



To: Meridian City Council

Re: MDC *Destination: Downtown*-Parking Element

Dear Councilmembers,

The following document includes the primary chapter regarding parking from *Destination: Downtown*, in preparation for the July work session. Parking was a major consideration for the plan and involved several input sessions that led to the creation of the final material. Parking material was generated by using the following action steps:

- **Creation of a parking committee,**
- **Four (4) parking committee meetings,**
- **Submittal of six (6) topic papers throughout project,**
- **Creation of guiding principles,**
- **Policy and code audit,**
- **Overview of Meridian parking operations,**
- **Downtown parking inventory,**
- **Parking utilization audit,**
- **User perception survey, and**
- **Parking plan.**

During the initial stages, the desired plan outcomes of the *Destination: Downtown* parking were determined with the committee seeking parking outcomes including:

- **Convenient and Welcoming,**
- **Well signed and safe,**
- **Forward-thinking and responsive,**
- **Viable, and**
- **Consensus-based.**

Finally, a set of guiding principles were used to shape how the plan was crafted, it's content, and what final recommendations were included. The guiding principles are:

Priority Users

On-Street System (Downtown): Preserve the most convenient on-street parking for the priority user: the customer trip.

On-Street System (Downtown Neighborhoods): Preserve the most convenient on-street parking in neighborhood streets near Downtown for priority users: the resident.

Off-Street System: Off-street parking should serve a mix of customers, employees, and employers, and remain flexible to respond to changing needs as Downtown develops.

Active Capacity Management

Optimize Utilization: Manage the public parking system using the 85% Occupancy Standard to inform and guide decision-making.

Shared Off-Street Parking: Encourage shared parking in parking facilities that are underutilized within the Downtown. This will require an active partnership with owners of private parking supplies.

Information Systems

Branding & Communication: Building upon past parking communication work, expand Meridian's parking branding/communication system for the Downtown to link parking assets and provide directional guidance, preferably under a common brand or logo.

Monitor & Report Utilization: Implement performance measurements and reporting to facilitate decision-making.

Safety and Event Concerns

Safety Concerns. Routinely review and evaluate parking and supporting pedestrian infrastructure to create a safe, walkable environment that ensures safety standards are being met for the current use patterns and anticipated future growth.

Event Concerns. Meridian experiences a number of small and large events throughout the calendar year, resulting in spillover parking in adjacent residential neighborhoods, which adds to congestion, parking scarcity, and general safety concerns.

Financial Viability

Fiscal Stewardship: All parking operations must be financially sustainable.

Roles and Coordination

Primary Role (City of Meridian): The City's role in providing public parking is listed in priority order and includes:

1. Accommodating customer/visitor access downtown;
2. Providing (in partnership with the private sector) reasonable access for downtown employees;
3. Facilitating residential and/or guest access in neighborhoods immediately adjacent to the Downtown.

Primary Role (Public Sector): Public employees' parking should lead by example where the City directs employees to park in specific stalls identified for their use, mitigating conflicts with customer parking.

Stakeholder Support: Ensure that a representative body of affected private and public constituents routinely informs decision-making.

The parking plan is organized by timeframes and management strategies.

Recommended timeframes range from 0-12 Months to 48+ Months, and include strategies such as Policy and Code, Management and Administration, Residential Parking Operations, Downtown Parking Operations, and Communications and Outreach. Recommendation cost estimates range from <\$15,000 to >\$100,000. The plan itself is a separate document and was attached as part of the work session packet. Below is a summary table from the parking plan for illustrative purposes.

Table 1: Parking Management Strategy Summary Table

ID	Strategy	Implementation Timeframe				Relative Cost	Relative Effectiveness	Correlated Strategy Implementation
		Immediate	Short-Term	Mid-Term	Long-Term			
	Scale	♦	♦	♦	♦	\$\$\$\$	●●●●	
P1	Formalize Guiding Principles	♦				\$	●●●●	P2
P2	Adopt Parking Code Updates			♦		\$	●●●●	P1
P3	Define Parking Management District Boundaries	♦				\$	●●●●	P2
P4	Periodically Review Parking Citation Fees		♦			\$	●●	D4
P5	Develop Policy for Residential Permit Program		♦			\$	●●●	P2
M1	Formalize Ongoing Parking Management Position		♦			\$\$	●●●●	M2
M2	Establish Inter-Agency Communication Protocols	♦				\$	●●●●	M1
M3	Continue to Convene the Parking Subcommittee	♦				\$	●●●●	M2
M4	Implement Routine Data Collection		♦			\$\$	●●●●	M3
R1	Protect Residential Parking – Establishing an RPPZ			♦		\$	●●●●	P2, P5, M5
R2	Implement License Plate Based Permitting in RPPZ				♦	\$\$	●●●	P5, R1
D1	Standardize Time Restrictions	♦	♦			\$	●●●	P3, D3, M2
D2	Reduce the Number of No Limit Stall in the Parking Management District	♦	♦			\$	●●●●	D1, M2
D3	Install Consistent Time-Limited Parking Signage	♦	♦			\$\$\$	●●●●	C1, C2, D1
D4	Initiate Periodic Parking Enforcement		♦	♦		\$\$	●●●●	P4, C1
D5	Stripe or Maintain Striped On-Street Parking		♦	♦	♦	\$	●●●	P3, D3
D6	Assess ADA Compliance in Public Parking Facilities			♦	♦	\$\$	●●	D9
D7	Facilitate Shared Use Parking Agreements		♦	♦	♦	\$	●●●	D2, D3, D4
D8	Install Additional Bike Parking		♦	♦		\$\$	●●●	D3, C1
C1	Enhance Parking Information Website	♦	♦	♦	♦	\$	●●●●	D1, D2, D3, D4, D8, C2, C3, C4
C2	Expand “Downtown Brand” – Develop a Logo for Downtown Parking		♦			\$	●●●●	D3, C1, C3
C3	Rename Public Off-Street Lots		♦	♦		\$\$	●●●	D3, C2
C4	Introduce a <i>Customer First</i> Parking Program		♦	♦		\$\$	●●●	C1, C3, D3

Parking within Destination: Downtown

The following pages include the direct parking chapter taken from *Destination: Downtown*. The section provides a greater overview of the process to develop the plan, the results of the inventory and conditions audit, and material regarding parking elements like electric vehicle charging stations, bike parking, and much more. Key to remember, is that the parking element of *Destination: Downtown* did not include the parking conditions outside of the traditional city core. The focus for parking was the traditional downtown areas and neighborhood streets immediately adjacent.

Takeaways

The most significant finding of the parking analysis and plan is that parking in the traditional downtown code is adequate-for the time being. However, to ensure that parking is not a contentious issue now and in the future, certain management and operation recommendations should be considered. Furthermore, though some of the strategies do have budget implications or enforcement components, the recommendations do not include major financial commitments like a publicly funded parking garage or parking meters-both of which have been challenging within the Treasure Valley in recent years. Maintaining the adequate supply of downtown parking is attainable even as conditions change and parking demand increases. To make certain, adopting parking plan recommendations or similar versions, and implementing them over the suggested timeline horizons will optimize spaces, minimize conflicts, and help residents, business owners, and property owners thrive in the downtown landscape.

Key Council Considerations

Suggested considerations regarding the implementation of the parking plan include, but not limited to:

1. *Timing of recommendations,*
2. *Capacity needs of the city,*
3. *Order of strategies,*
4. *How strategies help achieve goals of downtown, and*
5. *Lead agency vs support agency relationship.*



Downtown Parking



Managing Demand: An Evolution of Strategies

As we worked to update *Destination: Downtown*, the public consistently claimed parking as one of its biggest perceived challenges. However, data collection and analysis points to an abundance of parking. The strategies recommended in this chapter offer a toolbox of methods that the city of Meridian, MDC, and its partners can use to manage and maintain the availability of parking as demand increases, no matter the public perception.

The best practices in parking management follow an evolutionary tract to maximize utilization of spaces and minimize public sector resources devoted to parking management.

The recommended parking management strategies were developed through data collection, observation, best practices assessments, research, and stakeholder input. They follow a logical order of implementation intended to help Meridian evolve from current utilization and enforcement practices into new management strategies. This section summarizes the findings of the parking study. For a more in-depth look, please review the Parking Study section of the appendix.

Why Manage Parking?

It is a symbol of good government to utilize a limited resource as efficiently as possible. Parking is one of those resources that must be managed in an informed manner that supports and enhances economic activity downtown. Getting the right people in the right parking space is crucial to achieving this, as customers should be the first priority for on-street parking spaces rather than downtown employees.

To help build a logical method of managing parking demand, these are the desired outcomes for parking in downtown:

- Convenient and welcoming;
- Well signed and safe;
- Forward-thinking and responsive;
- Viable; and
- Utilized as intended.

When combined with off-street parking considerations, sound parking management creates order and reduces anxiety for all people who come to downtown to shop, eat, work, live, and play. Off-street parking should be viewed as a shared public resource and public-private partnerships pursued to maximize utilization of off-street spaces, especially when daytime



Strategies to Consider

demand is the primary use and there is demand for evening parking.

Building a public parking garage before on-street parking spaces are metered and enforced can lead to excessive costs and harm public trust. Before taking that step, there may be opportunities to work with the owners of private parking lots in a public-private partnership where the city indemnifies the owner against any legal claims related to its use for public parking. This would help address demand and allow the property owner to maximize the economic return of their property.

Guiding Principles

To accomplish these goals, a parking subcommittee convened for the *Destination: Downtown Update* and established specific outcomes and support for user priorities. The subcommittee consolidated these priorities into a formal set of Guiding Principles, shown at right. The success of future parking management strategies should be measured against these statements of priority.

Parking Availability & Demand

There are more than 5,500 parking spaces in downtown—an area approximately 260 acres in size, bounded by Franklin and Fairview to the south and north, and 3rd Street both to the east

Downtown Parking

Downtown Parking Management Guiding Principles

Priority Users

- 1. Customers:** Preserve convenient on-street parking in business areas for the priority users—customers rather than employees or full-day parking needs.
- 2. Residents:** Preserve the most convenient on-street parking in the neighborhood streets around the traditional core for the priority users—residents rather than customers, employees, and full-day parking needs.
- 3. Employees, Employers:** The off-street system (public and private) should serve a mix of customers, employees, and employers, and remain flexible to respond to changing needs as downtown develops.

Active Management

- Optimize Utilization:** Manage the parking system using the 85% Constrained Supply Standard (page 43) to inform and guide decision-making.
- Shared Off-Street Parking:** Encourage shared parking in parking facilities that are underutilized within the downtown. This will require an active partnership with owners of private parking supplies.

Information Systems

- Branding & Communication:** Building on past parking analysis, expand parking branding and communication system for the downtown to link parking assets and provide directional guidance, preferably under a common brand or logo.
- Monitor & Report Utilization:** Implement performance measurements and reporting to facilitate decision-making and inform policy changes.

Safety & Events Concerns

- Safety:** Routinely review and evaluate parking and supporting pedestrian infrastructure like lighting and crosswalk elements, to create a safe environment that ensures safety standards are being met for the current use patterns and anticipated future growth.
- Events:** Meridian experiences a number of small and large events throughout the year, which results in spillover parking in adjacent neighborhoods. This adds to congestion, parking scarcity, and general safety concerns.

Financial Viability

- Fiscal Stewardship:** All parking operations must be financially sustainable, including investment in new off-street parking in lots or garages. Public employees dedicated to parking management should have their full salaries and benefits covered by parking revenues. Life-cycle cost analysis should be undertaken for any parking structure analysis.

Roles & Coordination

- City & MDC:** These agency roles in providing public parking are listed in priority order and includes: Accommodating customer/visitor access downtown; Provide (in partnership with the private sector) reasonable access for downtown employees; and facilitate residential and/or guest access in neighborhoods immediately adjacent to downtown.
- Public Sector:** Public employees' parking should lead by example where the city directs employees to park in specific parking lots identified for their use, mitigating conflicts with customer parking.
- Stakeholder Support:** Ensure that a representative body of affected private and public constituents routinely informs decision-making.

Strategies to Consider

and west. Overall parking demand analysis reveals spots were readily available on both weekdays and Saturdays among both on-street and off-street parking.

This surplus of available spots suggest downtown does not currently have a problem with overall parking demand. This indicates that major investments in parking garages, which can cost \$25,000 to \$50,000 for each parking stall, are not yet feasible. In the near-term, steps to enforce and expand parking time limits, pursue metered spaces, and identify public-private partnership opportunities can address downtown parking demand for several years, even if redevelopment of properties is robust.

On-Street Parking. Roughly 1 in 3 parking stalls in downtown are on-street. Approximately 80% (1,401) of those have no time limit. This is not typical in downtown areas striving to prioritize visitor trips and

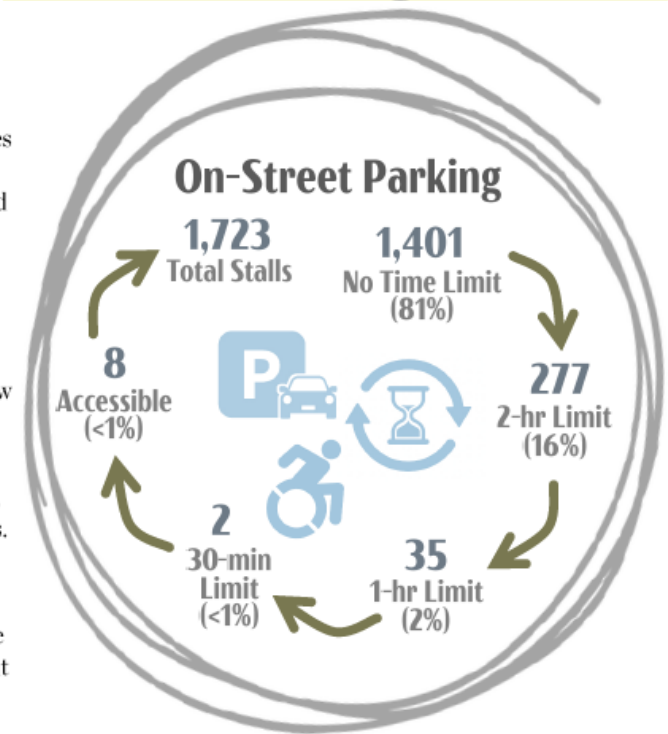
reasonable levels of turnover to maximize customer trips to street-level businesses.

The high percentage of such stalls encourages all-day use of the on-street system by employees and residents. This should be evaluated, especially on block faces zoned commercial and abutting a street-level business. All No Limit stalls within the downtown core area are recommended to be converted to 2-hour (time limited) stalls. Additional stalls adjacent to the downtown core should be evaluated for time-limited parking to encourage turnover and allow greater access for downtown visitors.

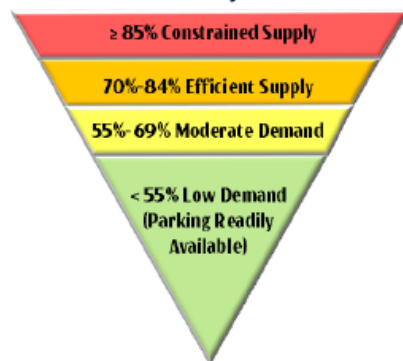
All on-street parking in the Parking Management District should be clearly striped, creating better order and convenience for users.

Industry best practices for downtowns like Meridian's indicate a lack of clear striping and signage can lead to inconsistent messaging. The downtown parking inventory found that current

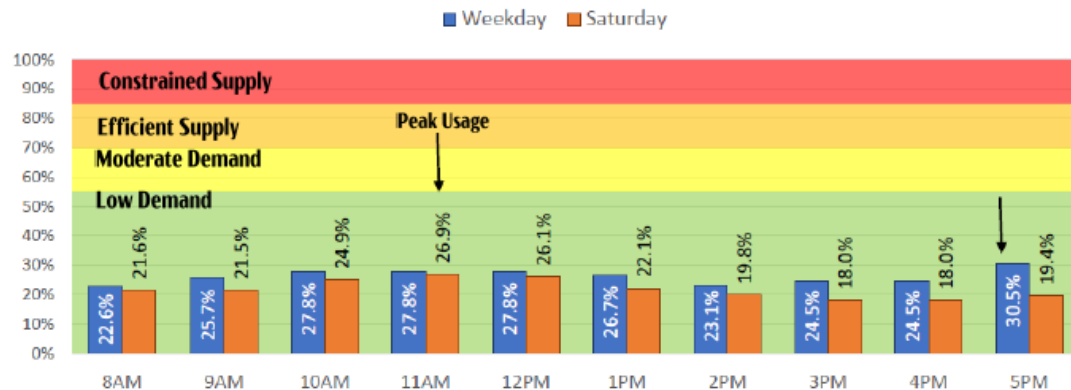
Downtown Parking



Parking Utilization Rates: What do they indicate?



Downtown On-Street Parking Occupancy: Weekday vs. Saturday



Strategies to Consider

on-street stall striping is, for the most part, well-marked.

However, some streets, particularly on streets outside of the downtown core, have inconsistent striping. Faded on-street stall striping (and yellow curbs) make it difficult to determine the intended vehicle spacing and the extent of legal parking in some areas. Further, striping stalls on block faces with parallel parking results in more spaces in the long run than block faces without striping.

Off-Street Parking. Nearly 70% of downtown parking stalls are contained in off-street lots. More than 40% of these are for retail functions, while 25% are for institutional uses, and 12% for office uses.

Most off-street stalls are in privately-owned surface lots. The 2023 data collection found significant surpluses in the off-street supply. Based on the principle that “all parking should be seen as a community resource,” shared uses of privately-owned parking will be identified and pursued.

Of the 67 sites surveyed, 43 are occupied at levels less than 55% of capacity—potential opportunity sites for shared parking. This is an untapped resource for “getting the right parker to the right stall.” In this case, transitioning employees (and possibly downtown residents)

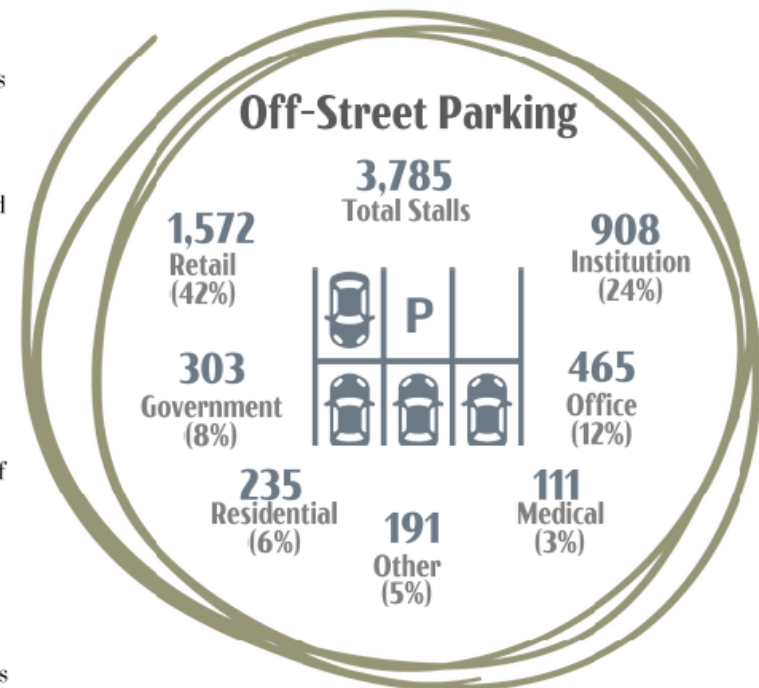
to off-street facilities—and absorbing new demand.

The city and MDC should establish goals for transitioning employees to off-street parking, while beginning outreach to opportunity sites to allow for partnerships that encourage daytime and evening capacity utilization. For employees, this program occurs through agreements with lot owners and assigning employees to facilities.

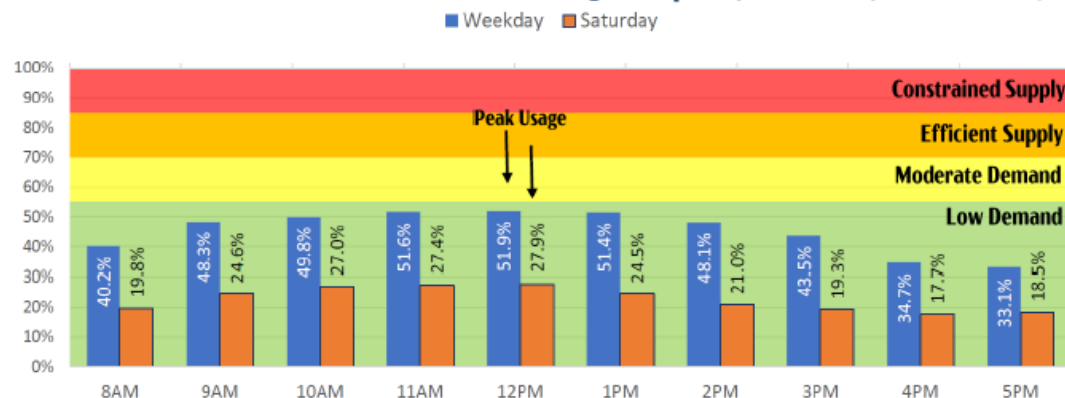
Supporting this strategy could come through existing agency staff and/or partnerships with the parking subcommittee and Meridian Chamber of Commerce. This effort could identify opportunity sites and conduct outreach to potential private sector participants.

The city and MDC may determine that funds are needed to create incentives and/or improve the condition of facilities

Downtown Parking



Downtown Meridian Off-Street Parking Occupancy: Weekday vs. Saturday



Strategies to Consider

Downtown Parking

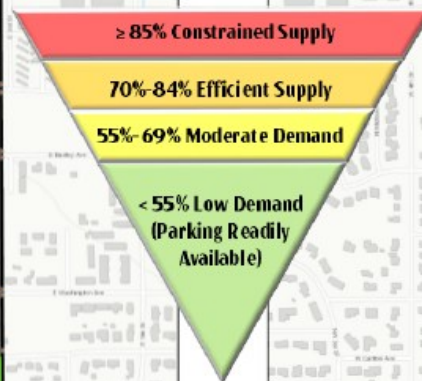
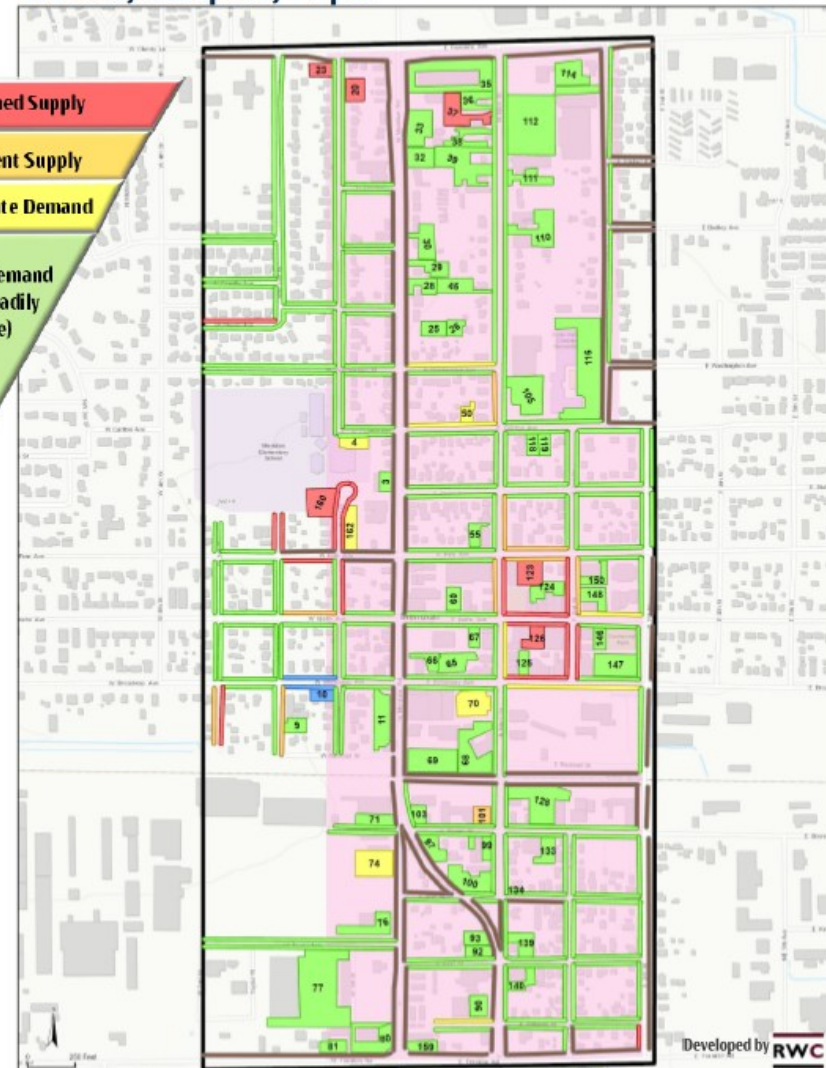


Parking Utilization Maps

Weekday Occupancy—12 pm



Weekday Occupancy—5 pm



Strategies to Consider

and connections. This may be done through partnering with agencies like ACHD, Commuteride and VRT.

Protecting Neighborhoods

While public parking on public streets is not a right reserved for individual homeowners, there is concern that spillover from downtown parking demand could create challenges for residents in surrounding neighborhoods.

Implementing a residential parking permit system helps address these concerns. Residential parking permits, in Meridian's context, means on-street parking is limited by time of day and number of hours for non-residents. Renters and homeowners may acquire permit stickers for free, as well as temporary permits for guests. Similar programs are in place in neighborhoods around Downtown Boise.

Implementing this program would require additional resources to expand the geography subject to enforcement and require oversight agreements between the city and ACHD that enhance city authority over street parking policy. However, revenues from enforcement will help support additional positions or equipment dedicated to parking enforcement. Neighborhoods east of downtown are likely to be impacted first as Meridian Road is perceived as a barrier for people wishing to park there during a downtown visit.

Downtown Parking

Parking Management Strategies Summary Table

Strategy	Timeframe				Relative Cost	Relative Effectiveness
	Immediate	Short-Term	Mid-Term	Long-Term		
Scale	◆	◆	◆	◆	\$\$\$\$	
Formalize Guiding Principles	◆				\$	
Adopt Parking Code Updates			◆		\$	
Define Parking Management District Boundaries	◆				\$	
Periodically Review Parking Citation Fees		◆			\$	..
Develop Policy for Residential Permit Program		◆			\$	...
Formalize Ongoing Parking Management Position		◆			\$\$	
Establish Inter-Agency Communication Protocols	◆				\$	
Continue to Convene the Parking Subcommittee	◆				\$	
Implement Routine Data Collection		◆			\$\$	
Protect Residential Parking – Establishing an Residential Permit Zone			◆		\$	
Implement License Plate Based Permitting in Residential Permit Zone				◆	\$\$	...
Standardize Time Restrictions	◆	◆			\$	...
Reduce the Number of No Limit Stall in Parking Mgmt District	◆	◆			\$	
Install Consistent Time-Limited Parking Signage	◆	◆			\$\$\$	
Initiate Periodic Parking Enforcement		◆	◆		\$\$	
Stripe or Maintain Striped On-Street Parking		◆	◆	◆	\$	...
Assess ADA Compliance in Public Parking Facilities			◆	◆	\$\$	..
Facilitate Shared Use Parking Agreements		◆	◆	◆	\$	...
Install Additional Bike Parking		◆	◆		\$\$	...
Enhance Parking Information Website	◆	◆	◆	◆	\$	
Expand "Downtown Brand" – Develop a Logo for Downtown Parking		◆			\$	
Rename Public Off-Street Lots		◆	◆		\$\$	...
Introduce a <i>Customer First</i> Parking Program		◆	◆		\$\$	...

Other Considerations

Downtown Parking



Accessible On-Street Parking

When on-street parking stalls are marked, it requires consideration of where to provide parking spaces designated for people with disabilities. The federal government is going through its final rule process for public right-of-way ADA requirements.

If passed as currently written, at least one (1) accessible on-street parking stall is required for each 25 general parking stalls on a block perimeter. If there are more than 200 stalls, then at least 4% must be accessible.

It is advised that accessible parking spaces be located adjacent to a ramp that allows access from the common unloading area for the vehicle. On diagonal spots, this can be done more easily and may be flush with the sidewalk height to remove the requirement for a separate ramp (image at right).

Accessible spots within parallel parking should be placed at the end of a block, close to a crosswalk or with a dedicated ramp for the stall, especially at a mid-block location.

Once the final rule becomes law, the city and ACHD should update accessible parking policies accordingly. The Public Right of Way Accessibility Guidelines Final Rule can be referred to for more specifics.

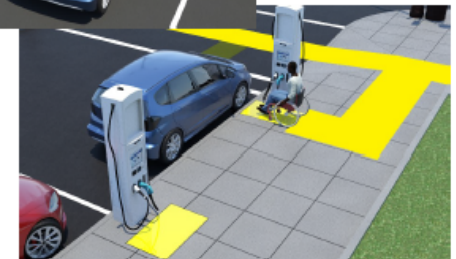
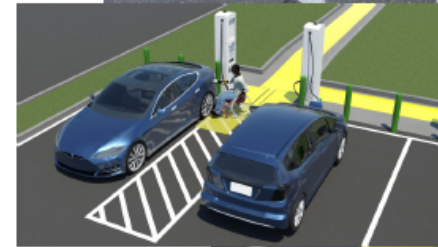
Electric Vehicle Charging

The increase in funding available for electric vehicle (EV) charging stations provides an opportunity to incorporate them into on-street and off-street parking. Similar to accessible parking ratios, there are recommendations from the US Department of Energy for charging spaces in relation to overall parking stalls.

Generally, one charging space for 50 or fewer spaces is acceptable, with one additional space for every increment of 25 additional spaces up to 150. For areas with more than 150 overall parking stalls, the recommendation ratio is 4% of parking spaces have EV charging with 5% of those being accessible.

Although chargers are often installed in parking lots, there are significant differences that warrant charging spaces be treated different from parking spaces. Further, making charging stations accessible to people with disabilities does not count toward overall accessible parking stall requirements.

EV charging requires drivers with disabilities to exit their vehicle, traverse to the charger, and carry the connector back to their vehicle charging inlet (which may be on the opposite side of where they enter/exit their EV). Since EV's do not have a standard location for the vehicle charging inlet, maneuverability around the entire EV is needed.



Ensuring EV charging stations have enough space to accommodate people with disabilities will ensure they are suitable for anyone wishing to charge their vehicle.

Other Considerations

There will be additional ADA requirements developed as EV charging becomes more prevalent. In downtown, it is advised to make all on-street, curbside EV charging stations meeting accessibility requirements. The US Access Board guidelines for this, along with off-street parking stalls.

This does not mean that all designated accessible parking spaces be fitted with EV charging stations; rather EV charging stations should be made so they are accessible just as a gas station would make sure all gas pumps were accessible to someone with a disability.

The illustration at right shows priorities for placement of EV charging stations in surface lots and adjacent to on-street parking.

Bike Parking

There are many options for the design of bicycle racks, with several suboptimal designs. The city and MDC are encouraged to endorse and embed in policy the Association of Bicycle and Pedestrian Professionals (APBP) bicycle parking design guidelines.

These guidelines help ensure the most convenient and usable bicycle parking is installed. The map at right shows the best design for curbside bike parking. Curb extensions and sidewalk buffer areas are ideal locations for these racks to be installed on each block face.

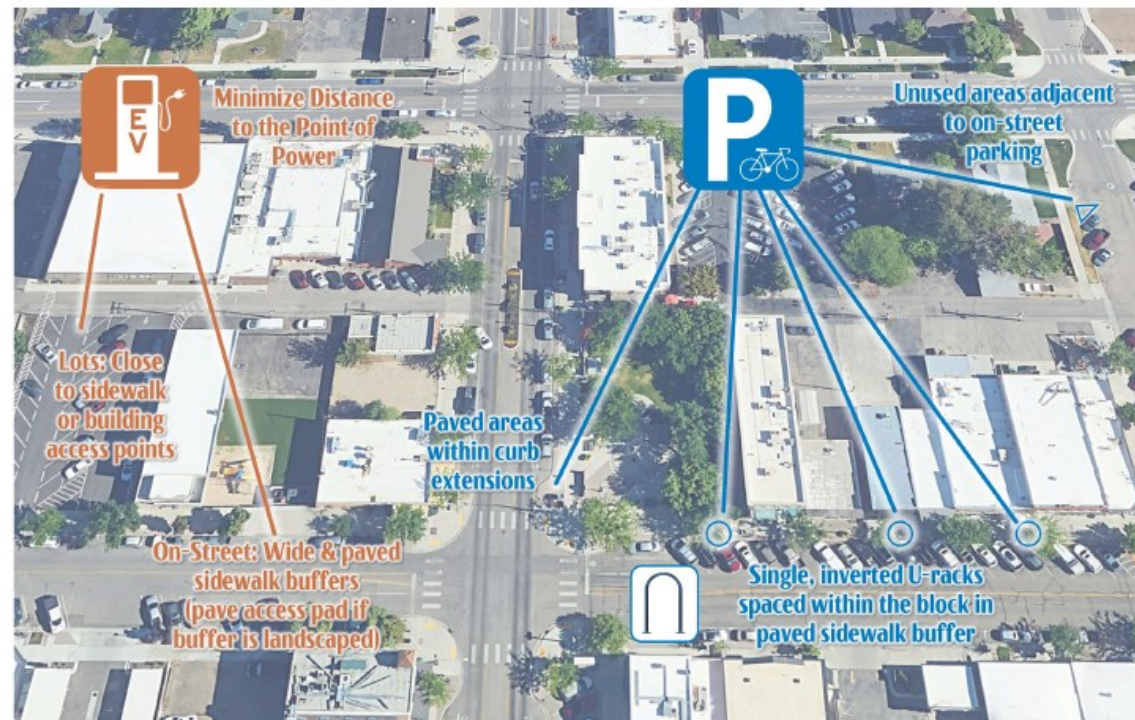
As long as the racks follow these design guidelines, public art may be incorporated within the racks. It is recommended they maintain the look of a bike rack as ones with more of an art-like appearance are not viewed as functional bike parking.

For multi-family residential projects, developers should be required to provide secure, covered or indoor parking for tenants. People who use a bike regularly for commuting or on a pathway system do not want to park it on the street. Further, tenants and managers do not desire people to bring their bicycles up to their units and store them on balconies.

Downtown Parking

APBP provides guidance on long-term, secured bike parking that can be incorporated into design plans for multi-family properties.

It is advisable for the city and MDC to identify to identify the potential for e-bike charging outlets. Given the rise in use of e-bikes, this would allow people to ride longer distances on Meridian's pathway system to reach downtown and re-charge their bike while there. There are several technologies emerging to ease e-bike charging at fixed stations, but the practice is not yet widespread.



Mobility & Parking

Implementation



	ID	Action	Lead Agency(ies)	Supporting Partners
Near-Term Strategies	M1	Formalize Guiding Principles as policies for the management of parking in downtown Meridian, including ongoing meetings of the Downtown Parking Subcommittee and defining a Parking Management District.	City, MDC	ACHD
	M2	Establish clear, standardized operational communication guidelines between the city of Meridian, MDC, and ACHD regarding the parking environment and/or curb space.	City, MDC, ACHD	Property Owners
	M3	Adopt parking code updates and review and implement as necessary the code recommendations as they relate to Title 7 of the City's Municipal Code.	City, MDC	
	M4	Simplify and standardize on-street time restrictions the Downtown Parking Management District for all block faces in the district.	City, MDC	ACHD
	M5	Reduce the number of <i>No Limit</i> stalls, or stalls that do not have a time limitation, within the Parking Management District and eliminate all No Limit stalls in the Traditional City Core 1. Purchase and install consistent time-limited parking signage for the on-street system, then expand to include the off-street system, pairing it with Downtown-branded signage package (M6).	City	MDC, ACHD
	M6	Branding: Design, create, and upgrade the existing parking website with customer and employee information. Develop a signage package with a unique logo to integrate the public on and off-street parking system. Install the new signage package consistent with a new logo and recommended time limit format.	City, MDC	Chamber
	M7	Evaluate and if agreeable, implement neighborhood roundabout demonstration/temporary projects at residential intersections.	City, MDC, ACHD	
	M8	Work with ACHD for new downtown signal timing plan intended to improve safety and optimize intersection capacity.	City, MDC, ACHD	MPD
	M9	Design 2nd Street as a festival street, by developing concept designs, either independently or with major development along 2nd.	City, MDC	ACHD, School District
	M10	Work with ACHD to amend Downtown Neighborhood Plan to include and implement detailed recommendations found in the Playbook. This includes street design features, speed management, and other safety improvements.	City, MDC, ACHD	
Beyond 5 Years	M11	Add on-street parking for people with disabilities, electric vehicles, and bicycles/e-bikes.	City, MDC	ACHD
	M12	Upgrade pedestrian crossings in Old Town Area, Speedway Area, and Northern Gateway Transition Area to match recommendations found in the Playbook.	City, MDC, ACHD	
	M13	Develop a program to encourage off-peak deliveries in the Traditional City Core 1 to alleviate parking demand.	City, Property Owners	MDC, ACHD
	M14	Pursue feasibility of Five Mile Road half-interchange of I-84 to help provide options that relieve traffic demand on Eagle Road and through downtown Meridian.	City, MDC, ITD, COMPASS, ACHD	City of Boise
	M15	Formalize the Five Mile Creek canal through paving and beautification enhancements. Provide wayfinding to/from pathway and other active transportation linkages to downtown to help promote non-vehicle access by residents within walking/biking distance.	City, MDC, ACHD	
	M16	Pursue pedestrian underpasses of railroad west of Meridian Road. May occur through development.	City, MDC	Railroad, VRT
	M17	Complete street extensions, including connection of SW 4th St, 3rd St connection, and western extension of Taylor Street towards Franklin Road. Apply complete street and speed management design principles.	City, MDC, ACHD	
	M18	Upgrade sidewalk frontages to sidepaths along Franklin, Meridian Road and Fairview/Cherry.	City, ACHD, MDC	
	M19	Work with Valley Regional Transit for future downtown services, including circulator and potential for rail transit.	MDC, VRT, City	COMPASS
	M20	Continue to implement the strategies and recommendations found in the Downtown Meridian Parking Study.	City, MDC	ACHD

Note: All implementation steps are subject to changes based on future feasibility, resources, priority changes, and market conditions.