

# Fairview Ave and Locust Grove Rd Project

ONLINE OPEN HOUSE SUMMARY | 7/23/2020

## Executive Summary

The Ada County Highway District (ACHD) is proposing the following project improvements consisting of a total reconstruction of the Fairview Avenue and Locust Grove Road intersection and road widening on Fairview Avenue from Locust Grove Road to Eagle Road. If implemented, the project will produce a plan that recommends:

- Reconstruct the Fairview Avenue and Locust Grove Road intersection with nine-lanes on Fairview Avenue (three through lanes, dual left turn lane and one right turn lane in each direction) and seven-lanes on Locust Grove Road (two through lanes, dual left turn lanes and one right turn lane in each direction).
- Construct 5-ft bike lanes with 2-ft buffer on all four legs and 7-ft attached sidewalk and/or 5-ft detached sidewalk
- Widen Fairview Avenue to three lanes in each direction, with a center turn lane
- Add controlled access with a mix of raised curbs, medians, and channelized left turns for increased safety
- Install continuous lighting for the full extents of the project limits

ACHD held an online open house on June 10, 2020 through June 26, 2020 to present the conceptual design to the public. **The focus of the open house was to present and explain the design and request feedback from the public. In addition to the intersection changes proposed, the open house focused on the widening of Fairview Avenue from Locust Grove Road to Eagle Road that included three lanes in each direction with a center turn lane, curb, gutter, sidewalk and buffered bike lanes.**

ACHD received a total of 118 comments through the online open house that allowed comments and feedback from June 10, 2020 to June 26, 2020.

## Attendance

118 people viewed the online open house. There were 118 unique people who filled out the questions for the intersection, each to varying degrees of completion.

## Notification Process

ACHD informed the public of the upcoming meeting using a variety of different tactics, these methods include the following:

- ACHD mailed 6,118 postcards
- Emails sent to stakeholders
- Ads in the local newspapers
- Advertising on Social Media – Facebook, Twitter and Nextdoor
- 4 Sandwich signs in the project area

- Individual Stakeholders Meetings

### Business Outreach

Notifications were made to the businesses along the corridor about the open house. In addition, nine (9) separate individual meeting were held with businesses along the corridor. The individual meetings included the following business.

- Fred Meyer
- Walgreens
- D & B Supply
- Terri’s Cafe
- Einstein’s Oilery
- Snake River Yamaha
- Meinecke
- Renewed Expressions
- Meridian Chamber of Economic Development Committee

### Common Themes

Common themes made apparent throughout the online open house were:

- Approval of road widening, increasing traffic flow of the roadway
- Approval of additional lanes at the intersection, increasing capacity
- Approval of bike Lanes, however the public prefers the bike lanes to be separated/protected instead of buffered bike lanes as presented in the concept
- Confusion regarding the middle turn lane medians displayed in the concept and how those will impact access to the businesses in the project area

### Comments

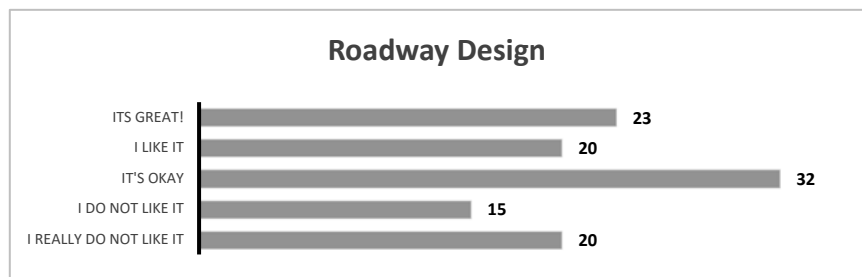
Comment forms were provided as a part of an online survey. A total of 118 comments were received regarding the project. This overview of comments is given to identify the common themes and concerns that were vocalized by the public. The following is a general summary of comments received from the public. *The online open house comments and results can be found in Appendix A.*

The survey consisted of the following questions:

#### 1. How do you feel about the design for Fairview, Locust Grove to Eagle?

Options included:

- Its Great!
- I like it
- It’s okay
- I do not like it
- I really do not like it



As a part of this question the following question was also asked:

**Please explain your rating.** Responses showed that the public liked the addition of lanes, widening of the intersection, safer, and that it will increase the traffic flow. Responses showed that the public did not like buffered bike lanes, confusing middle turn lane medians, access to businesses, and u-turns.

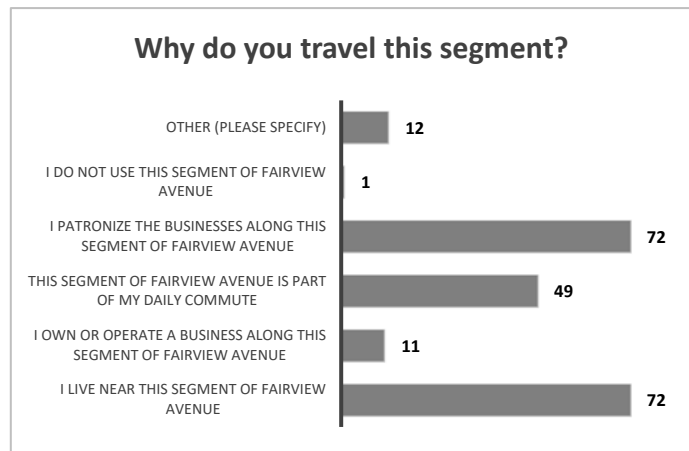
**Comments included:**

- I love this idea, it will be a better traffic flow at rush hours in the am and pm.
- Increase traffic flow, decrease potential for accidents and protect pedestrians...all great!
- There several aspects of project that will improve this part of Fairview. Not real fan of medians due to accessibility to business.
- Would like to see better accommodations for bikes and pedestrians. A 7-lane road can be intimidating and a barrier.
- I do not like reducing freedom to turn into a business without being redirected.
- I know ACHD is adding bike facilities to EVERY project and roadway but do not believe they are safe (even buffered) for a facility like Fairview.
- Widening the road is a great idea
- Good to have provision for separated bike lanes
- I am really glad you are adding buffered bike lanes and sidewalks the whole way through.
- I think this is a good plan, however if much of the work could be done at night/overnight I feel that would be better - during the day and especially during rush hour what a nightmare.

**2. Please tell us why you typically travel this segment of Fairview Avenue (Check all that Apply).**

Options Included:

- Other (Please Specify)
- I do not use this segment of Fairview Avenue
- I patronize the businesses along this segment of Fairview Avenue
- This segment of Fairview Avenue is part of my daily commute
- I own or operate a business along this segment of Fairview Avenue
- I live near this segment of Fairview Avenue



**3. General Comments**

This section allowed the public an opportunity to give any other general comments that were related to the concept design.

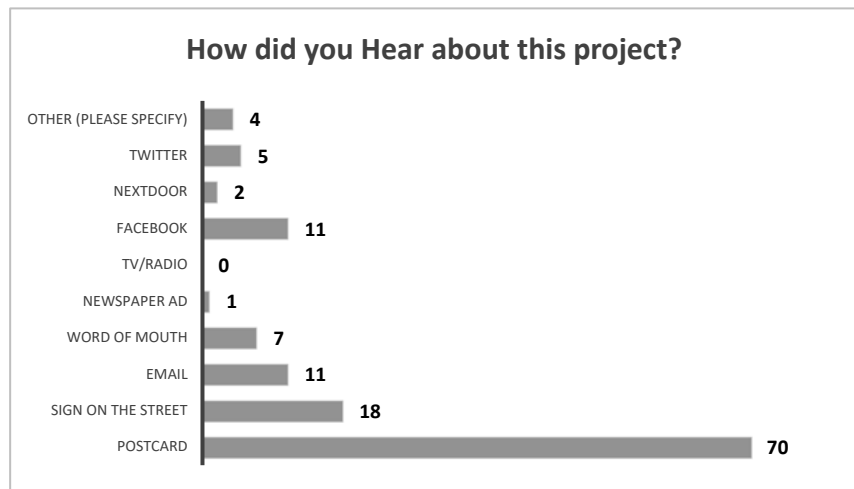
**Comments included:**

- This is much needed during rush hours. Traffic is usually backed up all the way to Ustick on Locust Grove when I leave in the morning.
- I believe that it will help Fairview traffic, but not Locust Grove traffic north of the intersection, which is also a major traffic jams throughout the day.
- No more medians/curbing.
- I really like the idea of having two left turn lanes for Locust Grove and Fairview!
- Looking forward to seeing this project move forward. People just need to get more comfortable making U-turns down the street instead of waiting for risky left turns in heavy traffic.
- This area needs a great amount of attention to the active transportation options.
- I'm not sure the alternating left turn pockets so close together between east and west bound won't be confusing.
- This would help the congestion big time!
- Excited for the sidewalk and bike improvements.
- An additional improvement to greatly improve traffic flow during this project would be adding a right turn only lane the northwest side of the Hickory/Fairview intersection by Sherwin Williams.
- Please include turning controls around Dutch Bros and Stonehenge subdivision.

**4. Please let us know how you heard about this project! Check all that Apply.**

Options Included:

- Other (Please Specify)
- Twitter
- Nextdoor
- Facebook
- TV/Radio
- Newspaper Ad
- Word of Mouth
- Email
- Sign on the Street
- Postcard

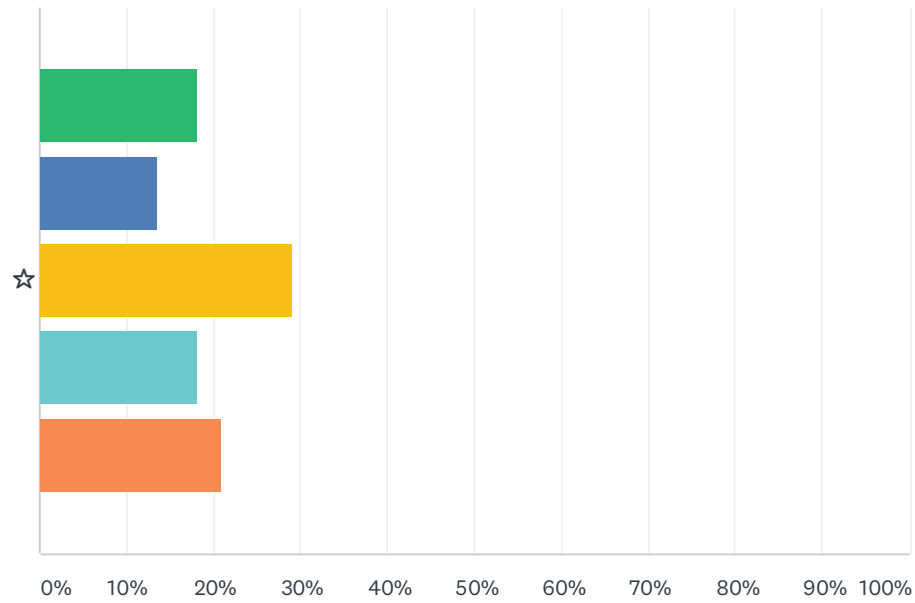


## Appendix A – Online Open House Comments and Results

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# Q1 How do you feel about the design for Fairview, Locust Grove to Eagle?

Answered: 110 Skipped: 3



■ I really do not like it  
 ■ I do not like it  
 ■ It's okay  
 ■ I like it  
 ■ It's great!

	I REALLY DO NOT LIKE IT	I DO NOT LIKE IT	IT'S OKAY	I LIKE IT	IT'S GREAT!	TOTAL	WEIGHTED AVERAGE
☆	18.18% 20	13.64% 15	29.09% 32	18.18% 20	20.91% 23	110	3.10

#	PLEASE EXPLAIN YOUR RATING	DATE
1	It's been horribly congested in that stretch!	6/29/2020 8:28 AM
2	We have stopped you guys from doing this before! The last time the highway commissioners told us "WE HEAR YOU LOUD AND CLEAR, NO MEDIANS!". Evidently that was a lie. StOP THIS NONSENCE!	6/27/2020 11:56 AM
3	The traffic is too high here already. Why make it worse? Other routes should be encouraged (Ustick, etc.).	6/26/2020 9:46 AM
4	Yikes! Three lanes of traffic heading each way at high speeds and the option for bicyclists in a Buffered Bike Lane? With the amount of cars predicted in upcoming years and the speed at which those cars will be traveling, I would like to see ACHD put in Protected Bike Lanes on Fairview Avenue.	6/25/2020 9:26 PM
5	My home is off of Locust Grove 1/4 mile before Ustick. I travel down this street to Fairview often. It seems that the biggest slow down on LG is always at Fred Myers where you go from 4 lines down to 2. We have lived in this area 19+ yrs & LG is getting busier ever year. I wish that you were going to extend the 4 lanes to Chateau. I realize that you will widen LG all the way to Ustick at some point in time but with all of the construction of new homes off of LG couldn't you go just a bit further to Chateau? I believe that would make a big difference.	6/25/2020 7:33 PM
6	Too much focus on car trips, not enough focus on getting nearby residents out of their cars and using active transportation for nearby errands.	6/25/2020 6:42 PM
7	Good cycling accommodations. Access control should help reduce crashes and improve traffic flow.	6/25/2020 4:52 PM
8	This is the same design as always, though with an additional travel lane in each direction. The 5 foot bike lane on a road like this is NOT A SAFE BIKE LANE. Already the average speeds and traffic counts in this area are high. There is a school, Chief Joseph Elementary that is slightly northwest of this intersection. There is missing sidewalk on the north side from Locust Grove west. There is a trail connection for the 5 mile pathway right across from the trailer park and retirement home just west of this intersection. There is a dutch brothers that already backs traffic up. There are many vulnerable users on the west end of this project and they need better protection that the standard 5 foot bike lane and connected sidewalk. A connected sidewalk makes the road appear wider, doesn't provide a buffer for comfortable walking, and is putting pedestrians in exposed positions for motor vehicle incidents.	6/25/2020 4:07 PM
9	I am not happy with the traffic plan for exiting South carol St. Not being able to turn north will be a huge burden on the residents for Carol sub.	6/25/2020 3:00 PM
10	I do not like reducing freedom to turn into a business without being redirected. I am afraid I will lose customers to my business who feel the same way.	6/25/2020 2:42 PM
11	As a property owner my tenant is very concerned about the diminished access and income during the time of construction we are very concerned with the left turn lanes and limited access during the whole time frame I am the owner of the property at 1975 E. Fairview Ave. where the Mikey lube center is located	6/25/2020 7:48 AM
12	I live on Hickory and travel the Eagle-to-Locust Grove section of Fairview a few times a day. It's thick going eastbound between 8-9:30 am, and again between 4:30-7 pm going westbound, but it's otherwise a manageable thoroughfare. Six lanes of traffic seems likely to invite more traffic, as we've seen with the expansion of Eagle to six lanes between Franklin and Fairview.	6/24/2020 10:49 PM
13	Widening the road is a great idea	6/24/2020 2:54 PM
14	I love the raised medians but do not like the late merge "zipper" lanes. They work in theory but people here do not know how to use them and it becomes a bottleneck and a huge mess.	6/21/2020 3:11 PM
15	Locust grove needs to be 4 lanes with turn signal at Chateau...traffic is horrible there and backs up constantly.	6/20/2020 4:13 PM
16	We need the additional throughout and the U turns. Also a right turn lane on northbound Locust Grove at Fairview will be nice.	6/20/2020 3:06 PM
17	design isn't too bad but it's really busy	6/20/2020 2:07 PM
18	I don't like the medians but I guess if it's safer than that's good.	6/19/2020 8:04 PM

19	You cannot signal for a u-turn. I miss the yield right turns as it kept traffic moving	6/18/2020 7:27 PM
20	I just seems okay, not great though.	6/18/2020 9:57 AM
21	Buffered bike lanes are an inappropriate facility treatment for the LOS of the proposed design. Vulnerable users on multi-modal forms of wheeled transportation need at least protected bike lanes for this project to provide a safe form of non-motorist movement. Speeds and volume on a 3-lane road require heightened security for cyclists and other multi-modal users -- from adults, to kids, to the elderly, we must invest in safer options for all.	6/18/2020 9:13 AM
22	I think the "controlled access" points are far more dangerous and confusing than just being able to turn left when you need to. If people aren't smart enough to figure out when to turn left in oncoming traffic, they shouldn't be driving. Controlled access points are a huge pain.	6/18/2020 9:10 AM
23	could not tell if right turn lanes were just included at the Eagle intersection or at intersections such as Hickory? without right turn lanes slows traffic to 15 mph or less at every intersection with more rear end crashes. I call ACHD 'no right turn lane ACHD'	6/17/2020 7:12 PM
24	I am really glad you are adding buffered bike lanes and sidewalks the whole way through. I am also glad the lane merge between Eagle and Hickory will be turned into a full lane.	6/17/2020 2:38 PM
25	increase traffic flow, decrease potential for accidents and protect pedestrians...all great!	6/17/2020 1:18 PM
26	Overdue. Locust grove itself is behaving like a "second Eagle road" and needs a major widening as well. Eagle needs to be a straight up highway, with no lights and with on ramps, which means the same for State Street/ hwy 44 or 55 or whatever it is. Have a good one!	6/17/2020 11:03 AM
27	The controlled left turns with an emphasis on u-turns, like Eagle Rd, is terrible. So many businesses on Eagle have suffered and traffic patterns have been terrible on Eagle. Looks like this plan would do the same to Fairview	6/16/2020 8:37 PM
28	What make you think it is going to take care of the problem you think we have? Meridian is still going to grow and what happens in 10 years from now. You decide you need to do more work. What a mess it well be when you do the work. Not good.	6/16/2020 3:05 PM
29	Seems functional. May be difficult to enter onto Fairview from the south side and get to the center lane in time to turn in to north side businesses, as vice versa.	6/16/2020 2:32 PM
30	Raised medians cause significant problems for emergence vehicles to get through especially with all the traffic in the area of Eagle Road.	6/16/2020 2:10 PM
31	Really would appreciate the street lighting	6/16/2020 1:30 PM
32	I love this idea, It will be a better traffic flow at rush hours in the am and pm.	6/16/2020 10:49 AM
33	It makes a fast wide road even wider and faster. I do like the access control, though	6/16/2020 9:35 AM
34	Would like to see better accommodations for bikes and pedestrians. A 7-lane road can be intimidating and a barrier.	6/16/2020 8:21 AM
35	It seemed to be doing great. I didn't realize it needed improvement.	6/15/2020 6:54 PM
36	It provides for safety of bicyclist	6/15/2020 6:42 PM
37	I do not feel this will solve the light congestion at Eagle/Fairview. It can take multiple light cycles just to get through there. The intersection already has three lanes for thru traffic. Only reason for a three stars instead of two is due to the bike lane protections. This is a great enhancement.	6/15/2020 4:21 PM
38	Bike lanes! More please. Also, living nearby, Locust grove also needs more lanes, this whole area is a nightmare.	6/15/2020 2:42 PM
39	This will be very helpful in improving the flow of traffic between these areas. We live in the Hickories subdivision and always have issues getting in and out during heavy traffic times. We are very excited for these changes!	6/15/2020 2:09 PM
40	No change is needed. Adding u turns will create accident problems because people can't property yeild	6/15/2020 11:20 AM
41	I get stuck in traffic going westbound on Fairview, right past eagle road all the time. This expansion would be GREAT!	6/15/2020 10:32 AM



42	I've seen many a near accident of cars cutting in where road narrows to two lanes at eagle and Fairview; also people walking along side of the road with no footpath is very dangerous so a footpath would greatly increase people safety. A skywalk over eagle road to the village should also be incorporated because cars don't always notice people crossing at traffic lights. This project should start WAY sooner than 2023. All of this would enhance livability in this ever increasing area.	6/14/2020 10:12 PM
43	Fairview and Eagle is a particularly dangerous area and is in great need of sidewalks, bike lanes and a third lane.	6/14/2020 10:09 PM
44	I live in the neighborhood and these improvements are sorely needed for pedestrians and cyclists. We also really need a skywalk to cross Eagle road to the Village.	6/14/2020 10:00 PM
45	While Fairview is not as bad as many of the north/south roads, it can use improvement.	6/14/2020 7:53 PM
46	Not necessary at this time. Traffic is only heavy during 8am-9am & 5pm-6pm. Traffic is not consistently heavy enough throughout the day to warrant such a drastic change. Even on weekends.	6/14/2020 4:13 PM
47	Raised medians create a safer experience for inexperienced drivers. For experienced drivers it can clog things up when volume increases.	6/14/2020 3:09 PM
48	Its needed and good but not great.	6/14/2020 2:46 PM
49	It encroaches on private property and will remove business sign monuments, Is there a remedy for that?	6/14/2020 2:40 PM
50	It definitely needs more lanes/wind to fit the growth of Meridian and future growth as Meridian continues to get larger. It definitely needs more lanes/wind to fit the growth of Meridian and future growth as Meridian continues to get larger.I love the idea of you turns at certain locations and definitely think Locust Grove and Fairview is on the next bigger intersection that is going to need some maintenance. I love the idea of you turns at certain locations and definitely think Locust Grove and Fairview is on the next bigger intersection that is going to need some maintenance. Even feel strongly about Locust Grove all the way to Ustick as there is getting to be more and more traffic. It looks like they were already doing the work on Meridian Road but I feel strongly that it needs to be supported on Locust Grove as well because if you increase lanes/widen Fairview and Locust Grove it will be used more frequently which would in turn caused Ustick and locus grove do you have more traffic as well.	6/14/2020 2:34 PM
51	please make the left turn lanes longer. In heavy traffic the left turn lane becomes full and encroaches into - stops the flow in the through lane.	6/14/2020 11:37 AM
52	It will benefit the community, but I think there needs to be a turning lane on westbound Fairview going into Hickory. With the new neighborhood added behind the church, there is a LOT more traffic going into that area. I live in that area and I'm still concerned about the safety of my child if she ever missed the bus and had to walk to Lewis & Clark Middle School.	6/14/2020 11:35 AM
53	Better flow of traffic and pedestrian safety.	6/14/2020 11:15 AM
54	unsafe!	6/14/2020 11:10 AM
55	It won't improve Locust until you widen locus from Fairview to Chinden when will that happen	6/14/2020 10:41 AM
56	Needs a better protected bicycle path	6/14/2020 10:28 AM
57	There several aspects of project that will improve this part of Fairview. Not real fan of medians due to accessibility to business.	6/14/2020 10:25 AM
58	It doesn't follow ACHD's or FHWA's bicycle matrix for safe practices.	6/14/2020 10:17 AM
59	Most drivers here don't pay attention to other drivers and how lights operate. Flow of traffic would be better if drivers wouldn't take their time and actually drive at the speed limit.	6/13/2020 10:50 PM
60	I took extensive time to look it over and it appears the l. turns will greatly reduce accidents.	6/13/2020 9:24 PM
61	I know ACHD is adding bike facilities to EVERY project and roadway but do not believe they are safe ( even buffered) for a facility like Fairview. There are parallel routes like Pine where I believe bike lanes make more sense for a complete multi-modal transportation network. The addition of bike lanes (particularly buffered) is a significant portion of the project expense for a	6/13/2020 7:53 PM

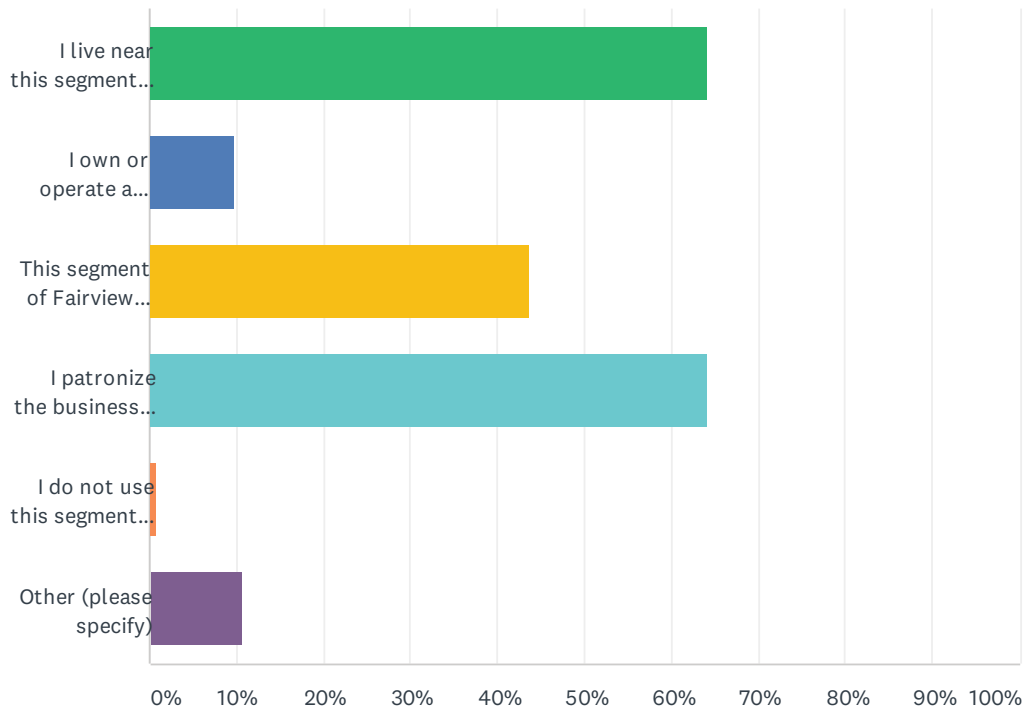
minuscule portion of users. The return on investment is extremely low and there are alternative facilities for bicyclists to use without significant out of direction travel.

62	This is great news. I live off of Fairview and can get congested at times. If I can I avoid it entirely during that time.	6/13/2020 7:16 PM
63	The additional lanes should help with growing congestion, though one additional lane in each direction doesn't seem sufficient for the projected growth - the road is already getting very busy! The sidewalks will be helpful.	6/13/2020 6:26 PM
64	Something definitely needs to be done. It is ridiculous how many cars are backed up on that road.	6/13/2020 6:24 PM
65	I am glad a third lane will be provided on west-bound Fairview just east of Eagle, but not enough is being done to ease flow around the Fairview and Hickory intersection. That intersection has poorly timed traffic lights that allow a large flow of traffic from the Eagle and Fairview intersection but maintains the green light even after vehicles are past the Fairview and Hickory intersection. This leaves vehicles waiting for very long periods of time on Hickory when the lights could be timed to better allow cross-traffic through the intersection with even less interruption to east/west-bound Fairview traffic. The north-side of the Fairview and Hickory intersection could also be given another dedicated right-turn (to west-bound Fairview) by removing the median currently in place. The current lane is shared between right turn and flowing through to the other side of Hickory, but one car that doesn't turn can turn that lane into a very long wait when combined with the poorly timed lights in the intersection. I understand that the focus is on Fairview and Locust Grove for this project, but living in the area, I know that intersection to be much less of a problem for commuting than the Fairview and Hickory intersection.	6/13/2020 6:12 PM
66	I was always skeptical of all the curbing and not being able to turn where you want. But I go to Fred Meyer often and I am tired of the dangerous left turn into Fredmys or Chevron	6/13/2020 5:41 PM
67	Limiting the places turns can be accomplished with islands transfers the traffic for the streets to parking lots. Trying to get around in the area near the Fairview and Eagle Road intersection is a mess. Once in a parking lot you have to drive blocks to get back out at a place you can get left again. Sometimes this also transfers traffic through nearby subdivisions as motorists find alternate routes.	6/13/2020 5:10 PM
68	Please, no U-Turns, they are dangerous.	6/13/2020 3:04 PM
69	There is a big issue with west bound cars jumping into the turn lane at Chevron before Fred Meyers and racing up it. Folks turning out of Fred Meyer (or into) often collide. Can you control the Locust Grove turners to wait until after the other two enteries of Fred Meyer?	6/13/2020 2:40 PM
70	long over due	6/13/2020 12:29 PM
71	You are funneling more traffic onto Locust Grove heading north by using dual turn lanes which is going to cause traffic issues Because it goes down to one lane. It is already severally congested during the morning and afternoon commutes. There are schools in the area that this would adversely affect not to mention the residential neighborhoods.	6/13/2020 12:11 PM
72	It will still bottle necks the other side of Locust/Fairview where Walgreens is positioned west is only two lanes. So how will this help. Better off spending money putting in a freeway access at Locust and Overland you ease the traffic on North Meridian. I live off north meridian. It's a nightmare getting out onto the road. Not just because of ongoing construction but just too many cars on road because of the freeway access. All residents here believe that the extra lanes on north meridian between cherry/Fairview Will just mean more traffic not less. Why not use the taxpayers money to add freeway access at locust grove and meridian instead	6/13/2020 11:23 AM
73	Finish Chindin first!!!!	6/13/2020 11:02 AM
74	Going to kill my business	6/12/2020 7:59 PM
75	It's not safe for pedestrians and cyclists.	6/12/2020 12:40 PM
76	Horrible design for pedestrians and cyclists.	6/12/2020 11:04 AM
77	bike lanes	6/12/2020 10:51 AM
78	Ridiculous to think it's a model that is usable by all users. Get on a bike and go ride down a street like this, then go back to the drawing board.	6/12/2020 9:58 AM

79	6 lanes with a median turn-lane is unsafe. The addition of an unprotected bike lane to such a high-speed facility is inappropriate.	6/12/2020 8:11 AM
80	It's an absolute disgrace, that bike lane design is laughable and you should be ashamed. A 7 lane cross section and you're proposing bare minimum 7ft sidewalks, 5ft bike lanes and 2ft buffers? Try a raised bikeway, buffered by trees, minimum 3-4ft buffer.	6/11/2020 11:29 PM
81	This does not take into account proper bike infrastructure. Per ACHD Roadways to Bikeways and current FHWA, a buffered bike lane is not the proper treatment on a road with 30,000 ADT. Additionally it provides a huge crossing for pedestrians.	6/11/2020 10:25 PM
82	This is far too wide. Is there really evidence traffic will increase by the volume you say? It seems unlikely, especially by 2040 when big box malls like The Village will largely be dead. Leave the road alone; it's fine as it is. Save money for maintenance.	6/11/2020 10:04 PM
83	It prioritizes car speeds ("flow") at the expense of safety and other uses. It also takes a significant amount of real estate and puts it into the economically unproductive hands of government in perpetuity.	6/11/2020 8:39 PM
84	Too many close calls with cars and impatient drivers turning left onto Fairview. Many times I'll see drivers who want to turn left onto Fairview but there are cars in the median wanting to turn left off of Fairview to the other side, so the driver will turn onto Fairview driving the wrong way in the oncoming lanes to get past and behind the person waiting in the center lane.	6/11/2020 6:13 PM
85	Every time we wide a road we make it harder for folks to live and do business in that road. State Street is a great example of widening gone awry. Businesses leaving and lawsuits. We are doing this in the name of congestion relief, but the remote will not come. Wider roads induce more traffic. Put these funds towards real transportation alternatives, transit lanes and real protected bike lanes. The bike lanes on this project are a joke. Buffered lanes on what looks like a highway to drivers? This is a recipe for disaster. Don't widen our streets to move more cars. Redesign our streets to move more *people*.	6/11/2020 6:13 PM
86	It's ridiculous to widen a road for only one mile. This creates a bottleneck with traffic. This is a waste of money, especially when other areas (Eagle and Lake Hazel) haven't been improved in decades and desperately need attention before this area.	6/11/2020 5:11 PM
87	I'm concerned that the 3 lanes in each direction will increase traffic speed significantly due to the "freeway" effect where the more lanes, the higher speed drivers will go. This is already a road that routinely sees speeds far faster than the posted speed limit, with little to no enforcement. I think the buffering of the bike lane is a good start, but I fear it won't be enough to protect cyclists, especially with the increased speeds. Has this area been evaluated for a more protected solution, such as a curb protected bike/pedestrian route?	6/11/2020 2:02 PM
88	The design does not widen the intersection beyond the Chateau Drive intersection. During the PM peak hours traffic will back up from the Chateau Drive intersection all the way through the Fairview Intersection because of this light. Lengthening the left turn lanes may provide some benefit, but has the design considered the impact of the closely spaced Chateau Drive intersection?	6/11/2020 1:22 PM
89	This does nothing to increase the safety for people walking or biking. Increased crosswalk times and inadequate bike lanes.	6/11/2020 11:53 AM
90	I think ACHD should be working to lower speeds in this area, e.g. to 35mph. It sounds like you're making speeds higher by widening the road needlessly.	6/11/2020 10:58 AM
91	Good to have provision for separated bike lanes	6/11/2020 8:48 AM
92	It will interrupt business and will dramatically reduce customers not wanting to right in and right out only.	6/11/2020 8:37 AM
93	I think this is a good plan, however if much of the work could be done at night/over night I feel that would be better - during the day and especially during rush hour what a nightmare.	6/11/2020 8:03 AM

## Q2 Please tell us why you typically travel this segment of Fairview Avenue (check all that apply).

Answered: 112 Skipped: 1



ANSWER CHOICES	RESPONSES	
I live near this segment of Fairview Avenue	64.29%	72
I own or operate a business along this segment of Fairview Avenue	9.82%	11
This segment of Fairview Avenue is part of my daily commute	43.75%	49
I patronize the businesses along this segment of Fairview Avenue	64.29%	72
I do not use this segment of Fairview Avenue	0.89%	1
Other (please specify)	10.71%	12
Total Respondents: 112		

#	OTHER (PLEASE SPECIFY)	DATE
1	I use it occasionally	6/28/2020 8:26 AM
2	I use this segment, but only occasionally.	6/25/2020 4:52 PM
3	I work in schools in this area and would like to see students able to travel to Meridian Elementary from the Chief Joseph Elementary areas. The community school/after school programs moved to Meridian Elementary and this makes it very hard for youth to safely cross the road.	6/25/2020 4:07 PM
4	Owner of the property at 1975 E. Fairview Ave.	6/25/2020 7:48 AM
5	I work on this section of fairview	6/20/2020 2:07 PM
6	Would love to use my bike and walk more in this area	6/14/2020 10:12 PM
7	I commute daily in this area and would love to walk and bike more in this area as well but currently do not feel safe to do so. I have witnessed near misses as people are crossing and walking along the side of the road.	6/14/2020 10:09 PM
8	I own a building at Locust Grove	6/14/2020 2:40 PM
9	I use this segment of Fairview for work.	6/14/2020 10:17 AM
10	visit family	6/13/2020 2:15 PM
11	Transportation Planner	6/12/2020 8:11 AM
12	I drive and bike this section of Fairview.	6/11/2020 2:02 PM

## Q3 General Comments

Answered: 64 Skipped: 49

#	RESPONSES	DATE
1	I don't see an added right turn late at Hickory getting onto Fairview! This is needed! The existing median is the property of ACHD - I have a letter from your attorney stating this. The church might think it is theirs but it's not June 22 email: I completed the survey for the Locust Grove/Fairview project, but the one thing that concerns me I didn't have space to communicate. At Hickory leaving the subdivisions onto Fairview, we need a third lane for a right hand turn. Currently, for leaving the subdivision we only have a left turn lane and a lane that is both for going straight and taking a right turn. Our homeowners association and my husband did their homework and we found out that the median was gifted to ACHD in 2005. At first your attorney, Justin Fredin thought that our homeowners Association owned it, but he didn't see that it was gifted later on. It does belong to ACHD. I'm not sure who has been maintaining it this whole time - probably someone from the church. ACHD mentioned they wanted to just cut down all the landscaping. Might as well make it a turn lane!!!! See below. We propose that you take out the median to add that right hand turn lane. With people going back to work and the horrible Church traffic, it is hard to get out of the subdivision at times with the amount of time the signal light gives us.	6/29/2020 8:28 AM
2	Bike lanes should be 6 feet wide.	6/28/2020 8:27 AM
3	You folks are very insensitive to the needs of the small business along this corridor. WAKE UP!	6/27/2020 11:57 AM
4	I know projects like this have less to do with homeowners and local residents and more to do with how the government can collect more tax revenue and help businesses to make more money. The unfortunate reality is that homeowners are put in a position to prove how these changes will hurt them instead of the government being put in a position of explaining how they will benefit those who live in the area. If the government officials were more interested in maintaining the quality of life for homeowners than they were interested in more tax revenue and doing favors for business they would have not promoted the unfettered growth that has caused the push for more traffic lanes. Has more traffic lanes solved the problem on Eagle Road? It hasn't. Responsible growth and limiting the number and locations of high-density housing projects are better answers.	6/26/2020 9:51 AM
5	I am concerned about congestion heading between parts of Ada County and between Canyon and Ada County. Fairview Avenue is one of those main arterials that people use. We need to encourage people to walk, bike and to take the bus instead of using a motorized vehicle. And one of the main ways to do this is to provide safe streets in which they can safely bicycle and walk to their destination or to a bus stop. I am aware that Valley Regional Transit will be extending services on Fairview and we need to provide a safe protected bike lane/sidewalk for riders to get to their bus stop. Please consider protected bike lanes.	6/25/2020 9:31 PM
6	Ada County needs to stop spending money on asphalt and spend money on different transportation options. Complete grids so that residents have multiple ways to reach their destinations in their neighborhood and with transit.	6/25/2020 6:45 PM
7	This area needs a great amount of attention to the active transportation options. Building more lanes for cars only gets more cars and Fairview is already a barrier for safety for everyone. A protected bike lane is the only type that should occur in a 7 lane section of roadway, a painted buffer is not enough. Special consideration should be given to the residents that are living near the Locust Grove intersection, especially our youth and elderly. Look at connecting the bike lanes and make them safe! Locust grove traffic is going 40+mph, this will be the same on Fairview.	6/25/2020 4:10 PM
8	Do not begin this project until the corridor on Meridian Rd., between Fairview and Ustick is completed. It will be a massive cluster .... if both projects are happening at the same time. I understand this project is slated for 2023, but with how slow some of these projects go, I fear Meridian Rd. will still be under construction then.	6/25/2020 2:45 PM
9	My main concerns are diminished income stream which will affect the tenant to maintain and stay in business during the construction. Especially after the health issues of COVID-19 it seems that you are going to put him out of business during this time frame and many others along the route will you be compensating for loss of income during the construction. This is a main concern of my tenant as he runs an auto lube store which depends on traffic flow even though you're saying there's access from the back road it will definitely cut down the amount of services he will be performing during this long and lengthy repair which we believe is not necessary you may contact me Scott Curtis 208-471-0065	6/25/2020 8:00 AM

10	I really like the idea of having two left turn lanes for Locust Grove and Fairview!	6/24/2020 2:55 PM
11	We have recently moved from Garden City to an apartment complex along Locust Grove and my wife has the crazy notion that she's going to walk across Fairview to shop at Fred Meyers. I on the other hand think the idea is a suicide mission. Please explain in detail to me how the plan will accommodate pedestrians and cyclists. What traffic calming measures are planned, if any? For instance, will the crosswalk be raised slightly above the roadway? Will it be striped/marked/illuminated in eye-catching ways? What will the buffered bike lanes proposed look like? <a href="http://www.achdidaho.org/Projects/proj_road_fairview-avenue-locust-grove-road-to-eagle-road.aspx">http://www.achdidaho.org/Projects/proj_road_fairview-avenue-locust-grove-road-to-eagle-road.aspx</a> I'm sure you're well aware of traffic calming measures implemented by other municipalities sympathetic to pedestrians and bicyclists, but here are a few links that I find interesting: <a href="http://guide.saferoutesinfo.org/engineering/raised_pedestrian_crosswalks.cfm">http://guide.saferoutesinfo.org/engineering/raised_pedestrian_crosswalks.cfm</a> <a href="https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module3pt2.cfm">https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module3pt2.cfm</a> <a href="https://sf.streetsblog.org/2010/11/30/eyes-on-the-street-raised-crosswalk-installed-at-stonestown-galleria/">https://sf.streetsblog.org/2010/11/30/eyes-on-the-street-raised-crosswalk-installed-at-stonestown-galleria/</a> <a href="https://www.lakelandgov.net/citizen-perspectives/lake-morton-traffic-calming-survey/traffic-calming-options/">https://www.lakelandgov.net/citizen-perspectives/lake-morton-traffic-calming-survey/traffic-calming-options/</a> I understand traffic calming measures cost extra money. In my opinion posted speed limits along major roads in Meridian, particularly Eagle Road, Fairview and alike are too high. I realize the city, but that doesn't mean we shouldn't consider alternatives to the automobile. I look forward to your comments and hope to hear from you soon. Thanks for your time. I've seen too many ghost bikes in the area and we should have one crop up on Fairview. Best regards, Rick Hannon	6/23/2020 3:17 PM
12	Please no late merge "zipper" lanes!!!!	6/21/2020 3:12 PM
13	This is a BUSY road due to the Village and Albertsons/walmart, please don't take forever, hurry and get this project done!@	6/20/2020 4:15 PM
14	adding more lanes will only increase traffic. if yall are trying to redesign this road don't increase the size of it - increase the effectiveness of what is already here. it would be so much easier if you added on top of the construction that is already here as opposed to starting a huge long project that will not benefit anybody whatsoever. The Eagle/Fairview light is inconsistent and difficult to traverse safely	6/20/2020 2:10 PM
15	No more medians/ curbing.	6/18/2020 7:27 PM
16	I've never seen any accidents in that area, so it caught me by surprise.	6/18/2020 9:58 AM
17	Please show your value in being a Bicycle Friendly Community by building state of the art bicycle facilities. Please build a budget that reflects the care of safety for cyclists so that the Treasure Valley is working to reduce barriers to alternative forms of transportation and has infrastructure that encourages less vehicle use and more sustainable forms of mobility. Please prioritize excellency in design for all users and building connected safe routes for all. Thank you!	6/18/2020 9:17 AM
18	are you going to take the utilities underground? Utilities was mentioned in one of the charts but not verbalized.	6/17/2020 7:14 PM
19	I'm not terribly thrilled about having controlled left turn lanes because they tend to result in having to make more U-Turns.	6/17/2020 2:39 PM
20	Please stop encouraging u-turns in this city!	6/16/2020 8:37 PM
21	To me it is sad that you really do not want our in put. You have to ask us what we think. You have decided to do this all ready.	6/16/2020 3:07 PM
22	Would like to see a pedestrian signal (or full signal) at Webb Avenue. Need Wilson Lane to punch through from Webb to Locust Grove.	6/16/2020 8:22 AM
23	Living off of Locust Grove and Fairview I hope the construction goes quickly and does not make it harder to leave or get home. It frustrates me that road work and big roads always makes the people's lives harder if they leave near	6/15/2020 6:55 PM
24	I believe that it will help Fairview traffic, but not Locust Grove traffic north of the intersection, which is also a major traffic jams throughout the day. I think this may cause more probems for Locust Grove.	6/15/2020 6:45 PM
25	this would help the congestion big time!	6/15/2020 4:22 PM
26	I'll say it again, please, add more bike lanes.	6/15/2020 2:42 PM

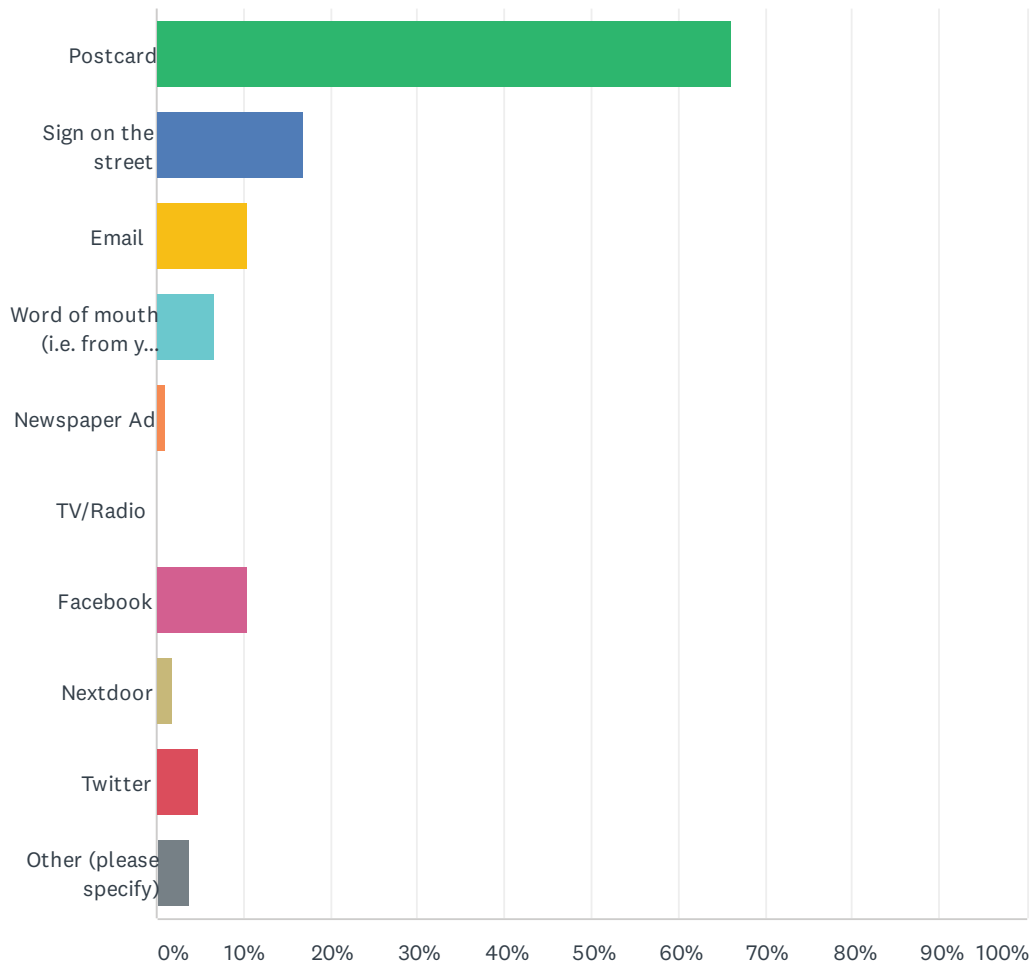


27	Great work ACHD!	6/15/2020 2:09 PM
28	The eagle and Fairview light needs to be updated. The light stays red forever and only lets a few cars thru	6/15/2020 11:21 AM
29	This is much needed during rush hours. Traffic is usually backed up all the way to Ustick on Locust Grove when I leave in the morning. Just getting through the Locust Grove/Fairview intersection is about a third of my commute time.	6/14/2020 11:24 PM
30	Good project	6/14/2020 10:12 PM
31	Meridian is a great city that could be made even more appealing and livable if it were more walkable and made safer for cyclists and pedestrians. It would be great to be able to safely walk or bike from the Village to the city center and Main Street and would benefit all the business in the area with increased patronage.	6/14/2020 10:08 PM
32	An additional improvement to greatly improve traffic flow during this project would be adding a right turn only lane the the northwest side of the Hickory/Fairview intersection by Sherwin Williams. The combination straight/right turn lane gets held up by the very low % of drivers who actually will go straight. The time length of this light leaves many unusable opportunities to turn right on red due to highly limited straight lane drivers stopping the flow of the high majority of right turners.	6/14/2020 8:00 PM
33	Raised medians should not be an option with the volume of traffic on this section of road.	6/14/2020 3:10 PM
34	As Meridian continues to get larger I think we should project a couple years in advance rather than just trying to fit/maintain the current traffic. I know you guys do your absolute best but I support you 100% in widening/adding more lanes to Fairview and Locust Grove and the general area surrounding. Thank you	6/14/2020 2:35 PM
35	Hoping lights will be synchronized to accommodate the flow.	6/14/2020 11:16 AM
36	1960 called, and wants it's deadly road design back	6/14/2020 11:11 AM
37	It's great you want to improve Locust. However it will still bottle neck on Locust where there is only one lane each way as cars try to get over. We also need a left turn signal on Locust and Chateau, hard to make a left turn during busy times, accident waiting to happen. For the meantime when are they going to fix locust? There are some really bad pavement areas that could throw somebody off a motorcycle as well as it really shakes your car when you hit them. Need some patch work ASAP.	6/14/2020 10:45 AM
38	Thank you	6/14/2020 10:28 AM
39	If ACHD isn't going to follow it's own bicycle matrix why should we trust it with bike and pedestrian safety?	6/14/2020 10:18 AM
40	It's a waste of time when there's other construction projects going on. It creates more traffic overall and frustration	6/13/2020 10:51 PM
41	Concerns about the length of left hand approach to turn left on Hickory. Eventually this could cause problems as traffic increases. When I travel northbound on Locust Grove to turn left (west) on Fairview, it is always a mess. The curbing is much too short for the amount of traffic making left hand turns. The foot high barriers are placed well inside the turn lane, making it very tight to turn. It is common to wait 2 cycles to turn left.	6/13/2020 9:30 PM
42	Excited for the sidewalk and bike improvements.	6/13/2020 7:17 PM
43	No additional comments.	6/13/2020 6:26 PM
44	Please put the protecting cones or something back in front of Dutch Bros. I live off Stonehenge and when heading west on Fairview trying to turn left onto Stonehenge, people pull out of dutch bros and drive the whole turn lane and block me from entering turn lane. The cones were there for a while and worked grade. After road chip seal- poof they were gone.	6/13/2020 5:45 PM
45	Explore other possible alternatives. Go observe motorist behavior near the area near Eagle and Fairview and extending a few blocks in each direction from that intersection. Go to the Albertsons Marketplace and the try to get out and go left / west on Fairview. There are no easy nor safe options.	6/13/2020 5:15 PM
46	Great in the mornings for my commute to work, lots of traffic in the late afternoon coming home	6/13/2020 4:06 PM

	from work and it becomes scary.	
47	I'm not sure the alternating left turn pockets so close together between east and west bound won't be confusing.	6/13/2020 3:28 PM
48	I have never liked the U-Turns, and the length of lights at Ustic and Eagle isn't sufficient for traffic crossing Eagle at Ustic. Also, please try to clear the left turn lanes before stopping traffic again. Too many instances of a few cars left in the left turn lane when an additional 10-20 seconds would clear the lane. So, again, please allow the left turn lanes to clear. Same consideration for Locust Grove and Fairview. Also, what about Pedestrian walking bridges?	6/13/2020 3:07 PM
49	Please include turning controls around Dutch Bros and Stonehenge subdivision. I often encounter cars stopped where I need to get into the turn lane to get into my neighborhood.	6/13/2020 2:42 PM
50	Please take into consideration the residential neighborhoods north of Fairview off of Locust Grove. Having 2 turn lanes heading into this area is going to cause more congestion.	6/13/2020 12:14 PM
51	Waste of money way that could be used to build another well needed freeway access to help relieve traffic on eagle and meridian roads.	6/13/2020 11:25 AM
52	This design encourages higher rates of speed and there is a significant lack of safety for cyclists and pedestrians. Let's do better.	6/12/2020 12:42 PM
53	N/a	6/12/2020 10:51 AM
54	Make the city more bikeable. Why is this such a difficult process?	6/12/2020 9:58 AM
55	I laud the innovative intersections, but the the TWLTL seems mad. I know they do it in Utah County, UT...but there is a cost in traffic accidents. (Utah insurance rates aren't high by accident).	6/12/2020 8:12 AM
56	Let's be more visionary, let's think about the future, and future mode shift. I want somewhere I can ride a bike with my kid, or walk to places with my grandma and feel safe.	6/11/2020 11:30 PM
57	Please stop using taxpayer funds on expensive road widening projects that do nothing but allow cars to temporarily drive faster.	6/11/2020 8:40 PM
58	Looking forward to seeing this project move forward. People just need to get more comfortable making U-turns down the street instead of waiting for risky left turns in heavy traffic.	6/11/2020 6:15 PM
59	Every time we wide a road we make it harder for folks to live and do business in that road. State Street is a great example of widening gone awry. Businesses leaving and lawsuits. We are doing this in the name of congestion relief, but the remote will not come. Wider roads induce more traffic. Put these funds towards real transportation alternatives, transit lanes and real protected bike lanes. The bike lanes on this project are a joke. Buffered lanes on what looks like a highway to drivers? This is a recipe for disaster. Don't widen our streets to move more cars. Redesign our streets to move more *people*.	6/11/2020 6:13 PM
60	See earlier comment.	6/11/2020 1:23 PM
61	The bike lanes proposed does not follow the Bike Facilities Matrix that was approved in the update to the Roadways to Bikeways plan. Buffered bike lanes are least best option for a level 3 bike facility, especially on a 35+mph road with 6+ lanes. Only the most confident rider would ride this area.	6/11/2020 11:57 AM
62	Please work to improve pedestrian/bike facilities, and to keep up with ongoing maintenance, rather than adding vehicle lanes. There is generally no need to widen roads in the Meridian or Boise areas; I find the traffic levels just fine even e.g. on Fairview, Eagle Rd, State. Slower traffic is safer traffic, period, because with lower speed there's lower rate of injury and death (fender benders matter not.) In places where speeds are high and variable, please work to calm speeds through better, narrower road designs, and work with law enforcement on automated speed enforcement where needed (although I prefer better street designs.)	6/11/2020 11:06 AM
63	Not needed.	6/11/2020 8:39 AM
64	Again this is a good idea however if and when possible, if construction could be done at night/over night that would help to ease congestion during rush hour traffic	6/11/2020 8:04 AM

# Q4 Please let us know how you heard about this project! Check all that apply.

Answered: 106 Skipped: 7



ANSWER CHOICES	RESPONSES	
Postcard	66.04%	70
Sign on the street	16.98%	18
Email	10.38%	11
Word of mouth (i.e. from your neighbor, friends, or family)	6.60%	7
Newspaper Ad	0.94%	1
TV/Radio	0.00%	0
Facebook	10.38%	11
Nextdoor	1.89%	2
Twitter	4.72%	5
Other (please specify)	3.77%	4
Total Respondents: 106		

#	OTHER (PLEASE SPECIFY)	DATE
1	My tenant at 1975 E. Fairview	6/25/2020 8:00 AM
2	ACHD website	6/16/2020 9:36 AM
3	I got a notice that my house will be impacted as part of the survey	6/13/2020 6:25 PM
4	Presentation at Meridian Chamber	6/12/2020 12:42 PM



June 03, 2020

RE: O'Reilly Auto Parts #2990—1915 Fairview Avenue, Meridian, ID  
Fairview Avenue and Locust Grove Road Intersection Improvements

We have reviewed the project plan as it pertains to our O'Reilly Auto Parts store property located 1915 Fairview Avenue, Meridian, ID. After reviewing the plan, we have certain concerns about the effect of the raised median on our business.

O'Reilly operates its business model as a split between retail sales and professional sales. The retail portion of our business consists of customers who visit the store to obtain parts for personal use. The professional portion of our business consists of technicians, service centers, and auto dealerships that require aftermarket auto parts to satisfy their customers. Additionally, we provide frequent deliveries of inventory to the store through our distribution network to ensure we have the parts on hand to maintain our competitive advantage.

The ability to easily enter and exit our store is crucial to our customers, both retail and professional, and to our distribution network, all of which ensure that we can promptly provide the proper parts to our customers. The proposed raised median would limit such access into our store to the westbound lanes, or a left turn out, requiring a U-turn at the intersection of N. Hickory Avenue. We request that you please reconsider the median in front of our store.

Accordingly, we would ask that you take these concerns into consideration as this project moves forward. I would also ask that I be notified of any upcoming meeting dates and/or updates to the project in the future.

Hi, as a member of the ACHD's Bicycle Advisory Committee, I wanted to give some feedback on the proposed design for the Fairview project between Locust Grove and Eagle Rd.

First off, I'm excited about the inclusion of bike lanes in this section. My husband rides from our home on the West Bench to work in Nampa several times a week and I can tell you, there are no good bike-able options parallel to the major thoroughfares. Because of the prevalence in that area of large residential subdivisions, the main arterial roads are the only option for bike commuters and the addition of bike lanes in the new design better respects the needs of all road users.

I do have some concerns about the bike lanes though. I see that they are 5 ft in width. This gives very little "wobble room" for a bike rider, especially when you factor in the road debris that is always in the right half of a bike lane and the need for space to evade potential right and left hook situations. 6ft would be a safer option and create more survivable space for the cyclist.

Also, while I think a painted buffer zone is a move in the right direction, this does nothing to actually protect a rider in the bike lane. Paint wears off easily and there are no consequences for a driver that crosses the buffer or even into the bike lane itself. I would recommend fiberglass "candlestick" posts in the buffer zone. Unfortunately, many drivers won't bother respecting the buffer zone, but will respect the candlesticks rather than risk damaging their vehicle. This also puts a vertical cue closer to the center of a driver's field of vision to see where the bike lane is, while still allowing a driver to see a cyclist in the bike lane to prevent right and left hook crashes while turning.

A curb between the vehicle lane and bike lane could be another option, although I prefer the posts because of the vertical nature so as to give a better cue to both the bike rider and the vehicle drivers as to where the separation point is. There are schools and parks in the area so I think we should expect children and teens to be able to use these bike lanes, not only the older and more experienced cyclists who are comfortable with riding alongside vehicular traffic.

Thank you for your consideration!

Brian,

Thanks for permitting a late submission on your Fairview project. I serve on the ACHD Bicycle Advisory Committee and I've seen plenty of concern on social media about the 'inadequacy' of the bike facilities proposed for this project. I sympathize with the social media concerns but I believe this is a reasonable compromise for this roadway (5' bike lane + 2' buffer).

Having said that, a buffered bike lane is not optimum and it won't be effective in attracting bicyclists to this arterial to do their business. The raised medians are a great motor vehicle safety improvement but it's frustrating that rarely do roadway projects consider investing capital infrastructure costs into 'luring' people out of their cars and into the bike lane. It will take a version of 'raised medians for bikes' to flip the engineering and programmatic calculation to justify investing in protected bike lanes. I know we're not there, but it would be great if there was a recognition that bike facilities can reduce vehicle congestion and motor vehicle traffic conflicts. Ada County won't become a European bike-centric metro area anytime soon (!), but we could sure use some stronger nudging in that direction.



Thanks, Brian. I shared the project update, including public input received from the first open house, with the Council late yesterday afternoon. They had two things they'd like ACHD to consider as this project moves further into design: 1) a pedestrian hybrid beacon (or similar) near the Webb/Fairview intersection, and 2) any "special" business access needs. For example, where there is not a safety concern and the business may have deliveries or special circumstances that warrant a full access, they should get the benefit of the doubt.

Do you need anything more official from me for our update to your Commission next Wednesday, or does this email suffice?

July 16, 2020

Dear ACHD Commissioners,

The Pedestrian Advisory Group (PAG) is a group of volunteer citizens who are committed to the safety and lives of people who walk throughout Ada County. One purpose of the committee is to make recommendations to the ACHD Commissioners on specific projects of concern to the pedestrian community.

Project Manager Brian McCarthy presented the Concept Design of **Fairview Avenue, Locust Grove Road to Eagle Road** to the PAG on Thursday, July 15. We appreciate the opportunity to review and provide comment at this early stage of project development. We had several concerns with this project because of the challenges faced by people trying to walk in this area, which we have explained below:

1. **Continuous detached sidewalks** improve safety and comfort for people walking. This project only has detached sidewalks along part of the roadway. Landscaping (trees, grass, shrubs) would be best for pedestrians, but there are examples in Ada County of colored gravel being used as a border between roadway and sidewalk. Two examples are Fairview and Cole intersection, or Ten Mile between Ustick and McMillen; both ACHD projects. *FHWA Pedestrian Road Safety Audit Guidelines and Prompt List*, states that attached sidewalks on streets with speeds over 25mph can be hazardous as vehicles can easily mount curbs and strike pedestrians. As per the last statewide crash report, 11% of pedestrians who were struck and killed, were walking on sidewalks. Buffer space would reduce this potential.
2. **Pedestrian Crossings across Fairview** – The distance is one mile between Eagle and Locust Grove Roads. More frequent protected crossings will not only increase compliant behavior, it may save lives. There is an existing traffic signal crossing at Hickory and a recommended PHB at Webb, that means two crossings inside the mile and two at the ends, which averages 1/3-mile spacing (1760 feet). Given the objective of Livable Streets initiative to optimize land use investments, crossings at this distance falls short. *ITE Designing Walkable Urban Thoroughfares*, guiding policy states that regular crossings, even in suburban areas such as this, should be no more than 600' apart. This is to foster crossings at regular intervals and at no more than 300' in either direction, as this is the maximum distance research shows pedestrians are willing to travel to use a dedicated crossing.
3. **The PAG supports installing a Pedestrian Hybrid Beacon at Webb Way**, as requested by the City of Meridian. Due to the number of lanes, the PHB should also include a pedestrian refuge island as per AASHTO guidance for mid-block crossings and the 7-lane configuration.
4. **Pedestrian signal timing** – Following MUTCD guidelines of 3.5 feet/second walking speed for the pedestrian change interval, without modification to the standard seven-

second WALK interval, will be insufficient to safely cross a road the size of Fairview Avenue (approximately 126 feet). We urge the ACHD Traffic Engineering staff to increase the walk interval to accommodate a walking speed of 3.0 feet/second from the push button to the far-side curb (see MUTCD 4E.06.13).

5. **Leading Pedestrian Interval** at intersections to provide additional crossing time for people walking, and to assist in making crossing pedestrians more visible to turning drivers.
6. **Trees** – We strongly encourage ACHD and the City of Meridian to make every effort to retain trees already planted along Fairview. If unable to retain, we request that trees are replaced. Street trees along this mile will not only aid in attaining the desired travel speed of the road, but also minimize the heat island effect that will occur with the 7 lanes of asphalt. This feature will encourage more walking and reduce unnecessary local trips by vehicle.
7. **Street Lighting** – We support ACHD’s decision to include continuous street lighting with this project. AASHTO guidance recommends continuous street lighting along arterial streets as a safety improvement for all road users.

We look forward to discussing our recommendations in more detail.

Sincerely,

ACHD Pedestrian Advisory Committee