

Meeting Minutes
Meridian Transportation Commission
Monday, August 3, 2026

Council Chambers – Meridian City Hall • 33 East Broadway Ave., Meridian, Idaho

ROLL CALL

MEMBERS

- | | | |
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| ☒ Seat 1: David Ballard | ☒ Seat 2: Walter Steed | ☐ Seat 3: Vacant |
| ☐ Seat 4: Ryan Lancaster | ☐ Seat 5: Stephen Lewis | ☒ Seat 6: Tracy Hopkins |
| ☒ Seat 7: Jared Smith | ☒ Seat 8: Tom LeClaire | ☐ Seat 9: Advik Bansal |

EX-OFFICIO

- | | | |
|--|---|---|
| ☒ Dyan Bevins (ACHD) | ☒ Brent Moore (COMPASS) | ☒ Erin Sweeney (WASD) |
| ☒ Kate Dahl (VRT) | ☒ Mark Wasdahl (ITD) | |

OTHERS PRESENT

- | | | |
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| ☐ Sgt. Morgan Carter (Police) | ☒ Tishra Murray (Legal) | ☐ Brian McClure (Com. Dev.) |
| ☒ Caleb Hood (Com. Dev.) | ☒ Craige Bergman (Com. Dev.) | |

ADOPTION OF THE AGENDA

Action: The Chair requested that the agenda be modified to recognize prospective Commissioner Robert Thompson at the beginning of the meeting. No other changes were identified.

Action: No official motion for approval of the agenda.

APPROVAL OF MINUTES

1. Monday, July 6, 2026

A correction was identified and requested that Commissioner LeClaire was in remote attendance at the previous meeting.

Action: Motion for the approval of the minutes for July 6, 2026, made by Commissioner LeClair, Commissioner Hopkins seconded the motion.

OLD BUSINESS ITEMS

2. INFORMATION: Staff Transportation Project Tracking

- Craige Bergman presented the Transportation Project Tracking item and reported that there were no additional comments or significant updates for the Commission to consider.
- Commissioners did not identify additional items for discussion

3. ACTION: East 3rd Street Extension Alignment

- Caleb Hood provided a brief introduction and recapped the Commission's previous discussion regarding the East Third Street Extension Alignment. Hood noted that the Commission had previously reviewed the history of the project dating back to the

2008–2009 study and that an updated report prepared for the Meridian Development Corporation and City Council had been included in the Commission's packet.

- Chris Danley presented the updated analysis. Danley explained that the original study evaluated several north-south connections between downtown Meridian and Fairview Avenue, including Third Street, 2 ½ Street, and two additional alternatives. He noted that conditions within the area had changed substantially since the original study, including development of the Promenade project, potential relocation of Cole Valley Christian School, changes in housing conditions, and updated assumptions regarding access to Fairview Avenue.
- Danley explained that development of the Promenade had effectively eliminated two of the previously studied alignments from further consideration. He then compared the remaining Third Street and 2 1/2 Street options. The revised 2 ½ Street concept would generally continue north rather than jogging east to connect with Third Street before reaching Fairview Avenue. Danley stated that this approach would substantially reduce property impacts compared with the original alignment. The revised concept was described as requiring no total property acquisitions and no removal of homes, with only a limited impact for a single property. By comparison, the previously studied alternatives would require acquisition of multiple properties and removal of residential units
- Danley also discussed the connection to Fairview Avenue. The original 2008 study assumed that the selected collector street would ultimately connect to Fairview at a full traffic signal. Based on more recent discussions with ACHD staff, Danley stated that a full signal was unlikely due to signal spacing and access management along Fairview. He explained that a pedestrian hybrid beacon could potentially provide a crossing 2 ½ Street while maintaining access management for vehicles. Discussion also focused on the potential continuation of a pedestrian and bicycle connection north of Fairview Avenue toward the canal pathway system. Staff clarified that property north of Fairview is privately owned and that any future pathway connection would require appropriate property rights or redevelopment coordination
- Danley recommended consideration of a two-lane collector cross-section rather than the three-lane section contemplated in the original study. He reported that recent traffic counts on the corridor were approximately 2,400 vehicles per day and stated that a two-lane roadway could accommodate significantly greater traffic volumes. Danley provided preliminary cost comparisons, estimating approximately \$2 million for the revised 2 ½ Street concept compared with approximately \$5.3 million for Third Street. He emphasized that the figures were estimates and could change based on right of way and construction cost. He also noted that the routes were not eligible for impact fees and that redevelopment along 2 ½ Street could allow portions of the improvements to be constructed as frontage improvements associated with future development.

- Commissioners discussed whether a new alignment was necessary after approximately 17 years without completion of the original concept. Discussion included the possibility of maintaining the existing street network while improving east-west connections, preservation of existing trees, and future access to Fairview Avenue. ACHD staff explained that future improvements to Fairview Avenue are expected to include access managed features. Opportunities for protected left turns and U-turn movements would be determined through future designs of surrounding projects.
- Michael Olsen addressed the Commission regarding property located along the Third Street alignment. Olsen stated that the proposed Third Street alignment would bisect the property he represents and significantly affect its development potential. He discussed previous efforts to develop the property and expressed support for the 2 ½ street alternative, noting concerns regarding the cost and property impacts associated with completing Third Street.
- Following the presentation and public comments, commissioners discussed the relative benefits of the alternatives. Commissioner Jared Smith stated that while Third Street could provide stronger vehicular connectivity, the additional cost and property acquisitions were significant considerations. He indicated the 2 ½ Street option appeared to provide a balance between vehicular connectivity and implementation feasibility. Other commissioners discussed the possibility of taking no action on an alignment and instead allowing the existing neighborhoods and street network to develop incrementally
- A motion was made that the Meridian Transportation Commission encourage Meridian City Council to support the 2 ½ street option presented to the Commission and make appropriate changes to the Comprehensive Plan.

Motion: Transportation Commission recommend that Meridian City Council support the 2 ½ Street option and make appropriate changes to the Comprehensive Plan. Motion passed with one opposing vote.

NEW BUSINESS ITEMS

4. INFORMATION: Ex-Officio Updates

- **ACHD** – Dyan Bevins provided an update regarding ACHD’s Five-Year Plan. The draft plan had been delayed but was scheduled for presentation to the ACHD Commission that week and would subsequently be released for public comment. Adoption remained targeted for the end of September
- **COMPASS** – Brent Moore provided several COMPASS updates. He announced transportation education presentations focused on using psychology and human behavior to improve transportation safety. COMPASS continued work on the 2027–2033 Regional Transportation Improvement Program following completion of its public comment period. Work continued for Communities in Motion 2055.

- Moore reported that the COMPASS Board had approved a Resilience Improvement Plan identifying vulnerable portions of the regional transportation system and priority projects intended to improve resilience to natural hazards. The Board also approved a Regional Waterway Pathway Plan identifying potential pedestrian and bicycle connections along local waterways.
- COMPASS was also developing a plan focused on safety improvements at signalized intersections, including pedestrian safety needs near schools, and continued work with Valley Regional Transit on coordinated transportation services for seniors, individuals with disabilities, and low income residents.
- **West Ada School District** – Erin Sweeney reported that West Ada School District was preparing for the beginning of the school year. More than 12,000 students had been routed for bus service, with approximately 200 routes anticipated. More than 900 students with special transportation needs were also enrolled. Sweeney stated that transportation requests were slightly higher than the previous year and that substantially more requests had been received before the district's deadline.
- **VRT** – Kate Dahl provided an update regarding the planned discontinuation of Route 30, Kate explained the route, which began service in October 2022 along Pine Street, continued to experience low ridership despite previous modifications intended to improve service. Riders had increasingly utilized Route 45 because of its greater frequency and connections to Nampa and Boise. A public hearing regarding the service change was scheduled for later that evening. If approved, Route 30 service was anticipated to end in October. Dahl states that VRT would continue discussion with the City of Meridian regarding potential alternative used for available transit funding.
- **ITD** – Mark Wasdahl provided an update regarding the I-84 Mobility Study. A Stakeholder meeting was held in Meridian on July 21, followed by coordination with the Federal Highway Administration. Wasdahl reported that FHWA would allow environmental clearance to proceed on a project by project basis rather than requiring clearance for the entire corridor.
- Wasdahl also reported that the public comment period for the draft Idaho Transportation Investment Program had closed at the end of July. Initial information indicated that District 3 had received 339 comments, although the final total had not yet been determined. Caleb Hood noted that the Mayor and City Council had submitted a letter to the Idaho Transportation Board regarding ITIP. Hood also discussed the I-84 study examining potential auxiliary lanes, interchange improvements, and ramp metering
- **Meridian Police Department** – No representative present
- **Meridian Legal** – Tishra Murray stated no updates from Meridian Legal

5. INFORMATION: Staff Communications

a. Staff Communication: Eagle Road Crosswalk Request

- Craig Bergman presented correspondence from a resident requesting a marked and lighted pedestrian crossing of Eagle Road near the Skybreak community. Based on the location described in the correspondence, staff identified the likely requested crossing as the Bingley Drive area. Bergman explained that the request appeared intended to improve pedestrian access toward the future regional park west of Eagle Road. Commissioners discussed the lack of a clearly identified immediate destination and asked about future commercial and mixed-use development in the area.
- Caleb Hood explained that the future land use designation near Lake Hazel and Eagle Road includes mixed-use opportunities but that much of the surrounding development is anticipated to remain residential. Hood also noted that simply adding pavement markings would likely not provide sufficient protection for pedestrians crossing an arterial roadway at the existing speeds. A crossing would likely require a more substantial treatment such as a rectangular rapid flashing beacon or signalized crossing. Hood further explained that the City is coordinating with the development community on a future collector roadway farther south that is anticipated to provide a signalized crossing of Eagle Road and connect toward the south side of Discovery Park.
- The Chair suggested forwarding the request to the appropriate Transportation Commission subcommittee for additional review and informing the residents that the Commission had considered the request.

FUTURE MEETING TOPICS

6. ACHD Master Street Map Changes – Arterial Corridor Preservation (Cherry Lane)

7. ACHD Five-Year Plan Update

8. Woodbridge Neighborhood Requests (cross-walks, traffic calming, gates)

NEXT MEETING - October 5, 2026

ADJOURNMENT

Meeting adjourned

Action: No formal motion

(AUDIO RECORDING AVAILABLE UPON REQUEST)