



# MEMO TO TRANSPORTATION COMMISSION

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## Agenda Topic on the Transportation Commission Agenda

**From:** Miranda Carson, Coordination Planner      **Meeting Date:** March 6, 2023  
**Topic:** Intersection and Pedestrian Taskforce Update

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The Intersection and Pedestrian Safety Taskforce held a kick off meeting February 9<sup>th</sup>. The following is an expanded draft scope that come out of that discussion.

### Intersection and Pedestrian Safety Task Force

#### Purpose

The Intersection and Pedestrian Safety Task Force was created in response to tragic pedestrian v vehicle crashes that have occurred in Meridian. These incidents served as a catalyst for elected officials at both ACHD and the City of Meridian to call for a taskforce to look specifically at pedestrian safety in major intersections and pedestrian crossings, particularly around schools in Meridian. Task force members recognize the importance of keeping our community safe and walkable through responsible transportation planning and enforcement practices. Pedestrians and other non-vehicle travelers have a right to use our roads without worrying about being struck by a vehicle.

#### Overarching Goals

- Improve mobility network safety for all users
- Use data for continuous safety improvements
- Centralize leading agencies' resources for the community to bring forward concerns

#### Members

**ACHD:** Alexis Pickering and Ryan Head

**City of Meridian:** Liz Strader, John Overton, Miranda Carson, and Caleb Hood

**Meridian Police Department:** Adnan Rudan, Tracy Basterrechea, Berle Stokes

**Meridian Transportation Commission:** Zach Shoemaker

**West Ada School District:** David Reinhart

**COMPASS:** Hunter Mulhall

**Safe Routes to School:** Lisa Brady

#### Executive Summary of Short Term / Medium Term Action Items

##### Short Term Action Items:

- Establish Stakeholder group
- Review efforts by each agency
- Confirm scope with ACHD Commission and Meridian City Council

##### Medium Term Action Items:

- Analyze existing data and crash reports to identify further areas to focus on
- Review recent public input on transportation system
- Create a template to be used to analyze existing conditions at crossings and intersections
- Conduct a safety audit of signalized arterial/arterial and arterial/collector intersections and enhanced pedestrian crossings in Meridian

### **Long Term Action Items:**

- Summary report of findings from the initial Safety Audit presented to ACHD Commission and Meridian City Council
- Utilize findings from Safety Audit to help in the future prioritization of community and road projects within the 5-year work plan
- Create a platform on each agency site for consistent community education and feedback loops
- Leverage efforts at the regional level and build on successes

### **Detailed Scope Overview**

- I. Review past efforts and recommendations from previous studies
  - a. ACHD
    - i. Respond to resident requests for specific projects or site reviews
    - ii. Neighborhood Bike and Pedestrian Plan updates at least every 9 years (add last updated years)
      1. Downtown
      2. North Meridian
      3. South Meridian
    - iii. Pedestrian Advisory Group
    - iv. Bicycle Advisory Group
    - v. ADA Advisory Committee
    - vi. Enhanced pedestrian crossing maintenance and audits
    - vii. Programming Community Program project requests
    - viii. Crosswalk Initiative: Intersection signal review for pedestrian leading intervals
    - ix. Safety Around Schools review effort
    - x. Master Street Map identifies improvements needed
  - b. City of Meridian
    - i. Respond to resident requests for specific projects or site reviews
    - ii. Transportation Commission and Subcommittees identify and prioritize projects
    - iii. Community Development Block Grants issued for eligible pedestrian improvements (historically street lighting)
    - iv. Parks Department identifies and pursues pathway network improvements
    - v. Police tracking of pedestrian and bike crashes
  - c. West Ada School District
    - i. Respond to resident and school administrator requests for projects or site reviews
    - ii. Safety Bussing / Walk Zone Area audits for each school at least every 3 years
    - iii. Student Mobility Safety Commission
    - iv. Bus stop location identification and reviews
  - d. COMPASS

- i. Upcoming Safety Audit: Regional Safety Plan will cover Ada and Canyon county planning area and has support from over two dozen agencies in the region including cities, highway districts, counties, the state department of transportation, the regional transit agency, the Governor, and more. The objective of the plan is to shift and advance the region's approach to safety by identifying proven and innovative safety solutions in the form of practices, initiatives, campaigns, projects, technologies, or partnerships to reduce the number and rates of fatalities and serious injuries for all road users.
    - ii. Half mile walkability to schools study
  - e. Safe Routes to School
    - i. Safe Routes to School (SRTS) is a program designed to encourage students to walk and bike to school to promote a healthy lifestyle, reduce traffic congestion, improve air quality and enhance quality of life in our communities. We follow the 6 E's – Engagement, Equity, Engineering, Education, Encouragement, and Evaluation, – to make routes safer, children and parents more knowledgeable, and the community more engaged so that more children will walk and bike to school. Working with the Boise, West Ada, Kuna, Nampa, Vallivue, and Caldwell School Districts along with many other partners across the Treasure Valley.
  - f. ITD publishes crash data
- II. Solicit feedback from this stakeholder group to broaden the discussion and encourage new ideas
  - a. Determine timeline
    - i. February 9<sup>th</sup>, 2023 – Kick off meeting
    - ii. February 23<sup>rd</sup>, 2023 – ACHD Commission and City Council Joint Meeting
    - iii. February/March 2023 – Data collection & schematic sheets
    - iv. April/May – Site Visits to intersections and review of bad/best practices
    - v. May/June/July – Discussion of sites and recommendations
  - b. Determine sites to review in Meridian: arterial/arterial intersections, arterial/collector signalized intersections, and enhanced (RRFBs and Hawk signals) crosswalks
  - c. Gather data onto a schematic sheet for each site
    - i. Traffic signals: pedestrian lead times
    - ii. Road characteristics: speed limits, lane counts, average daily traffic
    - iii. School characteristics (include charters/private/WASD): proximity to schools (which schools), presence of school zone speed limit signs/lights, presence of crossing guards, age of students
    - iv. Pedestrian facilities: presence of sidewalks/MUPs/bike lanes, lighting, presence and types of crosswalks (hawks, RRFB, paint only, z-crossing)
    - v. Hazards: Identify visual obstructions such as trees, signs, poles, etc, review crash data
    - vi. Public Comments: Incorporate recent IFYWP public comments on needs and survey Principals on needs near schools
    - vii. Recent and planned improvements
    - viii. Recent and planned reviews/audits done at the site
- III. Identify short term and long term solutions for pedestrian safety

- a. Visit sites that represent basic intersections to better understand pedestrian flow/navigation.
  - b. Review data gathered and identify needed site visits (in person together or in small groups and/or together virtually)
  - c. Review bad practice and best practice:
    - i. Education component: How can we plan better generally and influence pedestrian and driver behavior to be more sound?
    - ii. What is the gold standard for a safe intersection as basic components? How can we can build on those based on community context?
    - iii. Current and needed policies
  - d. Discuss recommendations
    - i. Improve streets for all users through retrofits and new infrastructure
    - ii. Centralize resources for the community to bring forward concerns
    - iii. Possibly a Taskforce webpage share on all agency sites
    - iv. Create a platform for continuous community input accessible by all agencies
    - v. Create a regular group to carry forward this effort
    - vi. Identify projects in the COMPASS Safe Roads Grant efforts
- IV. Provide recommendations for priority pedestrian infrastructure improvements
- a. Present to ACHD Commission and City Council