDIATELY BEFORE AND AFTER A BIKE TRANSITION RAMP.
- 2 BUFFER MATERIAL TO BE DETECTABLE, PER CURRENT ADA DETECTABILITY STANDARDS.
- 3 INTRODUCE GEOMETRIC DEFLECTION OF DETECTABLE BUFFER FOR POSITIVE GUIDANCE ALONG PEDESTRIAN DESIRABLE PATH.
- 4 MATCH RECEIVING BIKE FACILITY WIDTH, 5' MINIMUM.
- 5 LANE ASSIGNMENT PAVEMENT MARKINGS ACCOMPANIED BY R9-7 SIGN MAY BE USED AT TRANSITION LOCATIONS. SEE PORTLAND BUREAU OF TRANSPORTATION (PBOT) STANDARD DRAWING P-435 FOR RECOMMENDED PAVEMENT MARKING DETAILS (REFERENCE 8).
- A THE SAME PRINCIPALS APPLY TO BOTH CURB SEPARATED AND BUFFER SEPARATED RAISED BIKE LANES.

SHEET 2 OF 7

EXHIBIT NO.

MUP-02

MULTI-USE PATH EXAMPLE APPLICATIONS

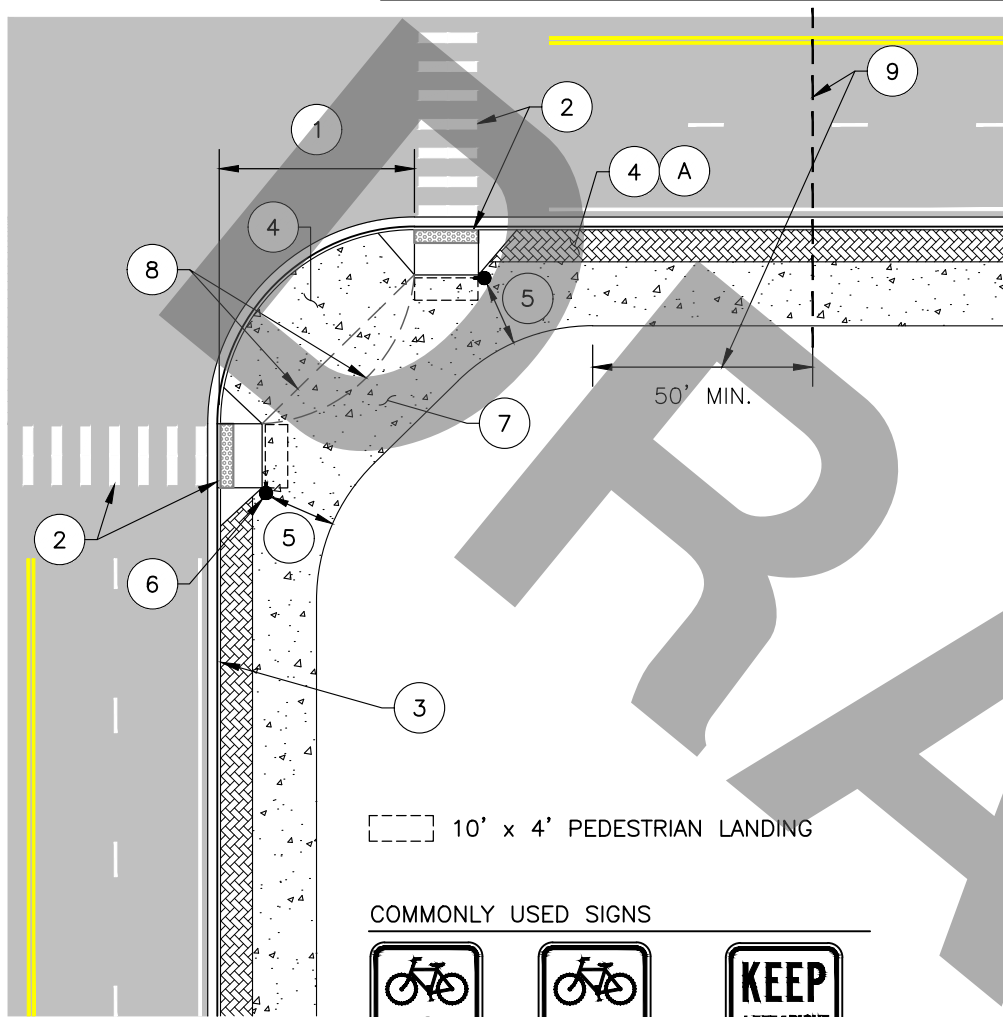
TRANSITION TO BIKE LANE



3775 Adams Street, Biele, Idaho, 83714
www.achdnh.org

7/26/2021 8:47 AM
FILE NAME: H:\25\25905 - ACHD RAISED BIKE LANE TOOL KIT\DESIGN_CD\MUP\25905-02-TRANSITION_DTLS-MUP.DWG

ELEMENTS OF A MIXED-USE PATH INTERSECTION (SIGNALIZED)



10' x 4' PEDESTRIAN LANDING

COMMONLY USED SIGNS



R9-5



R9-6



R9-7



R10-4B(L)
MOD



R10-15(R)
MOD

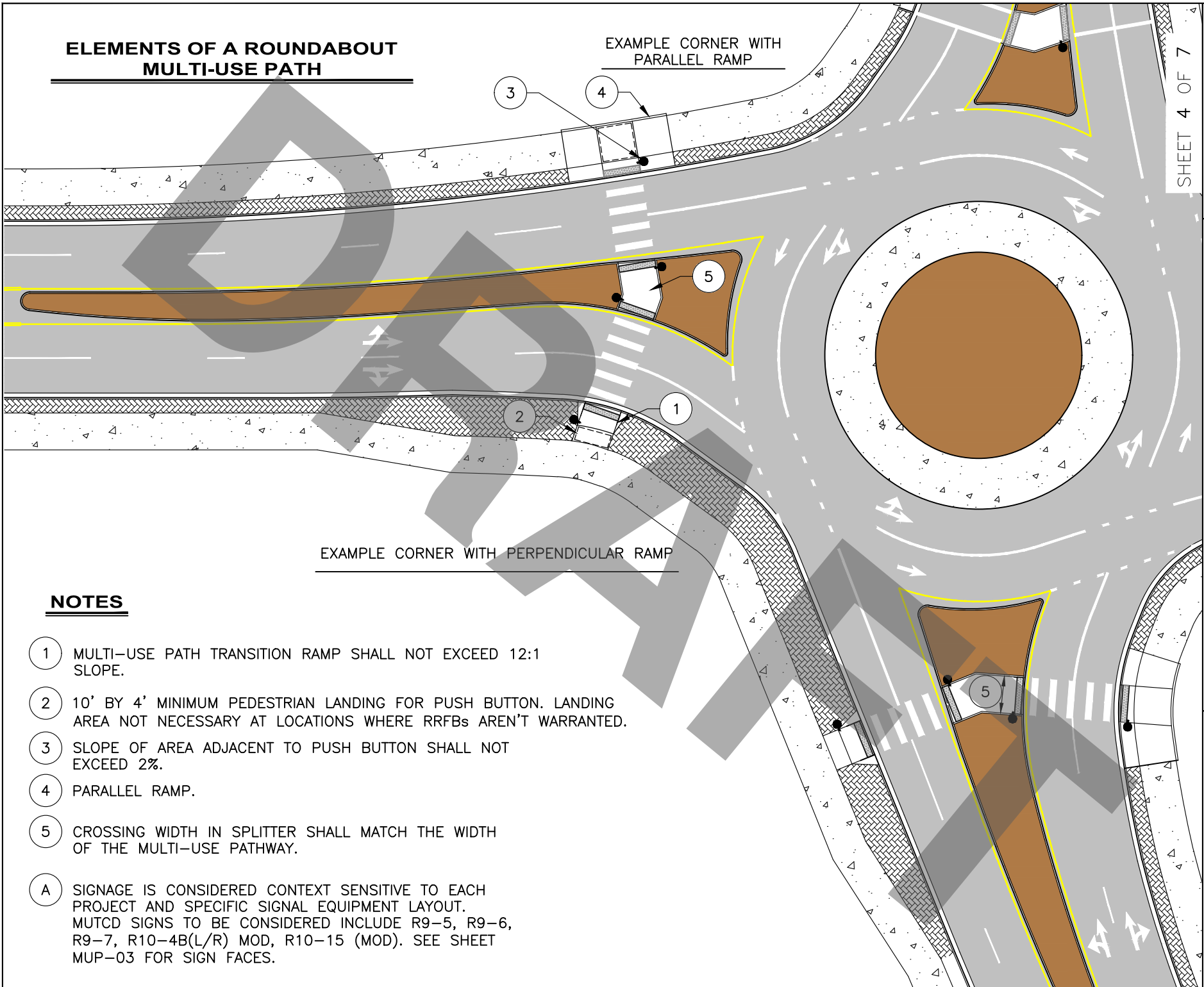
NOTES

- 1 6' TO 16' FOR 35 TO 45 MPH MAINLINE. 16' TO 24' FOR 45 TO 50 MPH MAINLINE. MINIMUM SETBACK FROM FACE OF CURB TO MUP CROSSING TO IMPROVE VISIBILITY FOR VEHICLES, PEDESTRIANS, AND BICYCLISTS. 6' MINIMUM SETBACK WHEN ADJACENT TO RIGHT TURN LANE. (REFERENCE 3, 4, 5)
- 2 WIDTH OF CROSSWALK AND CURB RAMP OPENING SHALL BE EQUAL TO THE WIDTH OF THE MULTI-USE PATH.
- 3 6" VERTICAL CURB & GUTTER PER ACHD STANDARD DRAWING SD-701.
- 4 AREA MAY BE UTILIZED FOR SIGNAL EQUIPMENT AND OTHER TRAFFIC CONTROL DEVICES.
- 5 10 FT MINIMUM FROM FACE OF SIGNAL OR BUTTON POLE BASE TO BACK OF PATHWAY FOR ZONE MANEUVERABILITY.
- 6 PEDESTRIAN PUSH BUTTON POLE EQUIPPED WITH APS PER ACHD STANDARD DRAWING TS-1106.02.
- 7 AREA TO REMAIN CLEAR AND FREE FROM OBSTRUCTIONS FOR MULTI-USE MIXING ZONE AND QUEUE STORAGE.
- 8 CURB (OR OTHER ADA DETECTABLE SURFACE FEATURE) MAY BE UTILIZED IN THIS AREA FOR CHANNELIZATION. IF UTILIZED, MINIMUM CLEAR SPACE BETWEEN CURB AND BACK OF PATHWAY SHALL BE EQUAL TO THE WIDTH OF THE MULTI-USE PATHWAY.
- 9 SEE SHEET MUP - 2 FOR MULTI-USE PATHWAY TO BIKE LANE TRANSITIONS.
- A SIGNAGE IS CONSIDERED CONTEXT SENSITIVE TO EACH PROJECT AND SPECIFIC SIGNAL EQUIPMENT LAYOUT. MUTCD SIGNS TO BE CONSIDERED INCLUDE R9-5, R9-6, R9-7, R10-4B(L/R) MOD, R10-15 (MOD).

ELEMENTS OF A ROUNDABOUT MULTI-USE PATH

EXAMPLE CORNER WITH
PARALLEL RAMP

EXAMPLE CORNER WITH PERPENDICULAR RAMP



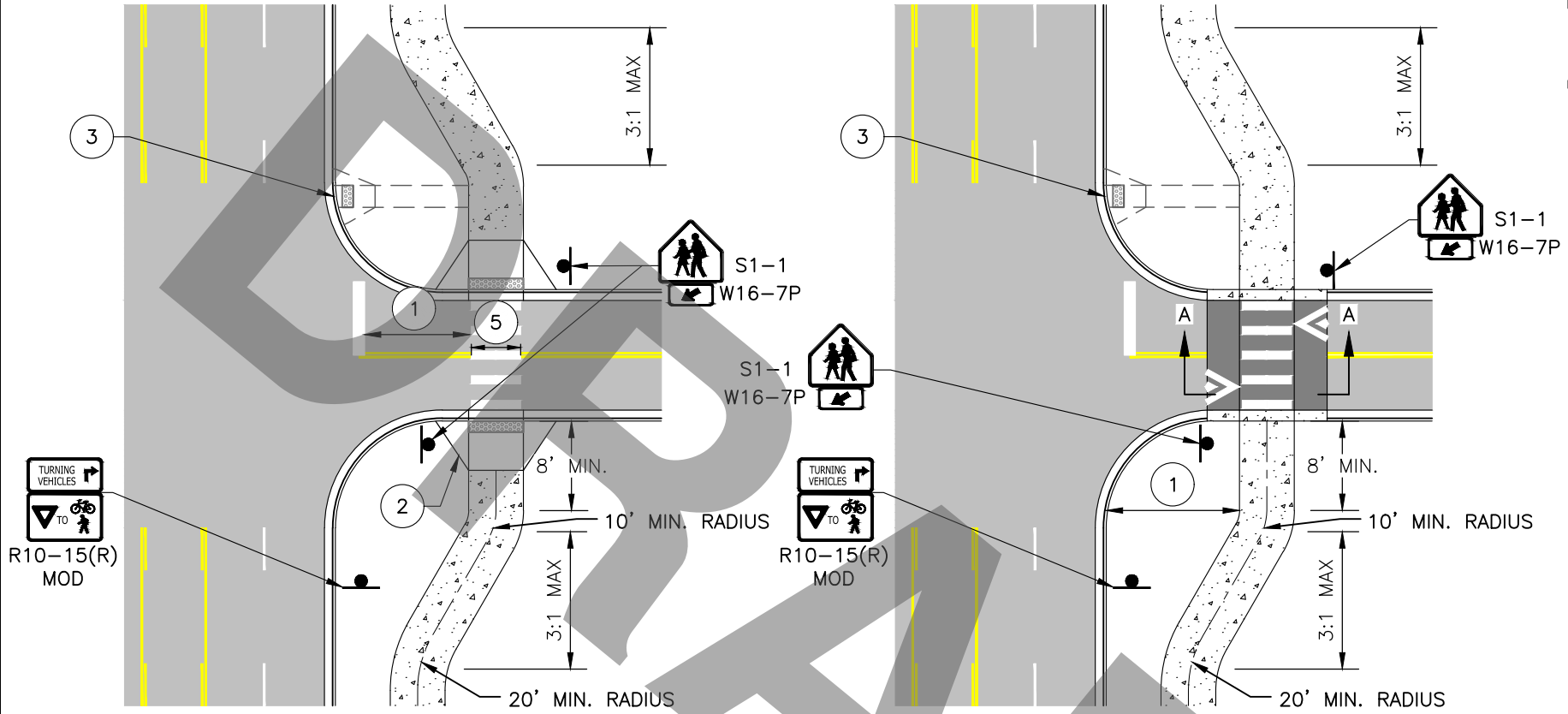
NOTES

- 1 MULTI-USE PATH TRANSITION RAMP SHALL NOT EXCEED 12:1 SLOPE.
- 2 10' BY 4' MINIMUM PEDESTRIAN LANDING FOR PUSH BUTTON. LANDING AREA NOT NECESSARY AT LOCATIONS WHERE RRFBs AREN'T WARRANTED.
- 3 SLOPE OF AREA ADJACENT TO PUSH BUTTON SHALL NOT EXCEED 2%.
- 4 PARALLEL RAMP.
- 5 CROSSING WIDTH IN SPLITTER SHALL MATCH THE WIDTH OF THE MULTI-USE PATHWAY.
- A SIGNAGE IS CONSIDERED CONTEXT SENSITIVE TO EACH PROJECT AND SPECIFIC SIGNAL EQUIPMENT LAYOUT. MUTCD SIGNS TO BE CONSIDERED INCLUDE R9-5, R9-6, R9-7, R10-4B(L/R) MOD, R10-15 (MOD). SEE SHEET MUP-03 FOR SIGN FACES.

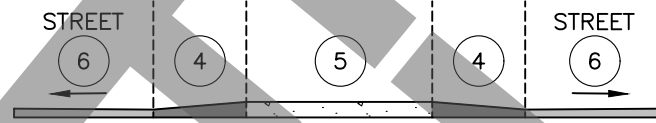


AT-GRADE SIDE STREET CROSSING
FOR MAINLINE SPEEDS OF 40 MPH OR GREATER

RAISED SIDE STREET CROSSING
FOR MAINLINE SPEEDS OF 40 MPH OR GREATER



DETAIL A



NOTES

- 1 16' MINIMUM SETBACK FROM STOP BAR. MINIMUM SETBACK TO BIKE CROSSING TO IMPROVE VISIBILITY FOR VEHICLES, PEDESTRIANS, AND BICYCLES. PROVIDES SPACE FOR 1 VEHICLE BETWEEN STOP BAR AND CROSSING.
- 2 MULTI-USE PATH TRANSITION RAMP SHALL NOT EXCEED 8:1 SLOPE.
- 3 WHEN CROSSING OF MAINLINE IS REQUIRED, BOTH MAINLINE PEDESTRIAN RAMPS SHALL BE DESIGNED TO ACCOMMODATE THE FULL WIDTH THE MUP. PEDESTRIAN RAMP SHALL MEET CURRENT ADA STANDARDS.

- 4 APPROACH RAMP AND DEPARTURE RAMP SHALL NOT EXCEED 12:1 SLOPE. SPEED HUMP MARKINGS SHALL BE USED ON TRANSITION RAMPS.
- 5 CROSSING WIDTH SHALL BE EQUAL TO THE MUP WIDTH. THE CROSSING SHALL MEET ADA REQUIREMENTS.
- 6 STORMWATER FACILITIES SHALL BE CONSIDERED ON A CASE BY CASE BASIS. RAISED CROSSING IS IDEAL WHEN SIDE STREETS/APPROACHES SLOPE AWAY FROM THE MAINLINE.

SHEET 5 OF 7

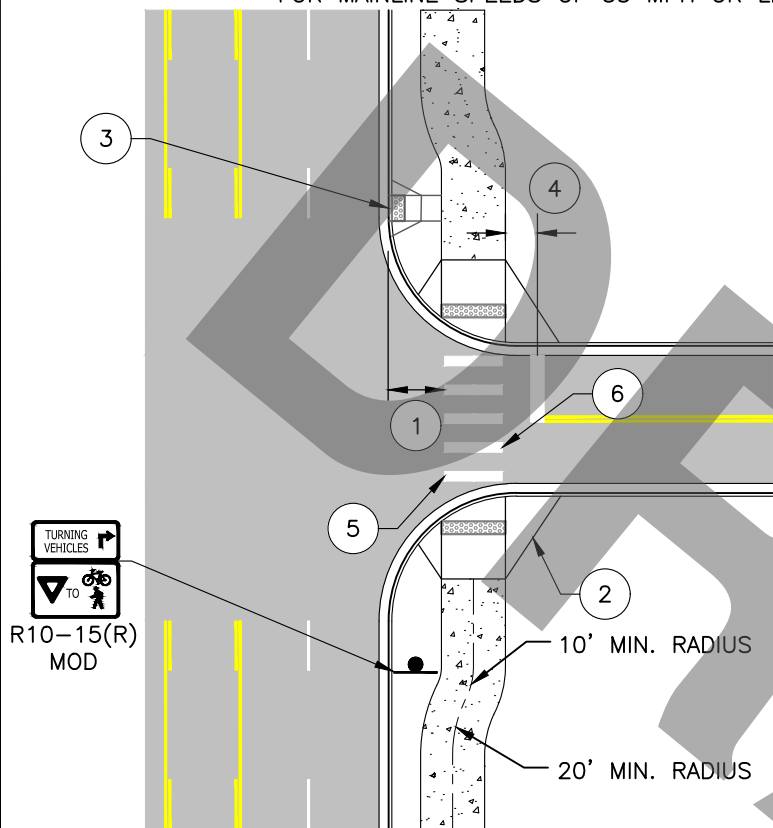
EXHIBIT NO.
MUP-05

MULTI-USE PATH EXAMPLE APPLICATIONS
UNSIGNALIZED SIDE STREET CROSSINGS



AT-GRADE SIDE STREET CROSSING

FOR MAINLINE SPEEDS OF 35 MPH OR LESS



NOTES

- 1 6' MINIMUM SETBACK FROM FACE OF CURB. MINIMUM SETBACK TO BIKE CROSSING TO IMPROVE VISIBILITY FOR VEHICLES, PEDESTRIANS, AND BICYCLES. (REFERENCE 3, 4)
- 2 MULTI-USE PATH TRANSITION RAMP SHALL NOT EXCEED 8:1 SLOPE.
- 3 WHEN CROSSING OF MAINLINE IS REQUIRED, PEDESTRIAN RAMP SHALL MEET CURRENT ADA STANDARDS AND DIMENSIONS SHALL BE PER THE PLANNED USE OF THE DESTINATION SIDE.
- 4 4' MINIMUM SETBACK FROM CROSSWALK PER ACHD STANDARD DRAWING TS 1112.03.
- 5 10' MINIMUM WIDTH AT SIDE STREET CROSSINGS. THE CROSSING SHALL MEET ADA REQUIREMENTS.
- 6 AT GRADE CROSSING SHOWN, RAISED CROSSINGS TO BE CONSIDERED ON A CASE BY CASE BASIS. RAISED CROSSING SHALL BE PER DETAIL A ON SHEET MUP-05.

SHEET 6 OF 7

EXHIBIT NO.
MUP-06

MULTI-USE PATH EXAMPLE APPLICATIONS
UNSIGNALIZED SIDE STREET CROSSINGS



REFERENCES FOR MULTI-USE PATHWAYS

1. ADA COUNTY HIGHWAY DISTRICT. "2017 ACHD SUPPLEMENT TO THE 2017 ISPC." DECEMBER 2017, [HTTPS://WWW.ACHDIDAHO.ORG/DOCUMENTS/ENGINEERING/ISPWC/2017_ISPCSUPPLEMENTS.PDF](https://www.achdidaho.org/documents/engineering/ispwc/2017_ispwc_supplements.pdf).
2. CITY OF WEST LINN PUBLIC WORKS DEPARTMENT. SEPARATED BIKE PATH AT INTERSECTION STANDARD DRAWINGS. REVISED FEBRUARY 2019, [HTTPS://WESTLINNOREGON.GOV/PUBLICWORKS/STANDARD-DRAWINGS](https://westlinnoregon.gov/publicworks/standard-drawings).
3. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION. "SEPARATED BIKE LANE PLANNING & DESIGN GUIDE." 2015, [HTTPS://WWW.MASS.GOV/LISTS/SEPARATED-BIKE-LANE-PLANNING-DESIGN-GUIDE](https://www.mass.gov/lists/separated-bike-lane-planning-design-guide).
4. NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS. "URBAN BIKEWAY DESIGN GUIDE ANNOTATED PLANS." APRIL 2011.
5. U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION. "SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE." MAY 2015.
6. NCHRP REPORT 834 CROSSING SOLUTIONS AT ROUNDABOUTS AND CHANNELIZED TURN LANES FOR PEDESTRIANS WITH VISION DISABILITIES, JANUARY 2017.
7. NCHRP REPORT 672, ROUNDABOUTS, A GUIDE BOOK, 1ST AND 2ND EDITIONS, 2010.
8. PORTLAND BUREAU OF TRANSPORTATION. "STANDARD DRAWING P-453". DECEMBER 2017. <https://www.portland.gov/transportation/engineering/standard-drawings>
9. UNITED STATES ACCESS BOARD. "R304.5.1.2 SHARED USE PATHS". 2013 <https://www.access-board.gov/files/prowag/PROW-SUP-SNPRM-2013.pdf>
10. NCHRP GUIDE FOR LOW SPEED MULTIMODAL ROADWAYS, 2018.

SHEET 7 OF 7

EXHIBIT NO.

MUP-07

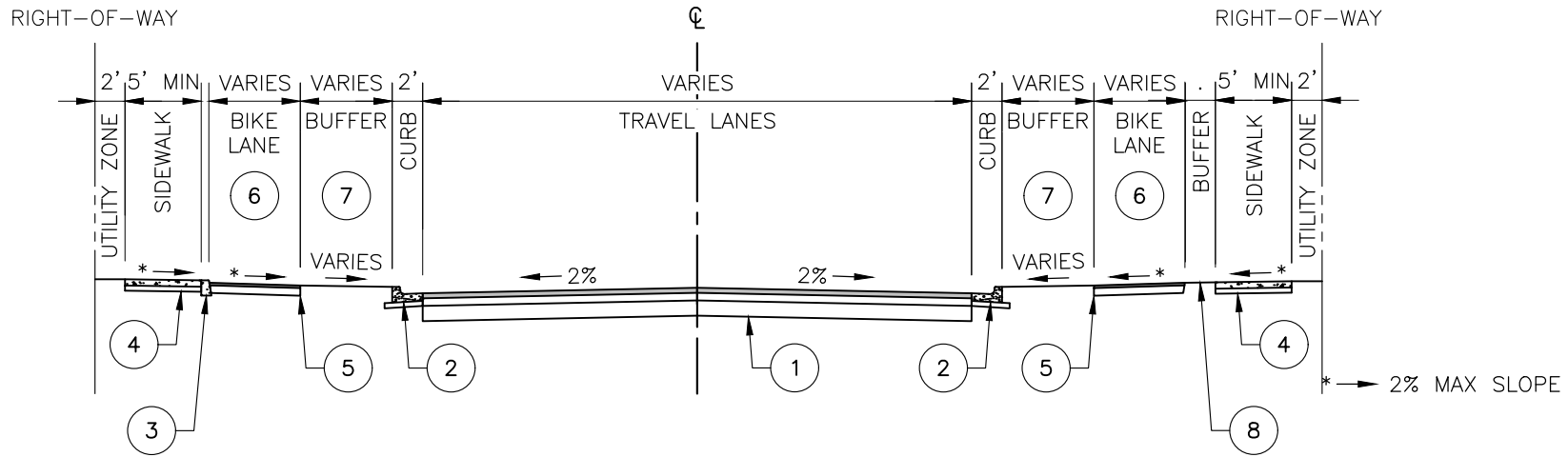
MULTI-USE PATH EXAMPLE APPLICATIONS

REFERENCES



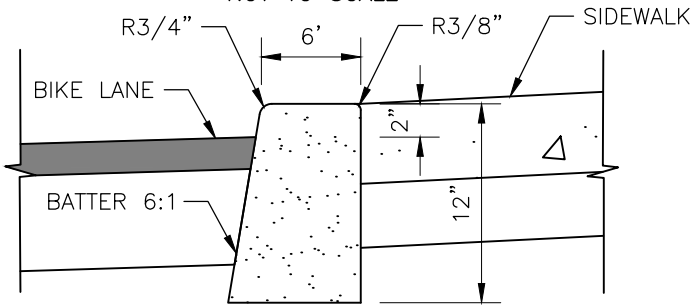
CURB SEPARATED RAISED BIKE LANE

BUFFER SEPARATED RAISED BIKE LANE



DETAIL A

NOT TO SCALE

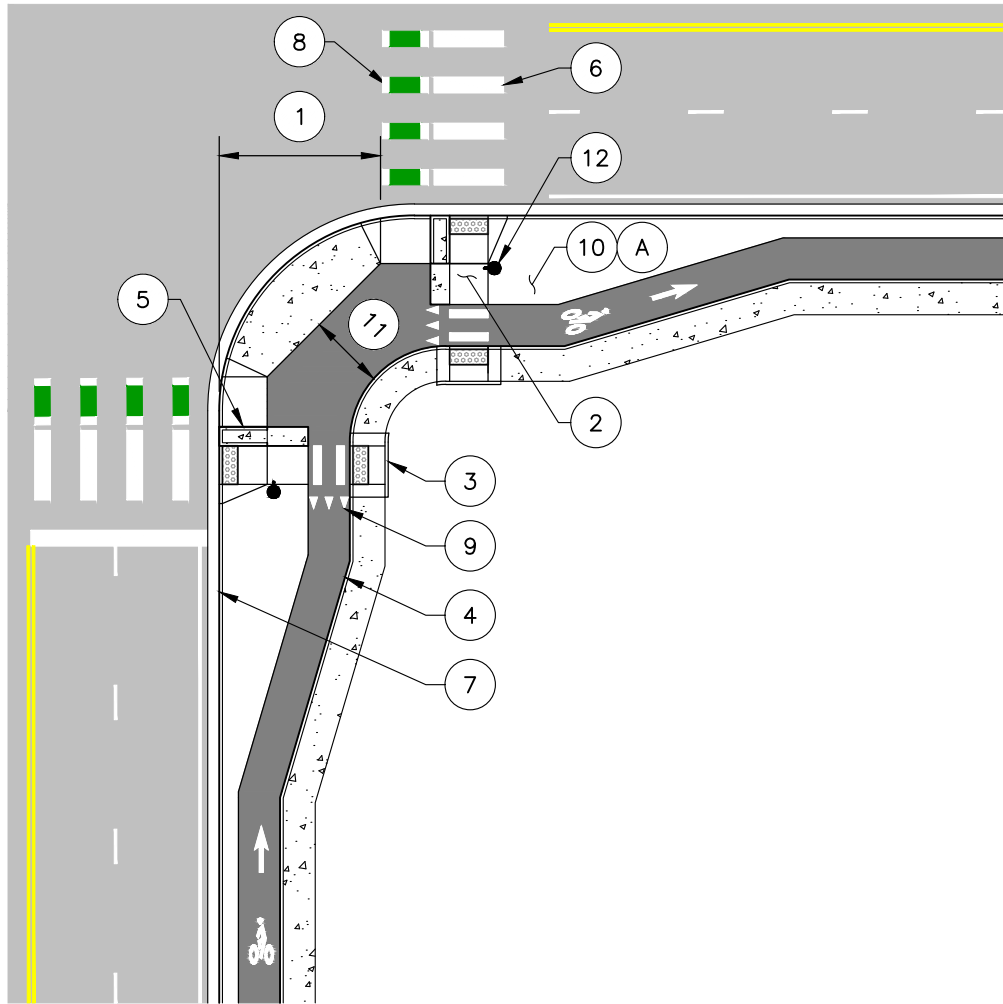


NOTES

- ① MATERIAL SECTIONS WILL BE DETERMINED BY ACHD AT THE TIME OF APPLICATION. REFER TO ACHD POLICY MANUAL FOR ADDITIONAL INFORMATION.
- ② STANDARD 6" VERTICAL CURB AND GUTTER PER ACHD STANDARD DRAWING SD-701.
- ③ MODIFIED VERTICAL CURB WITH 2" REVEAL. REFER TO DETAIL A, THIS SHEET. 2" CURB REVEAL PROVIDES ADA DETECTABILITY.
- ④ STANDARD CONCRETE SIDEWALK PER ACHD STANDARD DRAWING SD-709.
- ⑤ HOT MIX ASPHALT IS THE PREFERRED SURFACE MATERIAL FOR BIKE LANES. MATERIAL SECTION WILL BE DETERMINED BY ACHD DURING DESIGN.
- ⑥ 6.5' BIKE LANE DESIRED, 5' MINIMUM.
- ⑦ ROADSIDE BUFFER VARIES. 3' MINIMUM WIDTH TO ALLOW FOR SIGNAGE AND OTHER ROADSIDE FEATURES.
- ⑧ 2' MINIMUM WIDTH FOR SIDEWALK BUFFER. CLEAR DELINEATION BETWEEN THE SIDEWALK AND BIKE LANE, INCLUDING ADA DETECTABILITY REQUIREMENTS, SHALL BE PROVIDED.



ELEMENTS OF A PROTECTED INTERSECTION (SIGNALIZED) CURB SEPARATED RAISED BIKE LANE

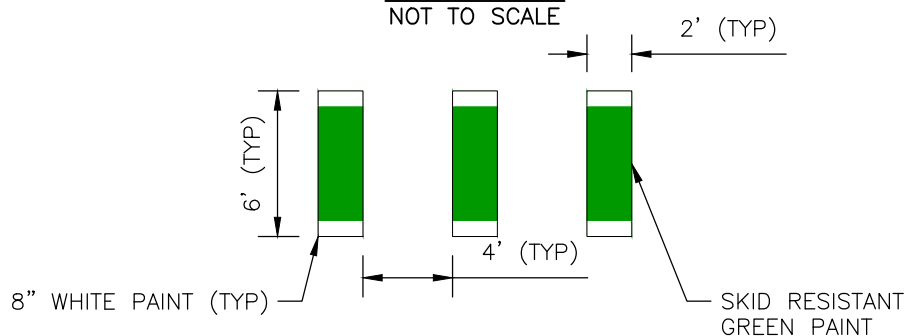


NOTES

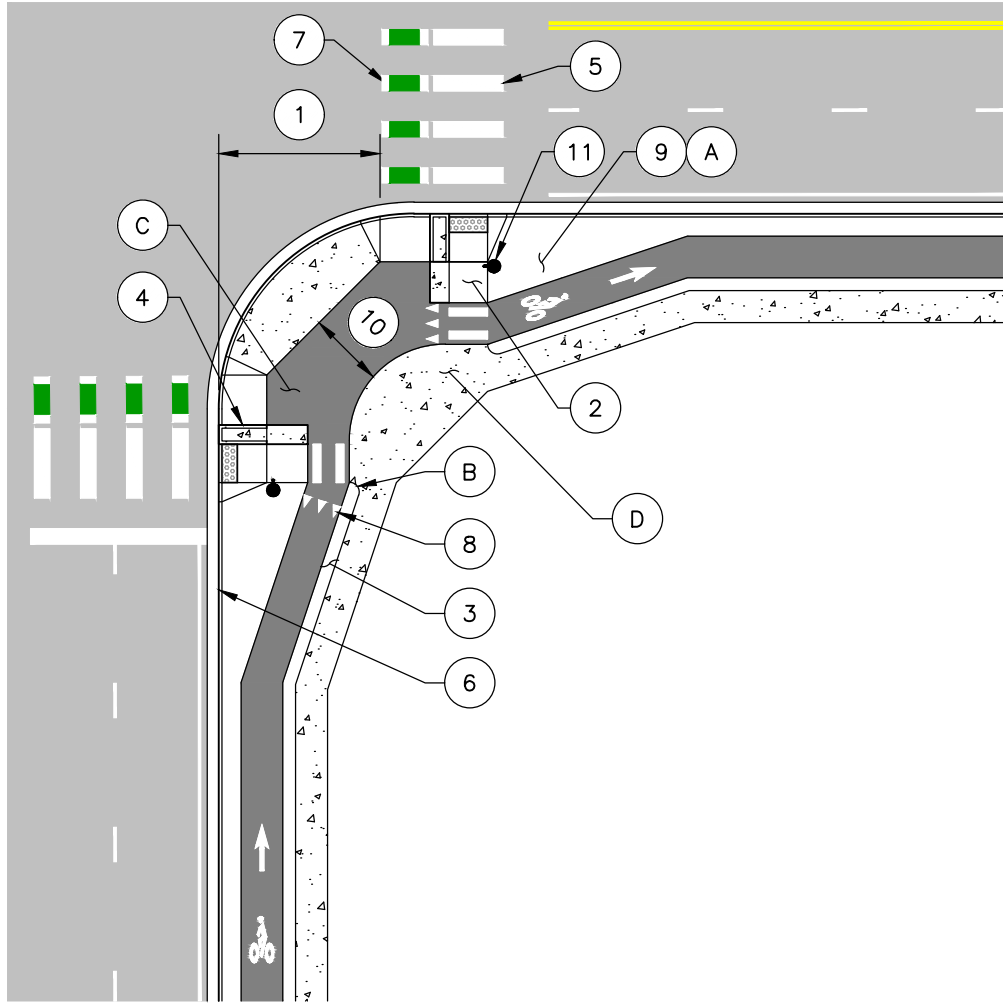
- 1 16' MINIMUM SETBACK FROM FACE OF CURB TO BIKE CROSSING TO IMPROVE VISIBILITY FOR VEHICLES, PEDESTRIANS, AND BICYCLISTS. INCREASED SETBACK IS DESIRABLE TO PROVIDE SPACE FOR A YIELDING VEHICLE WITHOUT BLOCKING THROUGH TRAFFIC.
- 2 ADA COMPLIANT PEDESTRIAN LANDING AREA, 4FT BY 4' MINIMUM.
- 3 PARALLEL RAMP, 2" DROP TO BIKE LANE LEVEL.
- 4 2" VERTICAL CURB. REFER TO DETAIL A, SHEET 1.
- 5 COMBINATION PERPENDICULAR CURB RAMP WITH 3' VERTICAL CURB SEPARATOR. 6" DROP TO ROADWAY GRADE.
- 6 CROSSWALK MARKINGS PER ACHD STANDARD DRAWING TS-1112.03.
- 7 6" VERTICAL CURB & GUTTER PER ACHD STANDARD DRAWING SD-701.
- 8 BIKE LADDER MARKINGS PER DETAIL A, THIS SHEET.
- 9 YIELD MARKINGS PER ACHD STANDARD DRAWING TS-1113.06.
- 10 AREA MAY BE UTILIZED FOR SIGNAL EQUIPMENT AND OTHER TRAFFIC CONTROL DEVICES.
- 11 10 FT MINIMUM TO PROVIDE QUEUE STORAGE AND BIKE MIXING ZONE MANEUVERABILITY.
- 12 PEDESTRIAN PUSH BUTTON POLE EQUIPPED WITH APS PER ACHD STANDARD DRAWING TS-1106.02.
- A BIKE DETECTION DEVICES INCLUDE PUSH BUTTONS, LOOP DETECTORS, CAMERAS, OR RADAR. DETECTION PREFERENCE TO BE DETERMINED BY ACHD DURING PROJECT DEVELOPMENT.

DETAIL A

NOT TO SCALE



**ELEMENTS OF A PROTECTED INTERSECTION (SIGNALIZED)
BUFFER SEPARATED RAISED BIKE LANE TO MIXED USE CORNER**



NOTES

- 1 16' MINIMUM SETBACK FROM FACE OF CURB TO BIKE CROSSING TO IMPROVE VISIBILITY FOR VEHICLES, PEDESTRIANS, AND BICYCLISTS. INCREASED SETBACK IS DESIRABLE TO PROVIDE SPACE FOR A YIELDING VEHICLE WITHOUT BLOCKING THROUGH TRAFFIC.
- 2 ADA COMPLIANT PEDESTRIAN LANDING AREA, 4FT BY 4' MINIMUM.
- 3 2' MINIMUM WIDTH FOR SIDEWALK BUFFER. BUFFER SHALL BE ADA DETECTABLE.
- 4 COMBINATION PERPENDICULAR CURB RAMP WITH 3' VERTICAL CURB SEPARATOR.
- 5 CROSSWALK MARKINGS PER ACHD STANDARD DRAWING TS-1112.03.
- 6 6" VERTICAL CURB & GUTTER PER ACHD STANDARD DRAWING SD-701.
- 7 BIKE LADDER MARKINGS PER DETAIL A, SHEET 2.
- 8 YIELD MARKINGS PER ACHD STANDARD DRAWING TS-1113.06.
- 9 AREA MAY BE UTILIZED FOR SIGNAL EQUIPMENT AND OTHER TRAFFIC CONTROL DEVICES.
- 10 10 FT MINIMUM TO PROVIDE QUEUE STORAGE AND BIKE MIXING ZONE MANEUVERABILITY.
- 11 PEDESTRIAN PUSH BUTTON POLE EQUIPPED WITH APS PER ACHD STANDARD DRAWING TS-1106.02.
- A BIKE DETECTION DEVICES INCLUDE PUSH BUTTONS, LOOP DETECTORS, CAMERAS, OR RADAR. DETECTION PREFERENCE TO BE DETERMINED BY ACHD DURING PROJECT DEVELOPMENT.
- B MIXED USE ZONE BEGINS AT THE END OF SIDEWALK BUFFER. PUSH BUTTON LOCATOR TONES TO BE UTILIZED WITH THE APS BUTTONS FOR ADA CHANNELIZATION.
- C BIKE LANE AREA MAY BE PAINTED GREEN TO INDICATE AND REINFORCE BIKE CHANNELIZATION.
- C MIXED USE CORNER TREATMENT TO BE USED WHEN INTERSECTING MULTI-USE PATHWAY.

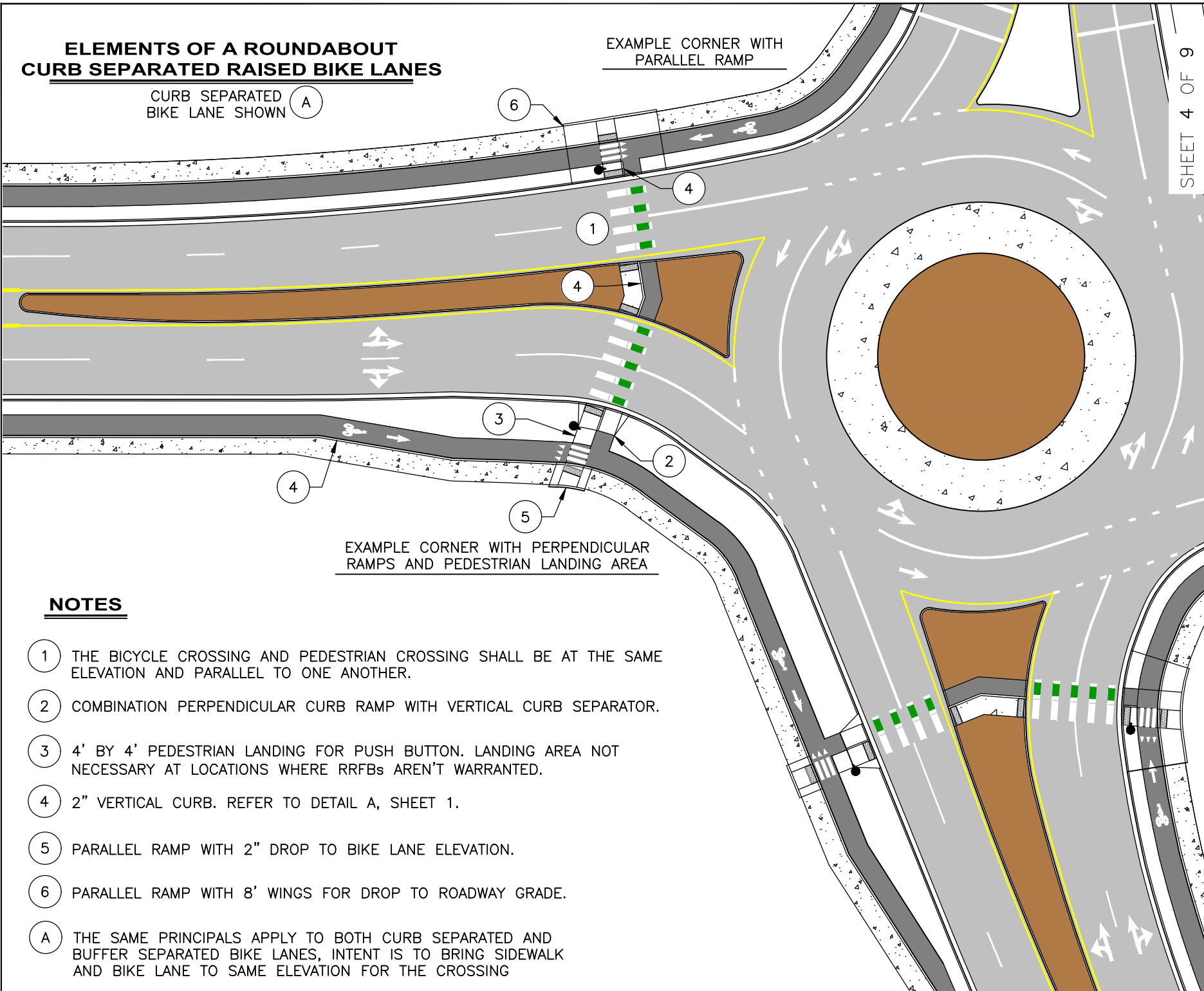


ELEMENTS OF A ROUNDABOUT CURB SEPARATED RAISED BIKE LANES

CURB SEPARATED BIKE LANE SHOWN (A)

EXAMPLE CORNER WITH PARALLEL RAMP

EXAMPLE CORNER WITH PERPENDICULAR RAMPS AND PEDESTRIAN LANDING AREA



NOTES

- 1 THE BICYCLE CROSSING AND PEDESTRIAN CROSSING SHALL BE AT THE SAME ELEVATION AND PARALLEL TO ONE ANOTHER.
- 2 COMBINATION PERPENDICULAR CURB RAMP WITH VERTICAL CURB SEPARATOR.
- 3 4' BY 4' PEDESTRIAN LANDING FOR PUSH BUTTON. LANDING AREA NOT NECESSARY AT LOCATIONS WHERE RRFBS AREN'T WARRANTED.
- 4 2" VERTICAL CURB. REFER TO DETAIL A, SHEET 1.
- 5 PARALLEL RAMP WITH 2" DROP TO BIKE LANE ELEVATION.
- 6 PARALLEL RAMP WITH 8' WINGS FOR DROP TO ROADWAY GRADE.
- A THE SAME PRINCIPALS APPLY TO BOTH CURB SEPARATED AND BUFFER SEPARATED BIKE LANES, INTENT IS TO BRING SIDEWALK AND BIKE LANE TO SAME ELEVATION FOR THE CROSSING

SHEET 4 OF 9

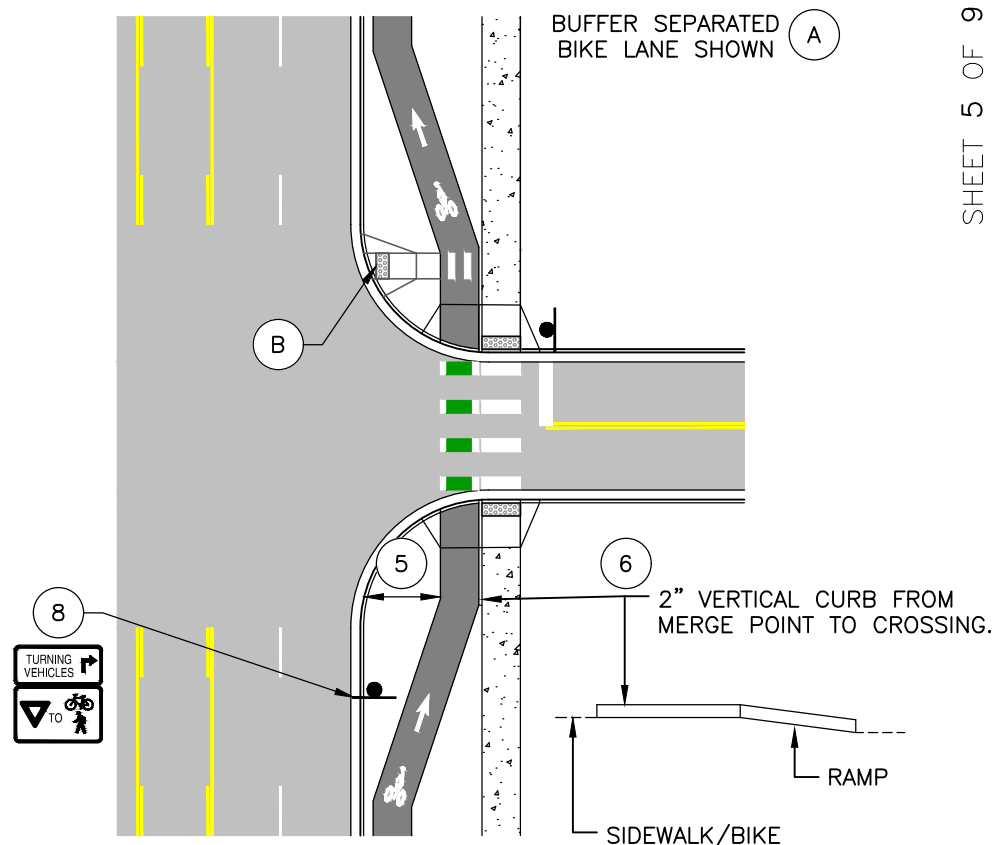
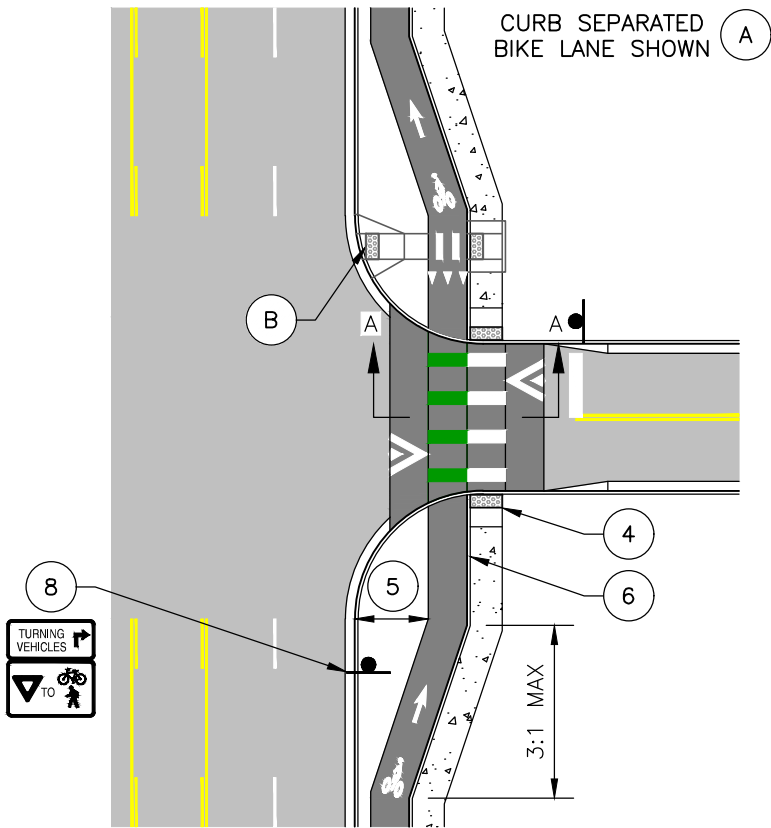
EXHIBIT NO.
RBL-04

RAISED BIKE LANE EXAMPLE APPLICATIONS
ROUNDABOUT

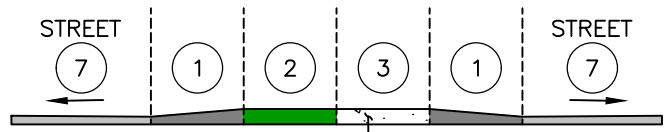


RAISED SIDE STREET CROSSING

AT-GRADE SIDE STREET CROSSING



DETAIL A



RAISED CROSSING TO BE ALL CONCRETE OR ALL ASPHALT

NOTES

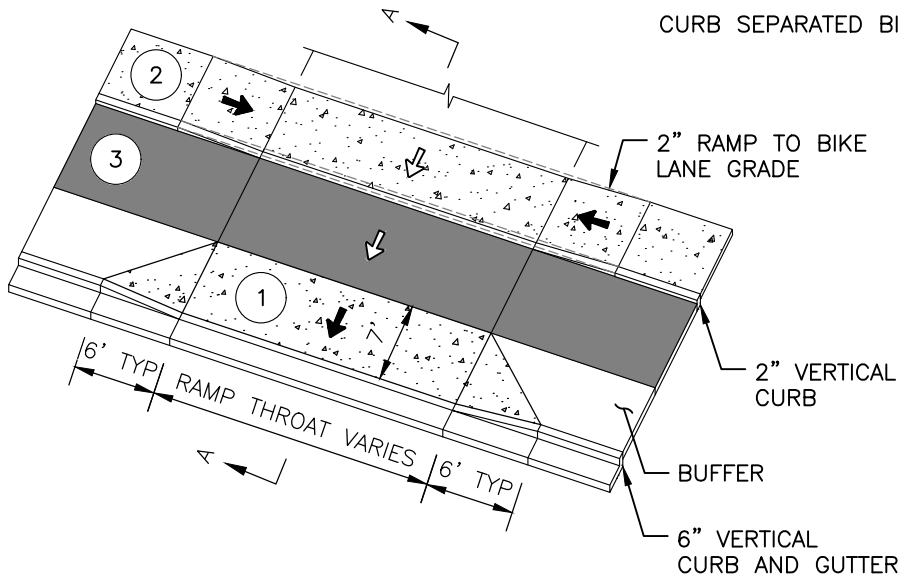
- 1 APPROACH RAMP AND DEPARTURE RAMP SHALL NOT EXCEED 12:1 SLOPE. SPEED HUMP MARKINGS SHALL BE USED ON TRANSITION RAMP.
- 2 6.5' DESIRED WIDTH AT SIDE STREET CROSSINGS, 5' MINIMUM.
- 3 5' MINIMUM WIDTH AT SIDE STREET CROSSINGS. THE CROSSING SHALL MEET ADA REQUIREMENTS.
- 4 PARALLEL RAMP WITH 2" DROP TO BIKE LANE & CROSSING LEVEL.

- 5 6' TO 16' FOR 35 TO 45 MPH MAINLINE. 16' TO 24' FOR 45 TO 55 MPH MAINLINE. MINIMUM SETBACK FROM FACE OF CURB TO BIKE CROSSING TO IMPROVE VISIBILITY FOR VEHICLES, PEDESTRIANS, AND BICYCLISTS.
- 6 2" VERTICAL CURB. REFER TO DETAIL A, SHEET 1.
- 7 STORMWATER FACILITIES SHALL BE CONSIDERED ON A CASE BY CASE BASIS. RAISED CROSSING IS IDEAL WHEN SIDE STREETS/APPROACHES SLOPE AWAY FROM THE ROADWAY.
- A THE SAME PRINCIPALS APPLY TO BOTH CURB SEPARATED AND BUFFER SEPARATED BIKE LANES, INTENT IS TO BRING SIDEWALK AND BIKE LANE TO SAME ELEVATION FOR THE CROSSING
- B CROSSING OF THE MAIN STREET TO BE PROVIDED IF SIDE STREET IS A PUBLIC ROADWAY. MAY NOT BE REQUIRED FOR COMMERCIAL DRIVEWAYS. SEE INTERSECTION CROSSING DETAILS.



SETBACK CONCRETE DRIVEWAY APPROACH RAISED BIKE LANE AND SIDEWALK

CURB SEPARATED BIKE LANE SHOWN (A)

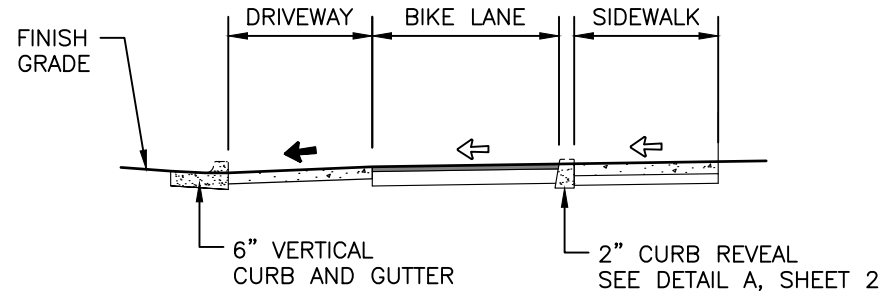


LEGEND

- ↔ 1.5% ± 0.5% (2.0% MAX) SLOPE
- ← 7.3% ± 1.0% (8.3% MAX) SLOPE

DETAIL A

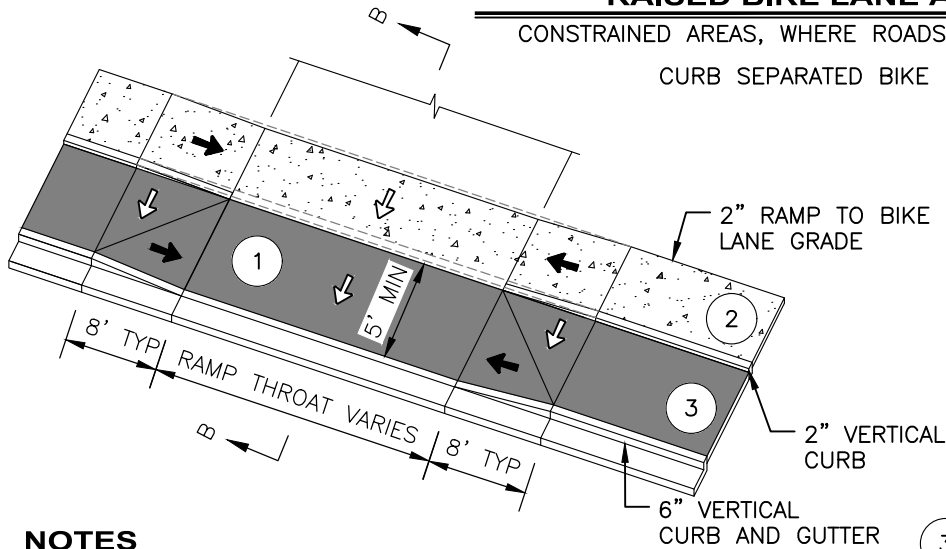
NOT TO SCALE



ZERO SETBACK CONCRETE DRIVEWAY APPROACH RAISED BIKE LANE AND SIDEWALK

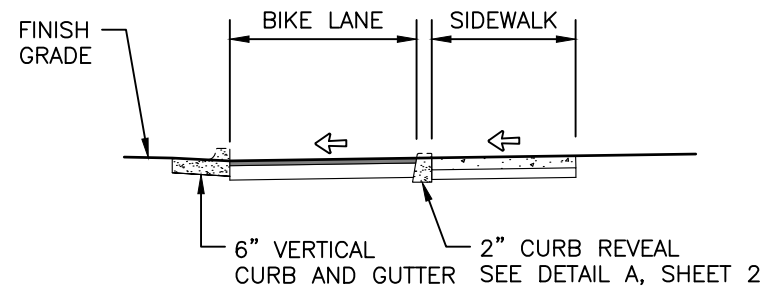
CONSTRAINED AREAS, WHERE ROADSIDE BUFFER IS IMPRACTICAL

CURB SEPARATED BIKE LANE SHOWN (A)



DETAIL B

NOT TO SCALE



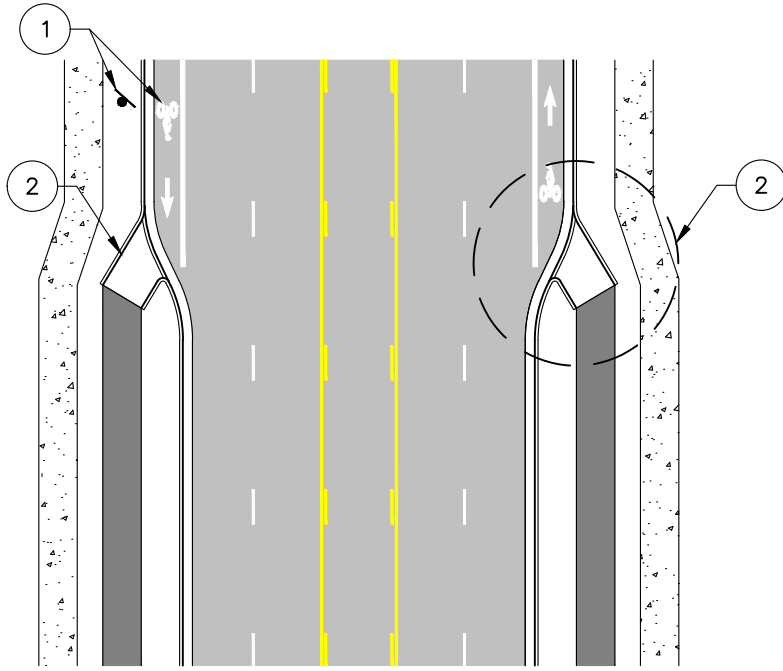
NOTES

- (1) DRIVEWAY APPROACH DIMENSIONS ARE BASED ON 6" VERTICAL CURB AND GUTTER. FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS SHEET, REFER TO ACHD STANDARD DRAWING SD-710.
- (2) SIDEWALK MINIMUM WIDTH IS 5' AT THE DRIVEWAY APPROACH.

(3) 5' MINIMUM WIDTH AT DRIVEWAYS, AT CONSTRAINED AREAS, AND FOR ONE-WAY BIKE LANES. 6.5' DESIRED MINIMUM WIDTH TO ALLOW FOR SIDE-BY-SIDE RIDING OR PASSING. THE SURFACE MATERIAL OF THE RAISED BIKE LANE SHALL CONTINUE THROUGH THE DRIVEWAY.

(A) THE SAME PRINCIPALS APPLY TO BOTH CURB SEPARATED AND BUFFER SEPARATED BIKE LANES, INTENT IS TO BRING SIDEWALK AND BIKE LANE TO SAME ELEVATION FOR THE CROSSING

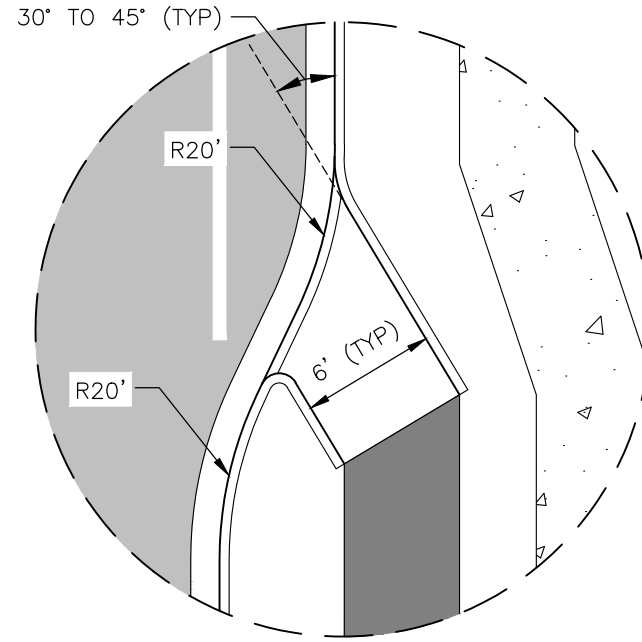
RAISED BIKE LANE TRANSITION TO CONVENTIONAL BIKE LANE



NOTES

- 1 BIKE LANE MARKING PER ACHD STANDARD DRAWING TS-1113.04. MARKING SHALL BE PLACED IMMEDIATELY BEFORE AND AFTER A BIKE TRANSITION RAMP AND THEN APPROXIMATELY EVERY 500 FT. R7-9 SIGN MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER.
- 2 BIKE TRANSITION RAMP SHALL BE PLACED WITHIN THE BUFFER SPACE, WHERE POSSIBLE. THE DESIRED SLOPE OF THE RAMP IS 12:1, BUT MAY BE STEEPER AT CONSTRAINED LOCATIONS. REFER TO DETAIL A, THIS SHEET FOR ADDITIONAL INFORMATION.

DETAIL A
NOT TO SCALE



SHEET 7 OF 9

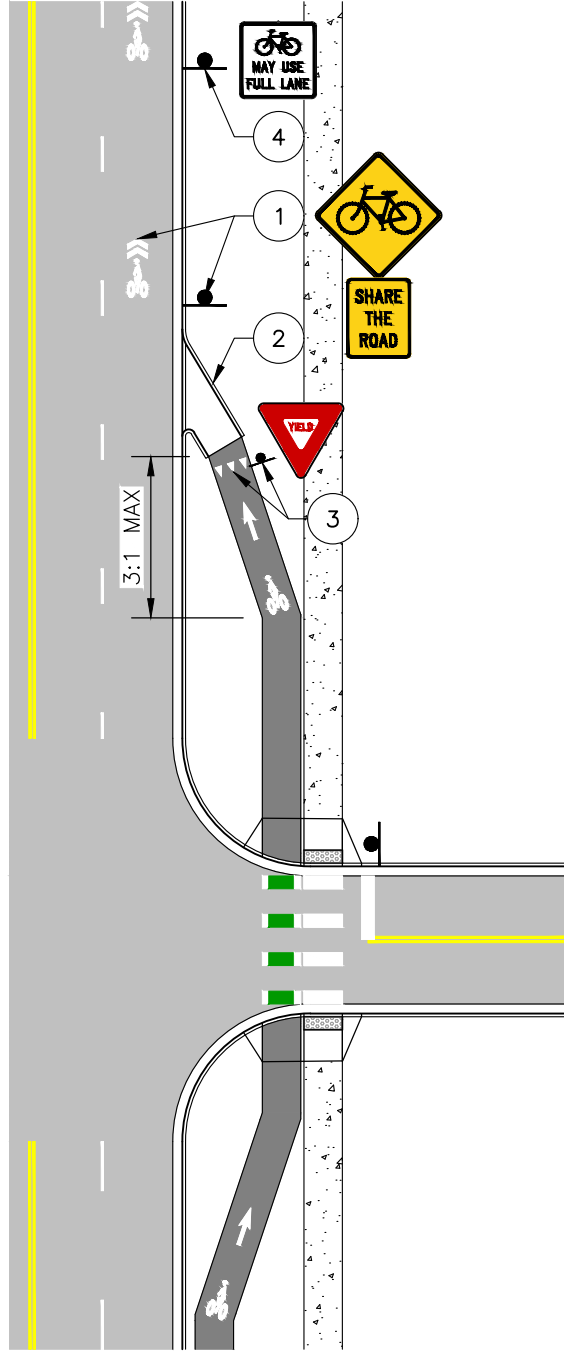
EXHIBIT NO.

RBL-07

RAISED BIKE LANE EXAMPLE APPLICATIONS
TRANSITION TO CONVENTIONAL BIKE LANE



RAISED BIKE LANE TRANSITION TO SHARED LANE



NOTES

- 1 SHARED LANE MARKING PER ACHD STANDARD DRAWING TS-1113.05. SIGNAGE (W11-1 AND W16-1P MOUNTED BELOW) SHALL BE PROVIDED NEAR BIKE RAMP TO ALERT VEHICLES OF BICYCLISTS ENTERING THE ROADWAY.
- 2 BIKE TRANSITION RAMP SHALL BE PLACED WITHIN THE BUFFER SPACE, WHERE POSSIBLE. THE DESIRED SLOPE OF THE RAMP IS 12:1, BUT MAY BE STEEPER AT CONSTRAINED LOCATIONS. REFER TO DETAIL A, SHEET 7 FOR ADDITIONAL INFORMATION.
- 3 YIELD MARKINGS AND SIGNAGE (R1-2) SHALL BE PROVIDED NEAR TOP OF RAMP PER ACHD STANDARD DRAWING TS-1113.06.
- 4 R4-11 SIGN MAY BE INSTALLED ALONG A NARROW ROAD WHERE BICYCLISTS AND VEHICLES CANNOT OPERATE SIDE BY SIDE.

SHEET 8 OF 9

EXHIBIT NO.

RBL-08

RAISED BIKE LANE EXAMPLE APPLICATIONS
TRANSITION TO SHARED LANE



REFERENCES FOR RAISED BIKE LANES

1. ADA COUNTY HIGHWAY DISTRICT. "2017 ACHD SUPPLEMENT TO THE 2017 ISPC." DECEMBER 2017, [HTTPS://WWW.ACHDIDAHO.ORG/DOCUMENTS/ENGINEERING/ISPWC/2017_ISPWC_SUPPLEMENTS.PDF](https://www.achdidaho.org/documents/engineering/ispwc/2017_ispwc_supplements.pdf).
2. CITY OF WEST LINN PUBLIC WORKS DEPARTMENT. SEPARATED BIKE PATH AT INTERSECTION STANDARD DRAWINGS. REVISED FEBRUARY 2019, [HTTPS://WESTLINNOREGON.GOV/PUBLICWORKS/STANDARD-DRAWINGS](https://westlinnoregon.gov/publicworks/standard-drawings).
3. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION. "SEPARATED BIKE LANE PLANNING & DESIGN GUIDE." 2015, [HTTPS://WWW.MASS.GOV/LISTS/SEPARATED-BIKE-LANE-PLANNING-DESIGN-GUIDE](https://www.mass.gov/lists/separated-bike-lane-planning-design-guide).
4. NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS. "URBAN BIKEWAY DESIGN GUIDE ANNOTATED PLANS." APRIL 2011.
5. U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION. "SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE." MAY 2015.

SHEET 9 OF 9

EXHIBIT NO.
RBL-09

RAISED BIKE LANE EXAMPLE APPLICATIONS
REFERENCES



Now open!
Comment on proposed transportation projects now

Public comment period:
October 26 - November 9, 2021

Comments are being accepted on proposed amendments to *Communities in Motion 2040 2.0* (CIM 2040 2.0), the region's long-range transportation plan, and the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs (TIPs).

The proposed amendments would add the following project to both CIM 2040 2.0 and the TIPs:

- I-84, Meridian Road to Eagle Road in the City of Meridian
 - Evaluate adding an auxiliary lane, including an additional lane and shoulder on the eastbound on-ramp and eastbound off-ramp at Meridian Road. Work includes all studies and design work necessary. Traffic patterns from Meridian Road to the WYE interchange will also be studied. (Construction currently unfunded)

The proposed amendments would also remove the following projects from the TIPs:

- Two bicycle parking facilities at Boise State University
- A reconfiguration project on Holly Street near Northwest Nazarene University in the City of Nampa
- A rehabilitation project sponsored by the Ada County Highway District

Comments must be submitted in writing (via email or letter) and received no later than **11:59 pm, Tuesday, November 9, 2021.**



How do I submit my comments?

Please direct comments or questions to Toni Tisdale, Principal Planner:

- **Email:** ttisdale@compassidaho.org
- **Mail:** COMPASS, 700 NE 2nd Street, Suite 200, Meridian, ID 83642
- **Fax:** 208/855-2559

Comments due by 11:59pm, Tuesday, November 9, 2021.

Were you forwarded this email and want to receive updates from us in the future? Join our mailing list by emailing: info@compassidaho.org

Those needing assistance, including assistance in submitting written comments, may call 208/855-2558 with 48 hours advance notice.

Personas que necesitan asistencia especial, favor de llamar al número 208/855-2558 con 48 horas de anticipación.

COMPASS Public Participation Workgroup

Now recruiting a new member for the

COMPASS Public Participation Workgroup

Do you care about the future of the Treasure Valley?

Is it important to you that everyone who lives here has a say in that future?

Join the COMPASS Public Participation Workgroup to help make that happen.

COMPASS is recruiting a member of the public for its Public Participation Workgroup – a group of individuals who provide input and assistance into COMPASS' communication and public involvement programs to help ensure everyone who lives in Ada and Canyon Counties has an opportunity to be involved in planning for the future.

COMPASS is currently seeking to fill one seat on the workgroup with a member of the public. Applications are accepted at any time; once the seat is filled, additional applications can remain on file for future openings.

Interested? Click below to learn more, review the workgroup charter, and find the membership application.

[Learn More and Apply](#)

Questions?

Contact Amy Luft at 208-475-2229 or aluft@compassidaho.org.

Keeping Up With COMPASS

October 2021

A newsletter for COMPASS members to keep abreast of COMPASS Board, committee, and workgroup actions.

Executive Committee – September 14, 2021

More information: www.compassidaho.org/people/execmeetings.htm

Next meeting date: October 12, 2021

September Action Items:

- October Board Meeting Agenda. Established the agenda for the October 18, 2021, COMPASS Board of Directors meeting.
- Board Officer Nominations. Authorized Executive Director Matt Stoll to solicit nominations for the 2022 Secretary/Treasurer position on the COMPASS Board of Directors.
- FY2021-2027 TIP. Approved a Board administrative modification to increase the cost of a rail crossing project at Look Lane, west of the City of Caldwell, at the request of the Idaho Transportation Department. The COMPASS Board of Directors will be requested to ratify the Executive Committee's action in its October 18, 2021, meeting.
- NARC Board of Directors. Recommended COMPASS Board of Directors' approval to appoint Ada County Highway District Commissioner Mary May to fulfill the remainder of Mayor Garret Nancolas' position representing COMPASS on the National Association of Regional Councils (NARC) Board of Directors. This item will be brought to the COMPASS Board of Directors for action in its October 18, 2021, meeting.

September Information/Discussion Items:

- 2022 State and Federal Legislative Positions. Discussed potential areas of focus for the 2022 state and federal legislative sessions. Draft position statements will be presented to the Executive Committee at its November 9, 2021, meeting.

Regional Transportation Advisory Committee (RTAC) – September 22, 2021

More information: www.compassidaho.org/people/rtacmeetings.htm

Next meeting date: November 17, 2021 **NOTE: The October 27, 2021, RTAC meeting has been cancelled.**

September Action Items:

- Resource Development Plan. Recommended COMPASS Board of Directors' approval of the FY2022 Resource Development Plan. This item will be brought to the COMPASS Board of Directors for action in its October 18, 2021, meeting.
- CIM 2050 Performance Measures. Recommended COMPASS Board of Directors' approval of *Communities in Motion 2050* (CIM 2050) performance measures and targets. This item will be brought to the COMPASS Board of Directors for action in its October 18, 2021, meeting.

- CIM 2040 2.0 and TIP. Recommended COMPASS Board of Directors' approval of amendments to *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 Regional Transportation Improvement Program (TIP) and approval of the FY2022-2028 TIP and associated air quality conformity demonstration. This item will be brought to the COMPASS Board of Directors for action in its October 18, 2021, meeting.
- CIM 2050 Funding Policy. Recommended COMPASS Board of Directors' approval of a funding policy for CIM 2050. This item will be brought to the COMPASS Board of Directors for action in its October 18, 2021, meeting.

September Information/Discussion Items:

- ACHD Livable Streets. Received an overview of Ada County Highway District's (ACHD's) livable streets performance measure and targets.
- Travel Survey. Received an update on the 2021 COMPASS household travel survey.
- CIM 2050 Transportation Needs. Received an overview of the proposed process for identifying roadway and public transportation needs for CIM 2050, to feed in to the CIM 2050 project prioritization process. Staff will present a draft list of potential needs in the November 17, 2021, RTAC meeting and request approval to begin technical analyses.

Workgroups

Active Transportation Workgroup

Meeting date: September 13, 2021

Highlights:

- Received a progress report on the Rail with Trail project.
- Discussed the status of the regional pathways plan's prioritization process.

Next meeting date: October 2021

Environmental Review Workgroup

Meeting date: September 23, 2021

Highlights:

- Reviewed regional rail on the Boise Cutoff alignment as the approved "locally favored" high-capacity transit option and discussed the public survey feedback about high-capacity transit needs and preferences.
- Received a Planning and Environmental Linkages process overview, discussed a local example, and discussed how to apply the process to advance planning for regional rail.

Next meeting date: November 2021

Access past editions of *Keeping Up with COMPASS* online at www.compassidaho.org/comm/newsletters.htm.