

Chris Johnson

From: Brian McClure
Sent: Monday, October 26, 2020 2:32 PM
To: Chris Johnson
Cc: David Miles; Caleb Hood
Subject: FW: Eagle Rd, Amity Rd to Victory Rd
Attachments: Exhibit A- ACHD Timeline.pdf; Exhibit B- Roundabout vs Signal.pdf; Exhibit C- Separated Pathways.pdf; 518040 Eagle-Zaldia Intersection Control Evaluation 083118.pdf; 50_300308_Amity-Eagle IS Alts Memo.pdf

Importance: High

Chris,

Here are the items from ACHD that were requested. Let me know if you have any questions.

Thanks!

Brian McClure
bmcclure@meridiancity.org

From: Ryan Cutler <RCutler@achdidaho.org>
Sent: Monday, October 26, 2020 1:34 PM
To: Brian McClure <bmcclure@meridiancity.org>
Cc: David Wallace <dwallace@achdidaho.org>; Bruce Wong <bwong@achdidaho.org>; David Miles <dmiles@meridiancity.org>
Subject: Eagle Rd, Amity Rd to Victory Rd
Importance: High

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Brian,

Thanks for reaching out and passing along your memo to the Mayor and Council that will be discussed this upcoming Tuesday night. Below is some background information about the attached exhibits for your review. I have also included the traffic impact studies that were completed on this project that included the COMPASS model projected growth numbers.

Exhibit A- This is a part of the PIM documents from our second meeting in August of 2018 showing all of the opportunities the public and city had to comment on project and the appropriate time to do so. This exhibit shows that the multi-use path was preferred and that a study was done to determine best option for Eagle and Zaldia intersection.

Exhibit B- Roundabout vs intersection safety information. This Information is from the US Dept of Transportation and FHWA about vehicle conflict points and vehicle/pedestrian conflict points at each type of intersection. This exhibit details the overall safety of a roundabout compared to a signal by decreasing crashes by 48% and fatal injury crashes by 78% also including a side by side comparison of traditional intersections compared to roundabouts as it pertains to older population drivers. Pedestrian safety if hit by a traveling vehicle is considerably safer at a roundabout over a traditional intersection based on speed traveled. For reference, the current speed limit on Eagle Rd is 45mph and may decrease in

the future to 40mph. Our design speed through the roundabout is 27mph and will not change in the future. Based on a study done by the National Highway Traffic Administration, there is a 50% increase in the chance of a pedestrian fatality with the speeds of a traditional intersection at this location. Additionally, details are given about pedestrian crossing distances by intersection.

Exhibit C- Guidance from FHWA in a rural design guide for separated pathways in rural settings for walking and biking. This information encourages separation at local road cross streets to allow for better vehicle to pedestrian vision, removes pedestrian and vehicle conflicts from the corner of the roadway, and eliminates pedestrians and cyclists having to go around the front of vehicles into Eagle Rd.

ACHD PIM Roundabout Video

<https://www.youtube.com/watch?v=pTzWibBhSwg>

As you are aware, this roadway section and intersection design has come from many years of research and work completed by the project team in coordination with the city of Meridian. We are grateful for the technical expertise provided by our contracted consulting firms, HDR and Six Mile, who along with the ACHD District Engineer helped us navigate and determine the best final design for this important roadway section. We are excited to get this project underway and complete the needed improvements in this area!

Please let me know if you have any questions. Have a great day!

Ryan Cutler

Sr. Project Manager
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