

## **APPENDIX C**

**Public Involvement Summary**

**Public Involvement Meeting Materials**

**Stakeholder Interview Meeting Notes**

## Public Involvement Summary

The City of Meridian prepared and hosted public meetings for the *South Meridian Area Public Participation Program & A Land and Market Assessment Study* in April and again in July of 2006. These meetings were held to discuss community identity and priorities for property owners and residents located between Meridian and Kuna. After discussing these issues, meeting attendees prioritized those issues that were important to them to help the project team gauge what is most important to their community. This information was used to better address the community's values in the Comprehensive Plan.

A third and final meeting was held on September 20, 2006 to discuss the three land use alternatives being considered for the South Meridian Area. The alternatives were developed based on public input collected at the two previous public meetings and the *Land and Market Assessment Study*. ACHD and Washington Group attended this meeting with graphics depicting existing and 2030 forecast daily traffic volumes on the arterial roadways included in the South Meridian Area. Almost 200 participants attended the meeting and provided input on the land use alternatives and on the need for transportation improvements to provide capacity for existing traffic demand as well as the forecast demand.

The City of Meridian selected a preferred land use scenario for their comprehensive plan amendment and this scenario, along with the Communities in Motion land use scenarios, was modeled by COMPASS. The resulting traffic forecasts were analyzed by Washington Group.

ACHD prepared and hosted a public meeting on January 25, 2007 to present the Access Management Plan and the available results of the analysis, including recommended intersection and arterial improvements. The proposed Overland Road Realignment was also presented at the meeting and garnered several comments from residents that live in the area where the realignment would occur. Once again, around 200 responded to a postcard announcement sent out by ACHD by attending the meeting. The majority of the comments received recommended beginning the concept, design, and construction process as soon as possible on the roadways that currently experience congestion. Individuals had questions regarding the impacts the recommend improvements would have on their homes and businesses.

The City of Meridian participated in the meeting to gather comments about their preferred land use alternative. They received a large number of comments that the preferred land use was "too dense," meaning there were too many homes in the residential areas. Also, the recommended improvements associated with the preferred land use alternative were much greater in scope and impact than those identified for the other regional land use scenarios. As a result of the comments received and the transportation analysis performed by Washington Group, the City

revisited their preferred land use plan and provided Washington Group with an updated land use scenario to model and analyze. That revised land use scenario is utilized in this South Meridian Transportation Plan and contrasted against the two other regional growth scenarios. Both the South Meridian Comprehensive Plan Amendment Preferred Alternative Proposed Land Use Map and the revised Staff Response Map are found in **Appendix B**.

Recently, the City of Meridian Planning & Zoning Commission tabled discussions on the South Meridian Comprehensive Plan Amendment until November 1, 2007. This decision was a result of receiving testimony at a public hearing held on April 5, 2007. That testimony indicated that more public review and discussion of the preferred land use scenario is needed before amending the Comprehensive Plan. The Planning & Zoning Commission will hold a public workshop to present the preferred alternative and gather input on revisions that the public feel are appropriate. Also, a joint City Council Meeting with the City of Kuna has been scheduled to discuss limits to both cities boundaries. Ultimately, the City of Meridian would like to use the South Meridian Transportation Plan, as adopted by the ACHD Commission, in transportation planning in preparation for the November 1, 2007 continuance of the South Meridian Comprehensive Plan Amendment. Additional information on the schedule of the City of Meridian South Meridian Comprehensive Plan Amendment can be found at the following web address:

[http://www.meridiancity.org/planning\\_zoning/south\\_meridian\\_study/index.asp](http://www.meridiancity.org/planning_zoning/south_meridian_study/index.asp)

At the public meeting in January 2007, feedback from stakeholders, the public, and the City made it clear that these large arterials were not desirable or practical. A revised land use alternative based on reduced densities utilized a more robust collector requiring fewer 7-lane arterials. A draft of the South Meridian Transportation Study was submitted to ACHD in August 2007.

Based on staff recommendations, the ACHD Commission decided to hold the study as the City of Meridian revised their land use plan during the winter of 2007-2008. Once the South Meridian Comprehensive Amendment based on reduced densities was finalized and adopted in 2008, the ACHD Commission moved to have the South Meridian Transportation Study updated to reflect components of the draft *Transportation and Land Use Integration Plan* (TLIP) study. Thus, the proposed collector connections to the arterial roadways have been modified based on draft TLIP recommendations.

A South Meridian Transportation Study Public Information Meeting was held March 19, 2009, at Mary McPherson Elementary School. The meeting was held jointly with the proposed roundabout intersection improvements at the Ten Mile Road and Amity Road intersection. Approximately 40 citizens signed into the meeting.

Purpose of the study, proposed roadway and intersection improvements, and access management strategies were presented to the public. Definitions of different roadway functional classifications, the importance of collector streets, and examples were presented. Also, a board discussing the next steps of the study, including time for the public comment, preparation of a final report, and consideration by the ACHD Commission for adoption were presented.

Feedback from the public was generally positive and complimentary on the planning efforts and presentation materials. Four (4) comment sheets were submitted at the meeting. Two of the comments sheets focused on the need for a study to address future demand. A third response was very specific to the need for a crosswalk across Locust Grove Road south of Victory Road because there are school aged kids who cross this arterial to reach Siena School. The belief was that the installation of a crosswalk and school speed zone would improve safety for children. The fourth comment sheet focused on the need for seven (7) lanes on Lake Hazel Road. The person felt this would greatly reduce demand on I-84 and help reduce commute times as an alternate east-west route between Canyon and Ada Counties.

One email response received in April focused on the person's opposition to roundabouts in general. They did not feel roundabouts were a good intersection alternative and requested existing intersections be left as all-way stops.

Individual land owners at the meeting had questions that generally focused on how the planning efforts will affect their property. Several asked about the timelines for when these recommended improvements would be implemented. At this point they are simply a framework and detailed timelines will be developed with ACHD's *Five Year Work Plan (FYWP)* and *Capital Improvements Plan (CIP)* updates.

Additional public involvement completed as part of this South Meridian Transportation Plan included the following:

- Meeting with the City of Kuna Mayor and Planning Director to discuss the City of Kuna's upcoming Comprehensive Plan Amendment.
- Meeting with the Nampa Highway District and discussions with the City of Nampa Public Works Department to discuss their future plans for roadways that cross the Ada/Canyon County line into the South Meridian Area.
- Meeting with the Meridian School District No. 2 to discuss how the school's transportation fleet travels through the South Meridian Area now and gather input on future improvements that would improve the efficiency of the fleet.
- Meeting with Commuteride to discuss their options for future park-and-ride lots in the South Meridian Area.

- Discussions with the Idaho Transportation Department (ITD) to discuss Meridian Road (State Highway 69).

Public involvement materials, including the postcards sent out to invite the public to meetings and notes and contact reports from meetings with agencies and stakeholders are found in this Appendix.

## Meridian City Council Questions

ACHD staff made a presentation to the Meridian City Council on March 17, 2009, and reported on the status of the transportation plan, including the land use updates and assumptions, potential roadway sizing, potential intersection treatments, the roadway typologies, and collector network connections. The council responded with a few questions regarding the land use assumptions and their effects on the results of the needs analysis.

The first question asked why Black Cat Road is only recommended for 3-lanes in this plan when it was recommended for 5-lanes previously. A follow up question asked if this road will require 5-lanes before the Linder Road Overpass over I-84 is provided. Black Cat Road is planned to be improved with a 3-lane cross section from Amity Road to Cherry Lane in the current CIP. However, current ACHD practice is preserving right-of-way for a future 5-lane section along Black Cat Road. The recommendations of the plan were updated to include this as part of the corridor preservation for the South Meridian Area.

The second question asked if the modeling included the latest land use plans from the City of Kuna. COMPASS transportation planners explained that the travel demand model currently includes the approved comprehensive plan from the City of Kuna and the City is in the process of updating that plan. COMPASS will include the City's updated plan in their update to the regional the long range transportation plan. ACHD will study the North Kuna Area in the future and at that time updated demographic information will be requested from the City of Kuna. Impacts from additional growth will be analyzed and future development impacts on North Kuna and South Meridian arterials not included in the CIP or other planning documents will have to be mitigated by the developers.

The major arterials that are expected to carry traffic from the City of Kuna include Black Cat Road, Ten Mile Road, Linder Road, and Amity Road. These corridors are currently being preserved for 5-lane cross sections by ACHD and the City of Meridian. The 2030 needs analysis showed that most of these corridors only need 3-lane cross sections and thus they include reserve capacity to handle travel demands significantly higher than currently forecast, up to 50% more. As these corridors are designed and built as 5-lane roadways and intersections, the reserve capacity should be able to carry additional traffic from Kuna.

In a related question, the council asked if the roundabout proposed at the Ten Mile Road and Amity Road intersection will fail if more travel demand than is forecast comes from Kuna. Previous iterations of the South Meridian Area land use modeling included much denser development throughout the area and thus the resulting travel demand forecasts were higher than the latest iteration. For example, 2030 forecast daily volumes on Amity Road and Ten Mile Road in the August 2007 draft report were:

- Amity Road: 18,300 vehicles per day
- Ten Mile Road: 31,100 vehicles per day

The Ten Mile Road / Amity Road roundabout 2030 LOS with this travel demand forecast was LOS A with an average vehicle delay of 8 seconds. Failure, defined as LOS F, is assumed when the average vehicle delay is greater than 50 seconds. To reach this delay, volumes would have to increase by 28%.

The 2030 forecast daily volumes on Amity Road and Ten Mile Road with the latest land use assumptions are:

- Amity Road: 12,100 vehicles per day
- Ten Mile Road: 21,900 vehicles per day

The calculated 2030 LOS at the Ten Mile Road / Amity Road roundabout is LOS A with an average vehicle delay of 3 seconds. To reach failure delay (50 seconds), volumes would have to increase by 98%. The dual lane roundabout should have excess capacity and forecast travel demand will have to almost double before it will fail. This is a “factor of safety” against any potential traffic volume increases associated with the City of Kuna’s updated land use plans.

A final question asked whether having a roundabout controlled intersection along the Ten Mile Road corridor that anticipates all other arterial intersections being controlled by traffic signals. ACHD staff has identified two conditions where a mixture roundabout and traffic signal control along a corridor is not desired.

1. If the corridor traffic signals are linked in a coordinated system, such as along the Front and Myrtle couplet in Boise or the proposed system for the Main Street and Meridian Road couplet in Meridian. The intersections must be closely spaced for the coordination to be effective (e.g. less than ½ mile). A roundabout in the midst of such a system would spoil the coordination and efficiency of the system.
2. If a roundabout is spaced too closely to a signal controlled intersection, traffic may stack up from the signal into the roundabout. Once this occurs, the roundabout will shut down and no vehicles will move through it until the signal clears the stacked vehicles.

Neither of these conditions applies to the proposed Ten Mile Road / Amity Road roundabout. It will be spaced at least ½ mile from the nearest intersection, which will not interfere with any coordination. Traffic is not expected to stack up over ½ mile from any traffic signal. The roundabout should operate adequately in the Ten Mile Corridor.



## Meeting Minutes

**Project:** South Meridian Transportation Plan  
Meridian School District No. 2  
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**Date:** September 18, 2006

**Project #:** 28930-10.02

**Notes By:** Cameron Waite, WGI

**Attendees:** Sue Johnston, Transportation  
Director  
Craig Herndon, ACHD  
Cameron Waite, WGI  
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**Distribution to Attendees plus:**  
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**Next Meeting Date:** Not Set

### Duration: ~ ½ Hour

We began the meeting describing the project, its purpose, and the reason we were meeting with the school district, namely to find out any of their concerns and/or plans in the South Meridian area. Lake Hazel becoming a major arterial with 5 lanes and high traffic volumes is a concern to the school district because Lake Hazel Elementary fronts this roadway. These major roadways and schools do not mix well, especially for the children walking to school. This school is located east of our project boundaries but the Southwest Boise Transportation Plan will address this concern and will contact Sue to discuss it.

Sue mentioned that Victory Road and SH 69 (Meridian Road) is a difficult intersection due to the high volumes on SH 69. They modified their bus routes to avoid this intersection due to long delays. Craig mentioned that a signal is being installed at this intersection and should be operational in the next few months. The Locust Grove overpass will be a great help to the school district as it will provide more direct routes for several buses. Craig explained that the project is out for bid now and will be constructed in the next 1 ½ years or so. Eagle Road continues to carry larger volumes and several intersections experience large delays. All of these locations and traffic increases have led to much longer travel times for bus routes and more delay, fuel consumption, etc.

The Ten Mile Road interchange will also help the school district transportation situation by relieving other roadways and providing other routes for school buses. The Amity Road roundabout study will provide these type of intersections at most of the intersections along Amity Road. Sue has driven through roundabouts and feels they are a good intersection alternative and will not hamper the buses.

The majority of this study is rural with few transportation problems for the school district at this time. Sue appreciated the proactive approach in planning for the future now. She will circulate the study area map to the dispatchers and have them respond with any comments concerning transportation issues in the area. She will contact us if and when any concerns or questions come to her attention.

cc: Project File 28930, Attendees and Distribution List

