



MEMO TO TRANSPORTATION COMMISSION

Agenda Topic on the Transportation Commission Agenda

From: Caleb Hood, Planning Division Manager **Meeting Date:** October 2, 2023
Topic: Staff Communications

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

Idaho Avenue Paving

Miranda,

Yes, ACHD has offered to do full pave (curb to curb) for our project E Idaho, Main to 6th street. We are currently working with them to develop a project cost agreement.

Thanks,

Vicki

From: Miranda Carson
Sent: Monday, September 25, 2023 8:54 AM
To: Vicki Ly <vly@meridiancity.org>
Subject: RE: Idaho Avenue / Downtown / ACHD

Vicki,

Is there any update on this you can share? Did ACHD decide to do a full pave with our project?

Have a great day,

Miranda Carson, Comprehensive Associate Coordination Planner

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From: Caleb Hood
Sent: Friday, August 18, 2023 12:18 PM
To: Vicki Ly <vly@meridiancity.org>
Cc: Daniel Torres <dtorres@meridiancity.org>; Miranda Carson <mcarson@meridiancity.org>; Brian McClure <bmcclure@meridiancity.org>; Bruce Freckleton <bfreckleton@meridiancity.org>; David Miles <dmiles@meridiancity.org>
Subject: Idaho Avenue / Downtown / ACHD

Vicki, et al – I just got off the phone with Justin Lucas from ACHD. I understand the Mayor and ACHD Director Wong met earlier this month and discussed our/your Idaho Avenue project and ACHD's project/role in rebuilding the street. Justin told me they will be looking to do a cost share with the City to partner with us and do a "full pave." I'm not sure what next steps are, but I thought I'd share that with you – hopefully you know what to do with that info. Additionally, I get the sense that your project is driving the timing and that they can come along with us as you figure out when construction occurs, not vice-versa.

Additionally, Justin said they are moving the improvements they currently have planned for 2nd Street from FY24 to FY25.

Justin asked a couple of questions about the Hunter Lateral too, but I'm not sure how that relates to any of the above, if at all.

I'm copying others that I know have had some level of involvement on this topic(s).

Let me know if you'd like to discuss, but that is what I know.

Caleb

Eagle Road Speed

Thank you David, we appreciated the teamwork with you and the Mayor during the study, along with the chance to discuss SH-55 safety with Council Members during the Work Session.

We will review your suggestions in our staff meetings this month. Have a good weekend.

Dan

Dan McElhinney, P.E.

Chief Deputy Director/Chief Operations Officer

Idaho Transportation Department

dan.mcelhinney@itd.idaho.gov

208-871-8534 cell



YOUR Safety ••• ► YOUR Mobility ••• ► YOUR Economic Opportunity

From: David Miles <dmiles@meridiancity.org>

Sent: Wednesday, September 6, 2023 4:12 PM

To: Dan McElhinney <Dan.McElhinney@itd.idaho.gov>

Cc: Caleb Lakey <Caleb.Lakey@itd.idaho.gov>; Miranda Carson <mcarson@meridiancity.org>; Caleb Hood <chood@meridiancity.org>

Subject: Eagle Road follow up

Hi Dan,

Thank you again to you and the ITD team for coming to City Council last night to discuss the speeds on Eagle Road. In relation to your commitment to give an update by October 15, what additional things do you anticipate looking at further, and when do you think those might be wrapped up by ahead of that update?

Separately (but related), I am looking for some clarity around the Department's comments that Idaho Statute requires that the 85th percentile of free flowing traffic be used for setting of speeds via speed studies. The message I've heard seems to be that the 85th percentile is the sole criteria for setting speeds on Eagle Road. You have referred me to §49-201 in the past. Presumably, that reference is to section (3) of that code which states that "The board shall adopt a manual and specifications...". Can you point me to the specific language in Idaho's adopted manuals and specifications that specifies that the 85th percentile must be used? Does Board Policy 4016 or 5016 have the specific language requiring the use of the 85th percentile, or perhaps the ITE Manual of Transportation Engineering Studies?

I ask only because I don't see a specific reference to the 85th percentile requirement in the FHWA MUTCD, and the Idaho Supplemental Guidance Traffic Manual notes in section 17 that speed distribution of free-flowing traffic is one of 11 criteria to take into account. Additionally, although the Traffic Manual states that the Board has the authority to *exceed* the statutory speed limits, it sounds like the Board has the responsibility (and ability) to determine and declare a (lesser) reasonable and safe maximum limit under §49-201(4), if they determine upon the basis of an engineering and traffic investigation that the maximum speed is greater than is reasonable or safe under the conditions found to exist *at any intersection* or other place on a state highway. Do you think that these three areas of references and codes give the Board broader flexibility in setting speeds, rather than just use of the 85th percentile data? Particularly, if 75% of Eagle Road crashes are occurring at intersections?

Thanks again for your time and efforts.

Dave Miles | Chief of Staff

City of Meridian | Mayor's Office

Hoyoon Song Reappointed (through September 2024)

Good afternoon,

Please review the attached letter regarding your reappointment to the City of Meridian Transportation Commission. A hard copy of the letter will also be mailed to you.

Please note - You do not need to be in attendance at the City Council meeting on 9/26/23 for the reappointment. Let me know if you have any questions.

Thank you,

Josha Iverson | Executive Assistant

City of Meridian | Mayor's Office

33 E. Broadway Ave., Meridian, Idaho 83642

Pedestrian Intersection Flags

Just an FYI that I got another call about ped flags being out at one of the holders. I told her what Shawn Martin said last time we requested flags. "ACHD will install the flag holders and then we look for a sponsor to supply the flags." This request was at Main/King crossing. The woman is going to try to find a sponsor to purchase flags.

What is the process if she finds \$ for flags? Do I just ask her to purchase those and put them out? I don't think we have a way to receive those funds and order flags.

Have a great day,

Miranda Carson, Comprehensive Associate Coordination Planner

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-----Original Message-----

From: Shawn Martin <smartin@achdidaho.org>

To: WALTER STEED <wmsteed@aol.com>

Sent: Mon, Mar 20, 2023 8:59 am

Subject: RE: Ped Flags

Walter,

ACHD installed those in cooperation with ITD. ACHD will install the flag holders and then we look for a sponsor to supply the flags. In this case, it was a nearby family. We have a handful of locations around Ada County.

Shawn

-----Original Message-----

From: WALTER STEED <wmsteed@aol.com>

Sent: Saturday, March 18, 2023 4:50 PM

To: Shawn Martin <smartin@achdidaho.org>

Subject: Ped Flags

Caution: This is an external email and has a suspicious subject or content. Please take care when clicking links or opening attachments. When in doubt, contact your IT Department

Shawn, today we saw orange pedestrian flags on all four corners of Chinden and Locust Grove.

Don't remember seeing them before in the Valley so wondered if ACHD, a school or citizen had installed them.

Do you know?

Thanks,

Walter M. Steed
W. M. Steed & Associates
5341 West Torana Drive
Meridian, ID. 83646
208/883-0123

Mr. Anderson,

Thank you for the follow up. Please be assured, we have not forgotten about this work. I confirmed with the paint crew and this work remains on the work plan for this season/summer. I would expect to see them out there in the next couple of weeks, acknowledging that they are pushing to get a lot of striping completed before the weather turns due to equipment and weather constraints earlier in the season.

Regarding the use of crossing flags, that is certainly something we have permitted in other locations. However, the Department does not provide or maintain the flags. It would be up to the local municipality to provide them.

Regards,

Caleb

J. Caleb Lakey, P.E.

District 3 Administrator

Idaho Transportation Department

208-334-8300

From: Chris Anderson <ncanderson3@gmail.com>

Sent: Wednesday, September 6, 2023 10:15 AM

To: Caleb Lakey <Caleb.Lakey@itd.idaho.gov>

Cc: Robert Simison <rsimison@meridiancity.org>; christensen.jared@westada.org; bub.derek@westada.org; roberts.buffy@westada.org; Joe Borton <jborton@meridiancity.org>; Julie KW <Julie@kw.com>; David Miles <dmiles@meridiancity.org>; Miranda Carson <mcarson@meridiancity.org>; Matthew Kreizenbeck <Matthew.Kreizenbeck@itd.idaho.gov>

Subject: Re: Striping on Chinden Blvd.

Dear Mr. Lakey,

As you will note, you wrote to me on June 1 indicating that ITD "crews are already planning to refresh the striping and crosswalks on Chinden this summer."

This relates to my concern about the striping of Chinden between Linder and Ten Mile roads and specifically the crosswalks at Long Lake Drive. School started almost a month ago and yet the

crosswalks remain almost invisible across Chinden to Willow Creek Elementary School, creating a safety hazard for children crossing from SpurWing to the school.

I also see that crossing flags are in place at Chinden and Locust Grove, where students cross between Banbury and The Ambrose School. Those would be appropriate at Long Lake and Chinden as well. I don't know whether ITD is responsible for those flags, but it certainly must have allowed them.

I also recognize that summer doesn't officially end until September 22, which means ITD has another couple weeks to do this restriping. Is there in fact a date certain for the work?

Thank you for your prompt response.

Regards,

Chris Anderson

On Thu, Jun 1, 2023 at 9:31 AM Caleb Lakey <Caleb.Lakey@itd.idaho.gov> wrote:

Mr. Anderson,

We strive to be responsive to all calls that come into our office. I have spoken with staff and we have no record of a missed call or voicemail from you. I apologize if we missed you somehow. For future reference our community outreach coordinator's direct line is 208-334-8318.

The good news is that crews are already planning to refresh the striping and crosswalks on Chinden this summer. Our standard practice is to refresh all painted lane lines annually. The upcoming work in fiscal year 2024, that was referenced in your email, is a surface treatment on Chinden which will cover up some of the old lines that you have noticed. When this portion of Chinden was widened we shifted traffic and lane lines during that project several times for construction phasing. The temporary lines were removed, but some are still visible especially when the pavement is wet or the sun hits them right. We have noticed that as well. Again, that will be fixed with the upcoming project, summer 2024.

Regarding the concerns at Ten Mile for the westbound Chinden turn lanes, our traffic section has reviewed this area and confirmed that they meet current standards. Accordingly, we do not plan any adjustments to those lines.

If you have additional questions, please feel free to reach out to Matt Kreizenbeck at 208-334-8318.

Thank you again for your interest in safety!

Regards,

Caleb

From: Robert Simison <rsimison@meridiancity.org>
Sent: Wednesday, May 31, 2023 4:28 PM
To: Chris Anderson <ncanderson3@gmail.com>; christensen.jared@westada.org;
bub.derek@westada.org; roberts.buffy@westada.org; Joe Borton <jborton@meridiancity.org>
Cc: Julie KW <julie@kw.com>; David Miles <dmiles@meridiancity.org>; Caleb Lakey
<Caleb.Lakey@itd.idaho.gov>; Miranda Carson <mcarson@meridiancity.org>
Subject: RE: Striping on Chinden Blvd.

Mr. Anderson,

Thank you for the note. I am also copying the District III engineer so he is aware of your outreach. I will let ITD speak to their proposed timing based upon the information you shared. I will say that the State Fiscal Year for 2024 begins on July 1st, so the timing could be anytime after that and does not mean it would be 2025, in fact it would be no later than June 30, 2024.

That being said, I do know we all want clear markings on our roadways for safety purposes and if they are not adequate, then yes, we would ask that ITD paints as soon as possible. As a City we are working with ACHD and West Ada to examine these issues at every intersection in Meridian. I've also copied Miranda Carson who is leading that effort for the City and perhaps she can share any information about that intersection if it has been reviewed.

Respectfully,

Mayor Robert Simison

City of Meridian

From: Chris Anderson <ncanderson3@gmail.com>
Sent: Tuesday, May 30, 2023 4:04 PM
To: christensen.jared@westada.org; bub.derek@westada.org; roberts.buffy@westada.org; Joe Borton <jborton@meridiancity.org>; Robert Simison <rsimison@meridiancity.org>
Cc: julie@kw.com
Subject: Striping on Chinden Blvd.

I am writing to you about the striping on Chinden Boulevard, specifically between Linder Road and Ten Mile Road, and especially about the crosswalks at Chinden and Long Lake Way.

I am asking for your help in convincing the Idaho Transportation Department to restripe this section of Chinden now. I have included the West Ada School District personnel listed here because this affects students who cross Chinden to and from Willow Creek Elementary School.

My pleas to ITD have gone unanswered -- as in, no return phone call when I called Matthew Kreizenbeck, who is responsible for ITD highway striping in this area. Hence the inclusion of Julie DeLorenzo, the ITD commissioner for this area, in this email.

I was told that ITD will restripe the highway in FY2024, which means it could be done in 2025.

That means two more years of crosswalks that are basically nonexistent at Long Lake Way. I see cars stopped on top of where the crosswalks would be if they were painted correctly, creating a safety hazard for children going to and from Willow Creek Elementary..

Although it is not relevant to the school district, the lack of restriping of Chinden after its widening between Linder and Ten Mile also creates a safety hazard at the Ten Mile intersection, specifically the left turn lanes. The striping on Chinden does not allow a legal turn into the left turn lanes from westbound Chinden because the solid white lines are not clear until it is too late to turn into the lane. Of course drivers who travel this route have figured it out, but it still represents a safety hazard when vehicles are traveling at the 55 mph speed limit.

I am hopeful that the City of Meridian and the West Ada School District will join me in asking that this restriping be done now. With restriping taking place west of Ten Mile at the Highway 16 construction, it seems like an easy project add-on. The restriping of Chinden should have been done after the widening was finished almost two years ago.

Thank you in advance for any help you can provide.

Chris Anderson

2808 W Three Lakes Drive

Meridian 83646

Linder/Kodiak/American Fork Crossing

Hi Billie,

I recall meeting you several months ago. Thank you for your advocacy for student safety in the Victory Middle School area. I share your concern.

As you mentioned. Because there is a lack of sidewalks and pedestrian signal, we offer bussing to the students on the west side of Linder.

In addition, we will be requesting a pedestrian signal across the Linder with ACHD this year when we request work projects.

David

David Reinhart, Ed.D.

Chief Operating Officer
West Ada School District
208-350-5024



From: billiereinhold <billiereinhold@gmail.com>
Sent: Wednesday, August 30, 2023 1:23 PM
To: chood@meridiancity.org; David Reinhart <Reinhart.David@westada.org>; mcarson@meridiancity.org
Subject: Ongoing safety issue

You don't often get email from billiereinhold@gmail.com. [Learn why this is important](#)

WARNING: This email has been received from a source outside of the West Ada School District:
Please only click links and attachments if you are sure they are safe

Hello,

I would like to re-address a safety issue that I brought to your attention last spring.

I have spoken with many people in the communities near S.Linder and West Kodiak/West American Fork Drive Intersection and many people and students share the concern about the safety of this intersection.

Again, this intersection is heavily used by school busses, dropping off and picking up kids. It is also a place that many students cross from the subdivisions and apartments on the west side of Linder to get to and from Victory Middle School. At times during the school year, it is dark in the morning when these children are crossing Linder Road. There is no crosswalk or anything to assist them to do so safely. This intersection is heavily used by adults exercising as well, and many have reported concerns for being hit. During the busy times of the day, it's extremely difficult to cross safely. There is no sidewalk on the west side of the road to take people safely to Overland Road and let them cross there where a light exists.

The traffic on S. Linder has increased significantly and the traffic most often traveling faster than the posted speed limit of 45mph. No changes have been made.

The school district should have an interest in keeping students safe. Yes, I understand a bus is available to students on the west side of Linder; however, students need and want to get exercise and getting themselves to and from school is one way to do that.

We all understand that "no" is an easy answer along with "too much red tape is present to change anything", especially since it would require teamwork and commitment from multiple players (the city, ACHD, West Ada School district and community members). It should not take a death or accident to make safety improvements.

Please let me know when this issue can be added to the TC meeting agenda again. There will be a group of concerned citizens attending this time.

Thank you,

Sincerely,

Billie Reinhold, RN, BSN, CMSRN

Micro-Mobility Bird/Spin

Hello Meridian Team -

I am reaching out to inform you of an exciting change in the mobility space. We are excited to announce that Spin and Bird have joined forces. Skinny Labs, Inc. (d/b/a Spin) has been acquired by Bird Rides, Inc. from Tier Mobility SE. Spin, now a wholly-owned subsidiary of Bird Rides, Inc., will remain a separate operating entity with the same steadfast commitment to fair labor practices, equitable pricing and deployments, and successful government partnerships. With financial stability top of mind, we are confident that combining our technical and financial resources will lead to meaningful improvements going forward. This acquisition reinforces Bird's market leadership in first/last mile transportation across the US and Canada.

More importantly, this market leadership position allows Bird even more resources and talent to double down on our relationships with cities by continuing to deliver the technological and hardware innovation necessary to create micromobility programs that meet the needs of our city partners and all of the stakeholders important to them; residents, businesses and universities, to name a few.

As we look ahead, we see the Bird acquisition of Spin as a positive milestone that will enable us to better serve all residents and riders while continuing to invest in the future of equitable and sustainable transportation. In the absence of robust private investment or public funding, it's incumbent on us to operate efficiently and to work closely with your team to lay the groundwork for a thriving mobility program.

An FAQ document providing additional insight is attached.

I would be happy to answer any questions you may have. -TJB

T.J. Birkel

Government Partnerships - Northwest

(402) 770-1777 (m) | tj.birkel@bird.co
